



CITY OF
Port Adelaide Enfield

INTEGRATED TRANSPORT STRATEGY 2021 - 2031





Contents

KAURNA ACKNOWLEDGEMENT	4	FUTURE DIRECTIONS FOR INTEGRATED TRANSPORT IN PAE	24
MAYOR AND CEO WELCOME	5	Active transport	26
INTRODUCTION	6	Public transport	30
City Plan 2030 and the Integrated Transport Strategy	19	Traffic management and road safety	34
Transport Aspirations	20	Managing parking demand	38
Placemaking	20	Integrated land use and transport planning	42
Sustainable Transport and Climate Change	21	Freight: movement of goods and services	46
THE STRATEGIC CONTEXT	12	DELIVERING AND MONITORING OF THE PLAN	50
INFORMING THIS PLAN	16		
CURRENT AND FUTURE TRENDS	18		
Population profile of PAE	19		
Projected future growth	20		
Transport profile of PAE	21		
Journey to work – into and out of PAE	22		
Future trends in transport	23		

KAURNA Acknowledgement

We acknowledge and pay respect to the Traditional Owners of the land on which we stand, the Kurna People of the Adelaide Plains. It is upon their ancestral lands that the Port Adelaide Enfield Council meets. It is also the Place of the Kardi, the Emu, whose story travels from the coast inland.

We pay respect to Elders past and present and emerging. We respect their spiritual beliefs and connections to land which are of continuing importance to the living Kurna people of today.

We further acknowledge the contributions and important role that Aboriginal and Torres Strait Islander people continue to play within our shared community.



Mayor & CEO Welcome



The Integrated Transport Strategy 2021-2031 demonstrates the commitment of the City of PAE to providing a well-functioning and integrated transport system which supports the wellbeing of the community and enables the economy to thrive.

The City of PAE plays a major role in the economy of South Australia and is a key provider of transport and logistic services for the State. Council strives to ensure that businesses can access required goods and services and are able to service local, interstate and overseas markets, whilst at the same time striving to maintain an appropriate interface with residential development.

This Strategy looks beyond vehicular transport to focus on the entire transport network and address the movement of people, services and goods. It does this by providing direction in relation to active transport, public transport, traffic management and road safety, management of parking, integrated land use and transport planning, and freight

The Integrated Transport Strategy strengthens sustainable transport initiatives and accelerates efforts to establish a less carbon intensive transport network and will provide strategic guidance for Council to provide and advocate for a transport system which provides access for all members of the community and enables the economy to grow and prosper.

It will also form the basis for effective investment in the development and management of infrastructure and assets to improve mobility and accessibility.

Claire Boan
Mayor

Mark Withers
Chief Executive Officer

Introduction

Purpose

The purpose of the Integrated Transport Strategy is to develop an overarching framework that aims to integrate plans and policies, current and future, relating to the movement of people, goods and services.

The Integrated Transport Strategy will inform decision-makers on ways to manage the transport system and land use to best address these needs. The Integrated Transport Strategy will form the basis for developing and managing infrastructure and major assets to improve mobility and accessibility.

It will complement other Infrastructure and Asset Management Plans.

Defining Integrated Transport in PAE

The traditional approach when reviewing transport networks has been to view the movement of goods, services, and people from the lens of vehicular movement, which has often resulted in developing a reactive and non-people centred strategy rather than a proactive strategy.

The Integrated Transport Strategy for PAE is based on a different approach where transport is not only limited to vehicular or one mode of transport, but it considers the entire transport system as one and focuses on the movement of people, goods and services.

What this plan covers

This plan covers all modes of transport and the movement of people and goods throughout the City.



ACTIVE TRANSPORT



PUBLIC TRANSPORT



TRAFFIC MANAGEMENT
AND ROAD SAFETY



INTEGRATED LAND USE
AND TRANSPORT
PLANNING



MANAGING PARKING
DEMAND



FREIGHT:
THE MOVEMENT OF
GOODS AND SERVICES

City Plan 2030 and the Integrated Transport Strategy

The City Plan 2030 is the blue print for everything that we do and sets the vision for the City.

OUR VISION - A CITY THAT VALUES ITS DIVERSE COMMUNITY AND EMBRACES CHANGE THROUGH INNOVATION, RESILIENCE AND COMMUNITY LEADERSHIP.

ENVIRONMENT & HERITAGE

We are a low carbon, water sensitive and climate resilient City and our built heritage is protected, embraced and celebrated.

PLACEMAKING

We are a unique and distinctive collection of active places, created and cared for through strong partnerships.

COMMUNITY

We are a safe, vibrant, inclusive and welcoming City for our residents, businesses and visitors alike.

LEADERSHIP

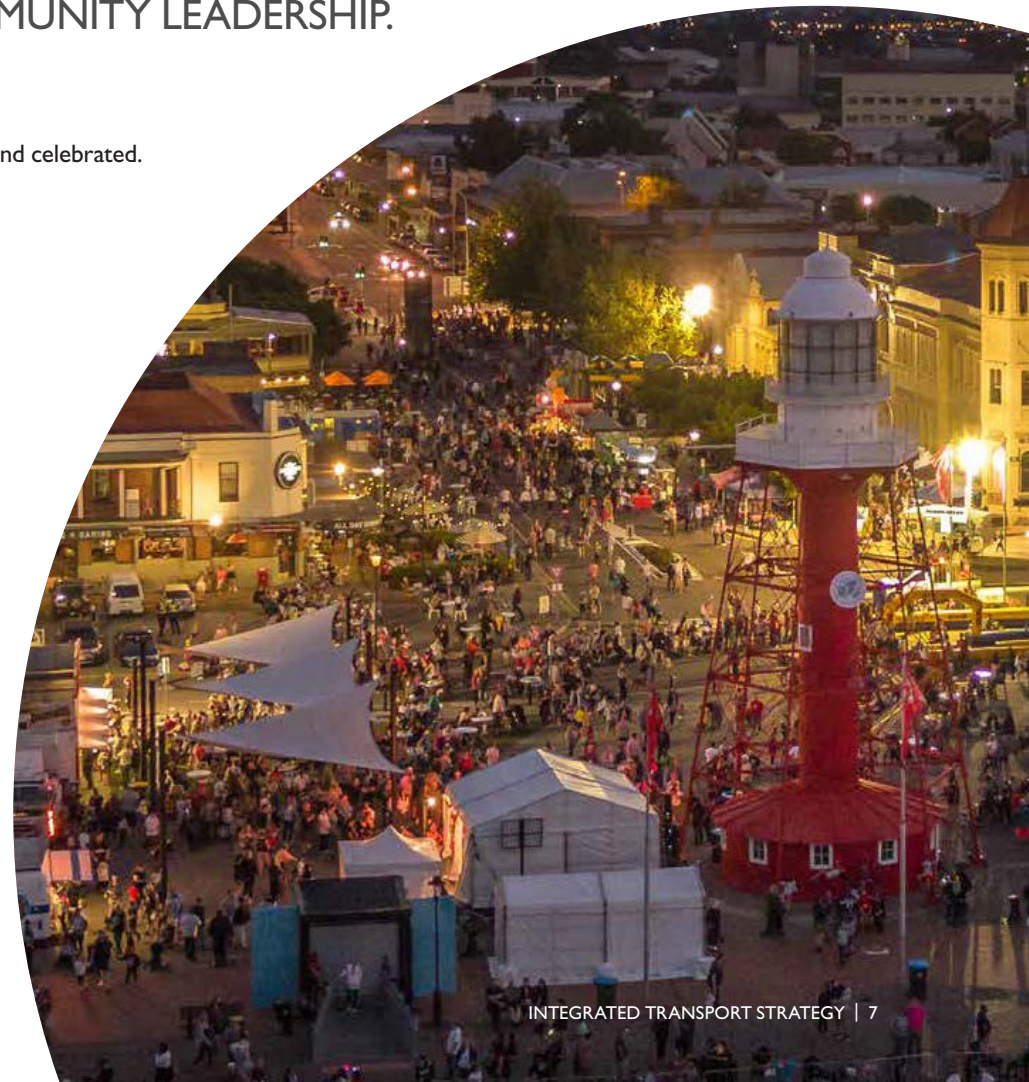
We are an innovative, collaborative and high performing leader within local government.

ECONOMY

We are a thriving economy and a business-friendly City.



**The Integrated Transport Strategy builds upon
The City Plan 2030 to achieve this vision.**





Transport Aspiration

What success looks like under the Integrated Transport Strategy:

- > Active and public transport are the preferred modes of transport for our Community
- > We have transformed from moving vehicles to moving people, goods and services
- > We are leaders in sustainable transport and a low emissions City
- > We are proactive, innovative and respond with clear direction in creating a sustainable, equitable and adaptable transport and movement system
- > We embrace new technology and practices in transport and movement



Placemaking

At the city of PAE our placemaking ambition is to be a place where people love to be.

We know that places where people love to be are places that: attract people because they support multiple activities and uses; are easy to get to and from; enable positive human encounters and look and feel good and safe.

Placemaking has the opportunity to change lives, build meaningful connection, enhance wellbeing, positively impact the environment and create economic development

The Integrated Transport Strategy will deliver the key connections and linkages to support placemaking across the City.



Sustainable Transport and Climate Change

The Integrated Transport Strategy has strong alignment with Council's existing strategic commitments to sustainability and climate change.

Climate emergency

In October 2019 Council declared a climate emergency and joined the national Cities Power Partnership making the following pledges in March 2021 which are relevant to sustainable transport:

- > Establish a Zero Net Emissions target for the organisation and prepare a funded plan to meet that target (this includes emissions reductions from council's own fleet)
- > Establish formal partnerships and work with local developers to deliver leading edge sustainable design outcomes in new developments across the city
- > Progress the rollout of electric vehicle charging stations to create a city wide network of infrastructure.

Climate change adaptation

As part of its collaboration with the Cities of Charles Sturt and West Torrens in the regional climate change adaptation program, AdaptWest, Council has made a commitment to plan and design resilient buildings, places and spaces and, to embed climate change considerations in asset planning and management.

This includes ensuring that transport infrastructure and assets are resilient to the impacts of climate change including increased exposure to heatwaves and flooding.

Sustainability

The Living Environment Strategy 2017 – 2022 prioritises sustainable land use and infrastructure and, the development of a transport, access and mobility plan for the city that considers public transport, cycling and pedestrian use, low emission fuels, electric vehicles, sustainable urban design that considers active transport, access and mobility needs.

The Integrated Transport Strategy builds on these existing strategic commitments and accelerates efforts to establish a **less carbon intensive** transport network and modes of transport, by including targets for:

- > Improved active transport
- > Improved public transport
- > Sustainable and innovative transport solutions (e-scooters/e-bikes)
- > Integrated land use planning
- > Creating a more efficient and safe transport network.





STATION
1522







CHARGEFOX

Charging instructions

1. Plug in the charging cable to the car's charging port.

2. Select the charging power level (10kW or 22kW).

3. Select the charging time (15, 30, 45, 60, 90, 120, 150, 180, 210, 240, 270, 300, 330, 360, 390, 420, 450, 480, 510, 540, 570, 600, 630, 660, 690, 720, 750, 780, 810, 840, 870, 900, 930, 960, 990, 1020, 1050, 1080, 1110, 1140, 1170, 1200, 1230, 1260, 1290, 1320, 1350, 1380, 1410, 1440, 1470, 1500, 1530, 1560, 1590, 1620, 1650, 1680, 1710, 1740, 1770, 1800, 1830, 1860, 1890, 1920, 1950, 1980, 2010, 2040, 2070, 2100, 2130, 2160, 2190, 2220, 2250, 2280, 2310, 2340, 2370, 2400, 2430, 2460, 2490, 2520, 2550, 2580, 2610, 2640, 2670, 2700, 2730, 2760, 2790, 2820, 2850, 2880, 2910, 2940, 2970, 3000, 3030, 3060, 3090, 3120, 3150, 3180, 3210, 3240, 3270, 3300, 3330, 3360, 3390, 3420, 3450, 3480, 3510, 3540, 3570, 3600, 3630, 3660, 3690, 3720, 3750, 3780, 3810, 3840, 3870, 3900, 3930, 3960, 3990, 4020, 4050, 4080, 4110, 4140, 4170, 4200, 4230, 4260, 4290, 4320, 4350, 4380, 4410, 4440, 4470, 4500, 4530, 4560, 4590, 4620, 4650, 4680, 4710, 4740, 4770, 4800, 4830, 4860, 4890, 4920, 4950, 4980, 5010, 5040, 5070, 5100, 5130, 5160, 5190, 5220, 5250, 5280, 5310, 5340, 5370, 5400, 5430, 5460, 5490, 5520, 5550, 5580, 5610, 5640, 5670, 5700, 5730, 5760, 5790, 5820, 5850, 5880, 5910, 5940, 5970, 6000, 6030, 6060, 6090, 6120, 6150, 6180, 6210, 6240, 6270, 6300, 6330, 6360, 6390, 6420, 6450, 6480, 6510, 6540, 6570, 6600, 6630, 6660, 6690, 6720, 6750, 6780, 6810, 6840, 6870, 6900, 6930, 6960, 6990, 7020, 7050, 7080, 7110, 7140, 7170, 7200, 7230, 7260, 7290, 7320, 7350, 7380, 7410, 7440, 7470, 7500, 7530, 7560, 7590, 7620, 7650, 7680, 7710, 7740, 7770, 7800, 7830, 7860, 7890, 7920, 7950, 7980, 8010, 8040, 8070, 8100, 8130, 8160, 8190, 8220, 8250, 8280, 8310, 8340, 8370, 8400, 8430, 8460, 8490, 8520, 8550, 8580, 8610, 8640, 8670, 8700, 8730, 8760, 8790, 8820, 8850, 8880, 8910, 8940, 8970, 9000, 9030, 9060, 9090, 9120, 9150, 9180, 9210, 9240, 9270, 9300, 9330, 9360, 9390, 9420, 9450, 9480, 9510, 9540, 9570, 9600, 9630, 9660, 9690, 9720, 9750, 9780, 9810, 9840, 9870, 9900, 9930, 9960, 9990, 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52920, 52950, 52980, 53010, 53040, 53070, 53100, 53130, 53160, 53190, 53220, 53250, 53280, 53310, 53340, 53370, 53400, 53430, 53460, 53490, 53520, 53550, 53580, 53610

The strategic context



PAE Strategic Planning Framework

The Integrated Transport Strategy has a strong alignment with Council's City Plan 2030 and a number of Council's key strategic documents and Council Policies.

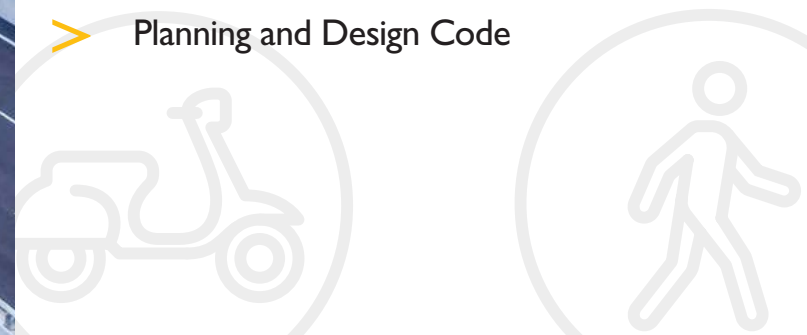
The diagram on the following page provides a framework that indicates how the Integrated Transport Strategy fits within this broader context.

State Strategic Context

This Strategy also takes into account strategy and policy directions at the State Government level.

These include:

- > 30 Year Plan for Greater Adelaide
.....
- > State Transport Plan
.....
- > North -West Transport Plan
(in development)
.....
- > State Planning Policies
.....
- > Planning and Design Code



CITY PLAN VISION	A CITY THAT VALUES ITS DIVERSE COMMUNITY AND EMBRACES CHANGE THROUGH INNOVATION, RESILLIENCE AND COMMUNITY LEADERSHIP					
CITY PLAN THEMES	ECONOMY: We are a thriving economy and a business friendly City	COMMUNITY: We are a safe, vibrant, inclusive and welcoming City for our residents, businesses and visitors alike	ENVIRONMENT AND HERITAGE: We are a low carbon, water sensitive, and climate resilient city and our built heritage is protected, embraced and celebrated	PLACEMAKING: We are a unique and distinctive collection of active places created and cared for through strong partnerships	ENVIRONMENT AND HERITAGE: We are an innovative, collaborative and high performing leader within Local Government	
STRATEGIC MANAGEMENT	- Living Environment Strategy 2022 - Economic Development Strategy 2020		- Walking and Cycling Plan 2021-2025 - Inclusive Communities Plan 2019-2024		- Active Recreation Facilities Plan - Freight Movement and Access Plan (to be developed)	
TRANSPORT RELATED POLICIES	- Parking Management Policy - Narrow Street Parking and Access Policy		- Electric Vehicle and Fleet Management Policy (to be developed) - Heavy Vehicle Access Policy		- Community Transport Policy	
GOAL	CITY OF PAE INTEGRATED TRANSPORT STRATEGY 2021-2031 PAE will have an integrated transport system that: <ul style="list-style-type: none">- is safer and accessible for the whole community- supports economic activity and local businesses through well-managed land development leading to sustainable urban outcomes- prioritises the use of sustainable and innovative transport solutions- ensures efficient parking management through the deployment of new technologies, policy, collaboration, and education- has a focus on prioritising access for pedestrians and cyclists with an emphasis on placemaking- support a low carbon transport network and modes of transport					
KEY THEMES	ACTIVE TRANSPORT	PUBLIC TRANSPORT	TRAFFIC MANAGEMENT AND ROAD SAFETY	MANAGING PARKING DEMAND	INTEGRATED LAND USE AND TRANSPORT PLANNING	FREIGHT; THE MOVEMENT OF PEOPLE AND GOODS
KEY OUTCOMES	<i>A safer and accessible network that delivers improved community wellbeing and encourages the adoption of active and sustainable transport, generating.</i>	<i>An accessible, sustainable, and efficient public transport network that facilitates a higher share of public transport trips and which capitalises on improved public transport connectivity through the adoption of emerging technologies.</i>	<i>A transport network with improved road safety that supports a thriving economy, and assists in reducing our transport-related carbon footprint through efficient traffic management.</i>	<i>Optimise accessibility to on-street, and off-street parking that will make businesses and destinations more accessible while ensuring principles of parking management are consistent.</i>	<i>A transport system that integrates with land use planning to create an urban environment characterised by choice in transport modes, responsiveness to changing densities, and improved quality of life for the community.</i>	<i>A road transport network that services freight transport needs to ensure ease of movement of goods and services that support economic activity and minimises negative social and environmental impacts.</i>
TARGETS	1. Increase active transport (Walking and Cycling) share of Journey to Work trips by 30% by 2030	1. Advocate to the State Government for incentives and education for an increase in Public Transport (PT) share of Journey to Work trips by 50% by 2030	1. 20% reduction in all crashes on the local road network by the end of 2024, 50% reduction in all crashes on the local road network by the end of 2030 2. Administration to move towards a more sustainable fleet with a target of 100% either hybrid, electric, or hydrogen-fuelled fleet by 2030 3. Encourage all schools in the Council area to participate in the PAE Schools Program, with a target of 100% participation from all interested schools	1. Complete Narrow Streets Parking and Access Policy by mid-2022 2. Complete Parking Management Policy by end of 2022	1. Changes to state-wide car parking rates and residential densities are monitored and updated every 12 months	1. Complete Freight Movement and Access Plan by December 2022 2. Reduce Access Permits by 30% with pre approvals and Gazettal of Roads by March 2023 3. Support adoption of commercial vehicles using emerging technologies (Hybrid, EV, Hydrogen) – by continuing to lead from the front 4. Air Quality along key freight corridors and destinations meets public and environmental health standards

Informing this plan



Introduction

Extensive stakeholder engagement has been undertaken to support the development of this plan.

This included engagement with the community and other key stakeholders, as well as Council Elected Members and staff from throughout the organisation whose work is impacted by transport and access.

Have your say...

if you ride, drive or walk this way



We're preparing our first Integrated Transport Strategy, to help us plan and prioritise transport needs from 2021 through to 2031.

Have your say about...

Traffic management and road safety • Walking and cycling
Parking management • Public transport

Visit www.haveyoursay.cityofpae.sa.gov.au
Or contact us on 8405 6600



Due to Covid-19 restrictions a predominantly digital/online approach was used, with limited 'face to face' engagement possible.

- > Development of the Integrated Transport Strategy Community Engagement page on PAE's Have Your Say! Website
- > Installation of conflute signs at 30 locations dispersed throughout the council area
- > Installation of footpath stickers 'Decals' at 30 locations dispersed throughout the council area
- > Variable message boards installed at over 20 locations over the eight week engagement period
- > Digital promotions/marketing using social media platforms such as Facebook
- > Regular updates on PAE's website

Respondents were able to provide location based feedback with interactive mapping tools, along with survey questionnaires to inform and shape the Integrated Transport Strategy.

Despite the challenges to engagement posed by COVID-19 167 formal submissions were received via Have Your Say! (80%), printed forms (18%) and emails (2%).

A 'Draft Integrated Transport Strategy' was developed taking on board all feedback received. The final draft plan was presented back to the Community for final comments prior to endorsement.

A pie chart illustrating the distribution of visitor categories. The largest segment is orange, representing Residents at 81%. The next largest is green for Business at 10%, followed by blue for Workers at 7%. Two smaller segments, dark blue for Visitors and yellow for Other, each represent 1% of the total. The chart is set against a background featuring a faint, stylized bicycle wheel.

Category	Percentage
Residents	81%
Business	10%
Workers	7%
Visitors	1%
Other	1%

[illegible][illegible]

Staff and Elected Member Engagement

The internal engagement process included engaging with other teams within PAE.

This engagement enabled the project team to understand other team's current and future challenges and opportunities in relation to integrated transport.

The internal stakeholder engagement also provided an insight into identifying actions and opportunities relevant to the transport network that would benefit other areas within PAE.

Key suggestions and outcomes from staff engagement included:

- Develop a road hierarchy for the council area
- Public Transport is disjointed
- Identify and develop Public Transport stops as 'place'
- Embrace emerging technologies
- Ways to reduce negative environmental impacts through mode shift and better management of transport network
- Consistency of signage and treatment
- Wayfinding strategy would empower users in route planning
- Heat island effect on the rise in growth areas affecting the walking environment (tree canopy, shade)
- Waste collection along narrow streets with on-street parking

Council staff have met with Elected Members on three separate occasions to:

- workshop the proposed vision/goal
- discuss the results of the community consultation process
- discuss the key themes, outcomes and objectives

Key Challenges

The key challenges identified through the community and internal stakeholder engagement are summarised below.

- Active transport and road safety are of primary importance to the community
- Improving access to public transport would encourage greater uptake and reduce reliance on private vehicles for journey to work trips
- Access and amenity in key precincts and activity areas should be upgraded to enhance user experience and increase visitation
- Support is needed for vulnerable user groups, e.g. aged care precincts, schools through the identification of hot spots and solutions at enhancing safety and mobility
- The need to embrace emerging technologies for efficient utilisation of existing assets and plan for the future
- Developing a detailed hierarchy of roads for the council area to better utilise assets and plan maintenance works



Sphere of influence

The responsibility for transport planning in PAE is shared between Council and the State Government.

The shared responsibility for transport means that in delivering the ITS, Council has direct responsibility for some transport actions and outcomes, whilst in other instances it will need to work in partnership and collaborate with the State Government to improve the transport system.

Generally, Council is responsible for the local road network, pedestrian and cycling movements. The State is responsible for the arterial road network, including on-road bicycles lanes on arterial roads, public transport, along with State-wide policy.

Council will continue to proactively work with the State to deliver the objectives within the ITS that are not within Council's direct control.

The “Sphere of Influence” shows Council’s extent of control and influence in relation to transport.



LIMITED INFLUENCE

- > Federal and State government policy and funding
- > Arterial road network improvements
- > Level Crossing Removal Program

INFLUENCE

- > Public transport service improvements and infrastructure
- > Changing attitudes towards sustainable travel
- > Pedestrian crossings on the arterial road network
- > Improved provisions for cyclists on the arterial road network

CONTROL

- > Integrated transport and land use planning
- > Infrastructure provision for walking and cycling
- > Local network improvements
- > Management of on-street parking
- > Detailed transport strategies
- > Behaviour change programs

Current and future trends



Introduction

The following section provides a summary of socioeconomic, demographic and transport related data and trends being experienced in the City of PAE.

This included engagement with the community and other key stakeholders, as well as Council Elected Members and staff from throughout the organisation whose work is impacted by transport and access.

Where does the data come from?

The data is drawn from a number of sources, with much based on the 2016 Census of Population and Housing, and in some instances is compared with the Adelaide metropolitan area i.e. Greater Adelaide.

The crash data has been sourced from the Location SA Viewer database which is a compilation of police reports from 2016-2020 inclusive. The traffic issues reported by the community are a summary of requests recorded and responded to by Council over the last 2 years.

Population profile of PAE



PAE HAS A TOTAL LAND AREA OF 97 SQUARE KILOMETRES



45% OF THIS LAND IS RESIDENTIAL



PAE HAS ALMOST 54,000 DWELLINGS WITH AN AVERAGE HOUSEHOLD SIZE OF 2.39 PEOPLE



THIS EQUATES TO A POPULATION DENSITY OF 1,286.8 PERSONS PER SQUARE KILOMETRE

In summary, the City of PAE has:

- > A younger and growing population, which is projected to continue for some time
- > Residential development is expected to continue as a result of infill development (particularly under the new Planning and Design Code) and new development sites including Dock One and Fletchers Slip/Cruikshank's Corner in the Port Waterfront area, and Oakden Gilles Plains and redevelopment in Kilburn Blair Athol
- > Socio-economically diverse community, including some of the most disadvantaged areas in Australia
- > A highly mixed and ever-changing economy, including substantial industrial areas, including significant growth in Maritime related industry on the Lefevre Peninsula
- > An environmentally rich and varied landscape, including coast, rivers, wetlands and open space

POPULATION



Projected to grow to about 144,000 by 2031

DWELLINGS



With 2/3 Separate houses and 31% Medium density (Greater Adelaide 23.9%)



Transport profile of PAE

PAE manages the local road network, pedestrian and cycling paths.

The local road network services commuter and freight movements, while the walking and cycling network provides for both commuter and recreational movements.

Council proactively addresses road safety and network improvements through the Local Area Traffic Management (LATM) Program, which addresses area-wide issues in collaboration with the local community.

Council also assesses improvements at selected locations based upon community feedback, demand analysis, road safety initiatives (e.g. Black Spot funding), recommendations from the cycling and walking plan and integration with other Council Policies and Directions.

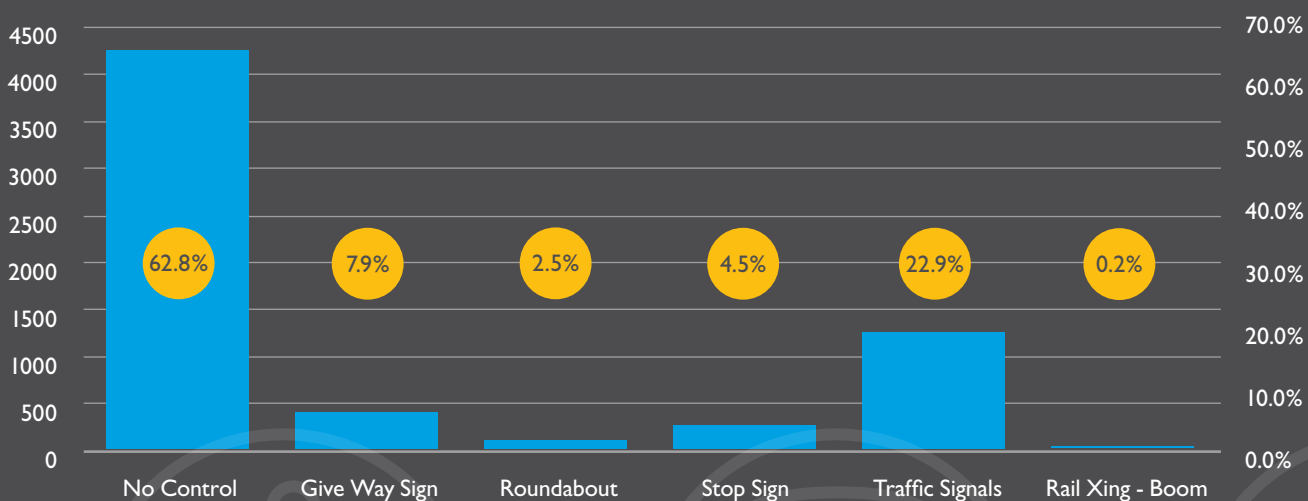
Vehicle ownership

- > Higher proportion of households with no vehicle = 11% (Greater Adelaide = 8%), however this fell by 16.9% between the 2011 and 2016 Census
- > An increasing proportion of households with vehicles, particularly 3 or more vehicles (increased 21.4% between the 2011 and 2016 Census)

Crash data

- > The majority of multiple accident sites and casualty crashes are on the arterial road network and not Council managed road network
- > Casualty crashes have increased from 436 in 2018 to 442 in 2019; which ranks PAE as highest in number of casualty crashes in Metropolitan Adelaide region. Although, the majority of casualty crashes are not on Council managed roads
- > In 2019 nearly one quarter of crashes occurred at traffic signals
- > The number of casualties (lives lost, serious injuries and minor injuries) has also increased from 498 in 2018 to 546 in 2019 – placing PAE 2nd in number of casualties closely behind Salisbury (549 casualties reported in 2019)
- > In 2019 nearly two thirds of crashes occurred at locations where there is no traffic control, and nearly two thirds of these occurred at speeds of between 60 and 80 kilometres per hour

Type of location where crashes occurred, City of PAE 2019



Journey to work – into and out of PAE

- > 77.2% of people working in PAE live outside the area, with the highest proportions from the surrounding Councils of Salisbury, Charles Sturt and Tea Tree Gully
- > 68.4% of working residents travel outside of PAE for work, predominantly to the Cities of Adelaide, Charles Sturt, Salisbury and West Torrens
- > 71.5% of people travelled to work in a private car; 10.0% took public transport and 2.6% rode a bike or walked. 2.5% worked at home
- > Car as driver trips has increased over the 2011-16 census period, which is consistent with the drop in Car as passenger trips and an increase in the number of vehicles owned per household
- > A significant reduction of 30% was reported in active transport trips (walking and cycling) from 2011 to 2016 census. Overall, PAE has lower walking and cycling trips compared to Greater Adelaide
- > The share of public transport trips to work has remained constant at about 10% over the 2011 and 2016 census, which is slightly higher than the Greater Adelaide's average of 8.6%

Freight data

- > PAE represents about 8.8% of the state's Gross State Product, with a heavy concentration of industries within Council
- > Since the establishment of the National Heavy Vehicle Regulator:
 - PAE receives on average 1,100 access permits request each year
 - PAE is ranked 2nd for most permit requests of any local government road authority
 - A quarter of all permits requests within South Australia received by the NHVR have an origin or destination within the PAE
- > The freight activity within PAE is managed via the following modes of transport:



Port



Rail



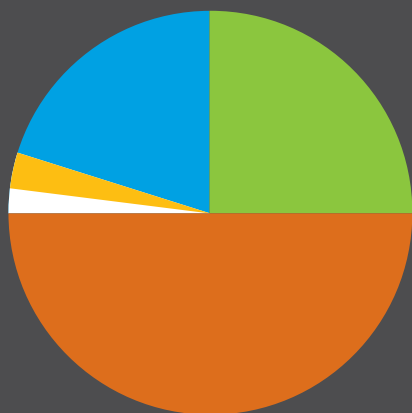
Road

Traffic issues reported to Council by the Community

The following summarises the key transport and parking related issues reported to Council by the community from March 2018 to March 2020.

- > Through the proactive LATM program, Council works with the local Community to better understand and resolve local traffic issues. A local residents working committee is formed to work with Council to improve road safety and traffic conditions within the local area
- > A total of 2,160 reactive customer requests were received that related to Transport and Parking related issues such as traffic volume, speeding, trucks on local roads and parking issues
- > Over 1,080 (or 50%) requests were related specifically to parking issues and requests for installation of yellow (No Stopping) line marking on streets
- > On average 1 in 4 requests (25%) were related to traffic volumes, speeding or sightline issues at intersections
- > Semaphore, Klemzig, Port Adelaide, Lightview and Windsor Gardens were the top five suburbs collectively contributing 25% of the total customer requests

Transport related Customer Request Types (March 2018- March 2020)



25% Traffic volume, speed and intersection related

50% Parking related

2% Bicycle facilities

3% Trucks on local roads

20% Other

Future trends in transport

The movement of people and goods is constantly changing and evolving. As modes of transport change, they may require changes to Council infrastructure.

Examples of this include:

- > Driverless vehicles (Currently in its infancy in terms of being rolled out across the public road network; Staff will continue to monitor and evolve in this space as technology develops)
- > Electric vehicles
- > Hydrogen powered vehicles
- > SMART City infrastructure

There have also been recent changes in where people work, with more people working from home for some or all of their working hours. This may mean less cars on the road and a reduced demand for parking in activity areas, but increased pressure in residential areas and neighbourhood centres.

Council will continue to monitor changes in transport trends in collaboration with the State and other LGA's to ensure a coordinated action plan is generated across Greater Metropolitan Adelaide.

What does this mean for integrated transport in PAE?

Residential and industrial development will continue to place strain the transport system within the Council area.

A well-functioning and integrated transport system is extremely important to the wellbeing of the community and to the economy of PAE.

Council needs to continue to monitor and address the changing nature of the population and economy in the Council area as well as respond to external influence beyond the Council boundary.

This may include, but not be limited to changes in relation to State or Federal Government policy, planning and changes to transport related technology.



Future directions for integrated transport



Introduction

The following sections provides a summary of the key directions which will support the City of PAE to continue to develop a safe, accessible, sustainable and integrated transport system over the next ten years.

The City of PAE support place-making and activity centres, with transport improvements as these locations have the highest demand for effective transport management. Activity centres are concentrations of business, administrative, civic, retail, residential, entertainment, employment, research, education and community uses.

Goal

PAE will have an integrated transport system that:

- > Is safer and accessible for the whole community
- > Supports economic activity and local businesses through well managed land development leading to sustainable urban outcomes
- > Prioritises the use of sustainable and innovative transport solutions
- > Ensures efficient parking management through the deployment of new technologies, policy, collaboration, and education
- > Has a focus on prioritising access for pedestrians and cyclists with an emphasis on placemaking
- > Support a low carbon transport network and modes of transport

Key themes

The six key transport themes were identified through community engagement and various workshops to deliver an improved transport network. These themes were then cross-referenced against the City Plan to establish the strategic directions to be delivered under this Plan, and to deliver the broader objectives under the City Plan.

Many of the strategic directions in the Integrated Transport Plan are interrelated and together they will support the achievement of Councils Vision for integrated transport as well as Council's City Plan 2030.

The six transport themes are:



ACTIVE TRANSPORT



PUBLIC TRANSPORT



TRAFFIC MANAGEMENT
AND ROAD SAFETY



INTEGRATED LAND USE
AND TRANSPORT
PLANNING



MANAGING PARKING
DEMAND



FREIGHT:
THE MOVEMENT OF
GOODS AND SERVICES

Active transport





Current situation

Between the 2011 and 2016 census, PAE has seen a significant increase in vehicle ownership and car as driver/passenger trips to work.

This is reflected in a significant (16%) drop in walking and cycling (active transport) trips to work. If these trends of increasing vehicle ownership and decreasing active transport

trips continue, further increase in private vehicle trips will put pressure on the already congested road network resulting in excessive delays.

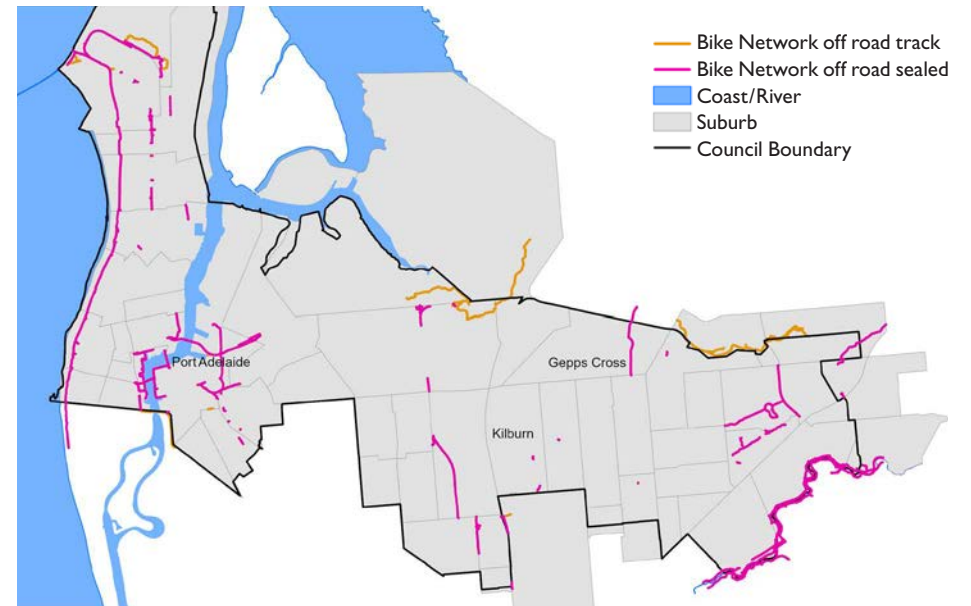
Active transport offers health benefits and can be more time efficient than driving to work or shopping during peak hours.

PAE has committed to improving the active transport network by developing its Walking and Cycling Plan, which forms the basis for a number of actions identified to increase active transport trips.

Bike network within PAE



Off-street cycling paths in PAE (sealed and unsealed)



Outcome

A **safer and accessible** network that delivers improved community wellbeing and encourages the adoption of **active and sustainable transport**, generating positive health and environmental impacts.

//

A recent report found that physical activity in the morning has an impact on a child's concentration and their ability to understand the curriculum for up to four hours afterwards. There's overwhelming evidence that it has an impact.

//

Lisa Speirs,
Active Communities Co-ordinator,
Heart Foundation Victoria

Strategic directions

- 1 Develop an **audit program** for the active transport network **to improve access and safety** and **encourage uptake** of active transport
- 2 **Work collaboratively** with stakeholders **to improve** access to the active transport network and enhance connectivity between the active transport network and public transport hubs
- 3 Develop and implement a **bicycle facilities investment program** to improve end of cycling trip facilities at activity centres (bicycle parking, storage, shower/change rooms etc.)
- 4 **Promote** the City of Port Adelaide Enfield as a **destination for cycling** through promoting paths and rides throughout the Council region
- 5 **Improve pedestrian amenity** through measures such as streetscape design, appropriate footpath maintenance, roadside furniture (seating) and adequate street tree canopy (in line with Council's canopy target)
- 6 Develop a DDA compliant kerb ramps audit and upgrade program to deliver an accessible and inclusive footpath network
- 7 **Improve pedestrian and cycling links** across the City in line with the current Walking and Cycling Plan
- 8 Implement the **PAE Schools Program** that aims to encourage the use of active transport (walking and cycling) by students to assist in the reduction of private vehicle trips
- 9 Work with the State Government to **achieve the targets of the 30-Year Plan** for active transport modes and the development of walkable neighbourhoods

- 10 Continue the rollout of the remainder of the Local Area Traffic Management program across the City ensuring a review of existing areas that have already been completed
- 11 Work with DIT to prioritise the implementation of the Network Operating Plan in the Port Centre

The above actions will enhance the current network to create a high-quality active transport network that will connect to key destinations like schools, employment, shops and community facilities and provide improved access to public transport hubs offering seamless multi-modal travel choices.

Indicators

- 1 **Implement** recommendations from the **Walking and Cycling Plan (WCP 2021-25)** by **2025**
- 2 Encourage all schools in the council area to participate in the **PAE Schools Program by 2025**, with a target of 100% participation from all interested schools
- 3 Work with DIT to roll out the **Network Operating Plan** within the Port Centre
- 4 Undertake an audit of bike lane signs, line marking and any gaps in the bike network **by 2023**
- 5 Implement recommendations the of DDA compliant kerb ramps audit and upgrade program **by 2030**

Target

- 1 Increase **active transport (Walking and Cycling)** share of Journey to Work trips **by 30% by 2030**



Public transport



Current situation

PAE residents have maintained public transport utilisation at the relatively same level (10%) over the last decade, which is slightly better than the Greater Adelaide region.

However, with the projected increase in population, particularly in growth areas, and historical trends indicating increasing vehicle ownership, it will be critical to improve public transport uptake for the transport system to operate at its optimum level.

Community consultation has indicated reliability and frequency of public transport service and lack of direct services and supporting facilities around public transport stops/hubs as key reasons for the community not opting for public transport to commute to work.

Community consultation has indicated a lack of direct and/or infrequent public transport connections between activity centres resulting in increased dependence on a private vehicle for the commute. Council will advocate to the State Government to assess demand for Public Transport travel between activity centres (e.g. Mawson Lakes, Tea Tree Plaza) for improved and direct Public Transport connections to reduce private vehicle use.

An audit of existing conditions (e.g. lighting, amenity, surveillance, real-time arrival information) will be undertaken to address safety concerns around key public transport hubs. Council will work with DIT to provide consistent and well-maintained facilities at these public transport hubs to improve the public transport experience. Council will explore opportunities to encourage public transport uptake through targeted upgrades to existing supporting infrastructure around key public transport hubs.

Council will also advocate the State Government for sufficient provisions to be made for public transport connectivity in growth areas.

DIT have completed a planning study for the rail spur and construction of a railway station to service the Port Adelaide Centre, which was delayed due to lack of funding commitment by both the State and Federal Government.

Council will continue to advocate the State and Federal Governments to secure the construction of the planned rail spur to Port Adelaide, providing more direct, faster, and reliable public transport connection to the Adelaide CBD and beyond noting that the State Government are in the preparation (as of September 2021) of a North-West Transport Plan.

As identified in the Walking and Cycling Plan 2021-25, a wayfinding strategy for the Port Precinct will enable tourists and visitors to efficiently navigate around various destinations within the Port, including easy to find public transport connections. Similar wayfinding strategies will be developed around other activity centres within the council.

The State Government is responsible for maintaining a reliable and high-frequency public transport service. DIT has undertaken a number of initiatives to improve reliability, such as intersection priority (Bus Queue Jump Bays) at key intersections along public transport corridors. Adelaide Metro operates a number of high-frequency (15-minute Go Zone) services.

However, these Go Zones are operated primarily along the arterial road network, with a small number of services connecting some inner residential areas. Council will encourage DIT and Adelaide Metro to improve connectivity, reliability and frequency of public transport service to encourage uptake.

Council will continue to monitor developments in the field of public transport connectivity for fringe areas (such as on-demand services currently under trial in Mount Barker) and micro-mobility (e-scooters) for providing improved multi-modal connectivity and public transport utilisation.



Public transport plays an important role in minimising the cost of congestion and maximising economic productivity. Equality of access to employment and services, increased cohesion and decreased isolation are significant social benefits that public transport investment can provide.



Tourism and Transport Forum -
The Benefits of Public Transport

Council, through its volunteers, delivers a unique community transport service, the community bus. This service is available for all residents, especially those who are unable to access public transport.

This highly valued and much-needed service enables residents to access a reliable travel option to key community facilities

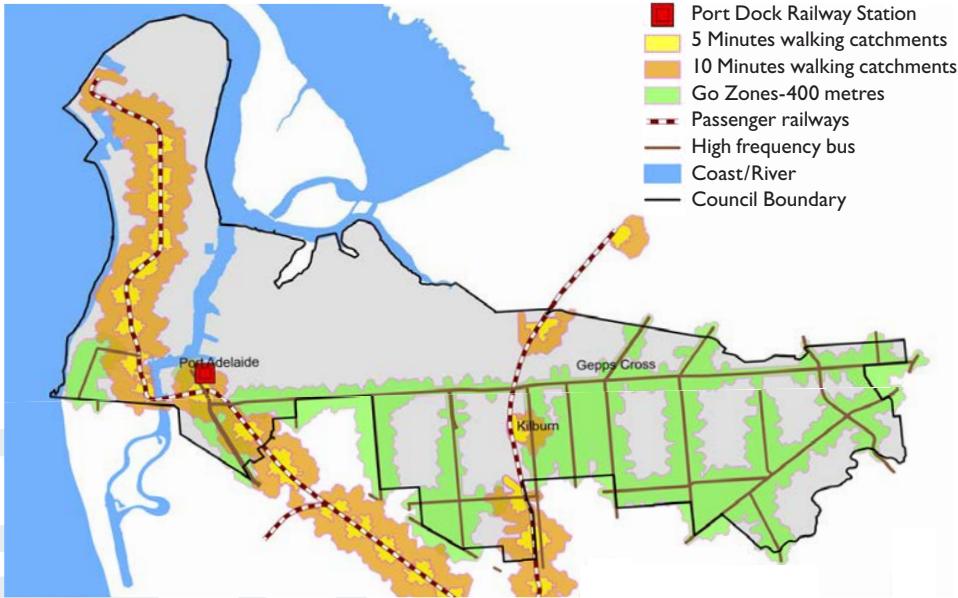
and destinations, plus maintain regular social connections within their broader communities.

Council is currently reviewing this service to deliver the most appropriate service for our community.

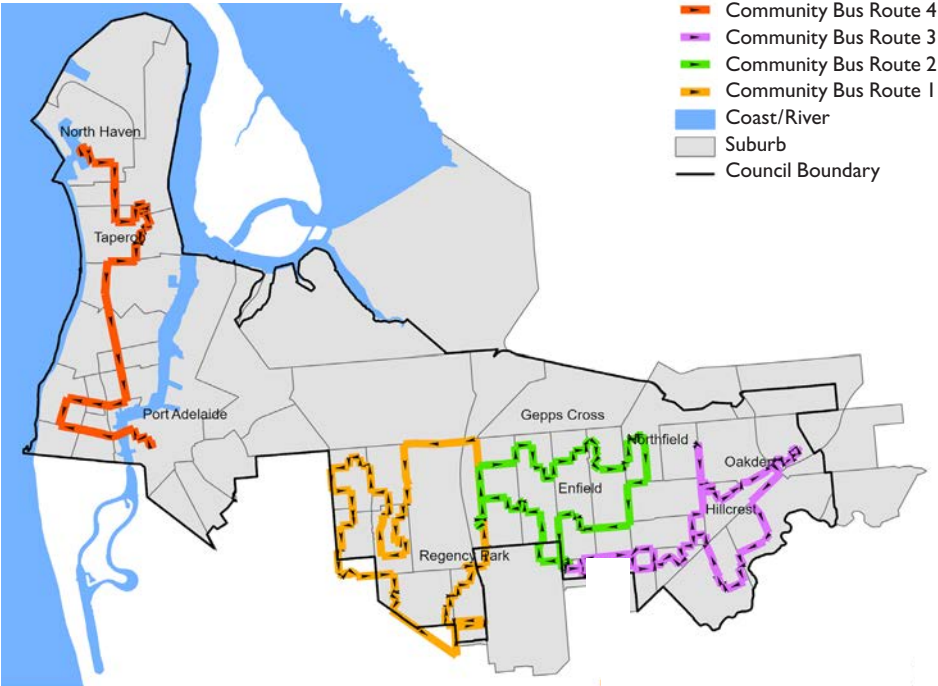
Outcome

An accessible, sustainable, and efficient public transport network that encourages a higher share of public transport trips and which capitalises on improved public transport connectivity through the adoption of emerging technologies.

Accessibility to the public transport network within PAE



Public transport: Community Services



Strategic directions

- 1 Work with the State Government to undertake an **assessment of conditions** (e.g. lighting, sightlines, activation, amenity/shelter, passive/active surveillance, vegetation) **effecting perceived safety around public transport** hubs to encourage a greater public transport uptake for all types of travel
- 2 Advocate to the State Government for the development of the **rail spur to the Port Adelaide Centre**
- 3 **Develop a wayfinding strategy** to and from public transport stops to improve accessibility, particularly for **activity centres** and **tourist destinations**
- 4 Advocate to the State Government for the development of a **policy for last-mile solutions**, e.g. Public Transport on-demand/feeder service, micro-mobility (e-scooters), car/rideshare to improve public transport uptake
- 5 Advocate to the State Government to **assess demand for public transport connectivity between activity centres** in PAE and adjoining councils and for improved **east-west public transport connectivity** (e.g. Port Centre and Tea Tree Plaza)
- 6 **Support vulnerable user groups** (aged population, people with disability and school children) to have safer and efficient access to Public Transport

- 7 **Review and implement** findings of the community bus service review
- 8 Develop an action plan for **sourcing public transport usage** data to evaluate and monitor progress towards mode shift target

Indicators

- 1 Advocate to the State Government for new **residential zones to be within a 5-minute (or 400 metres) walking catchment** of the Public Transport network
- 2 Develop council-wide **wayfinding strategy** by 2023

Target

- 1 Advocate to the State Government for incentives and education for an increase in **Public Transport (PT) share** of Journey to Work trips **by 50% by 2030**



Traffic management and road safety



Current situation

Over the past five years, PAE has consistently ranked in the top three Metropolitan Councils in South Australia for most casualty crashes reported.

While a significant majority of these crashes have occurred along the arterial road network, there are several locations along the local road network where casualty crashes were reported.

PAE is committed to improving the safety of all road users on the transport network in the council area. This can be achieved by putting an emphasis of addressing fatality type crashes and improving traffic calming to reduce the risk and severity of injuries on the local road network.

Many crashes involving pedestrians or cyclists have been reported along with our local road network, which typically operates at the default 50km/h speed limit. Council undertakes several initiatives to improve safety along the local road network.

These include:

- > Local Area Traffic Management schemes for the entire council area, to be delivered over 15 years (2015-30). These LATM schemes will address safety concerns along the local road network and put the council in a strong position to advocate to DIT for improved access to the arterial road network and safety improvements
- > Black Spot identification and seeking funding from State and Federal Governments for safety upgrades at these locations
- > Review the creation of slow speed environments (e.g. shared spaces/zones, 40km/h speed limits where appropriate)

Over the years, the council has developed various asset management plans which are based on road hierarchy, improving the walking (footpath) and cycling network, freight network and trail/tourist routes. Council has also developed design standards to ensure both consistent and context responsive design outcomes are achieved.

At times changes to network plans are not reflected across all plans (e.g. Asset Management plans are updated every year, walking and cycling plans reviewed every five years), which results in inconsistency and repetitive infrastructure works disrupting the community. Council will develop a system to ensure all modes of transport are considered for any transport infrastructure upgrades to improve efficiency and value for money and reduce inconvenience for the local community.

Both State and Federal Governments have committed to exploring and facilitating the adoption of alternative fuel vehicles (e.g. Hydrogen and electric vehicles). Australia has seen a rapid growth (150%) in electric vehicle sales over the last 5 years but is still lagging behind the rest of the world. The South Australian Government is aiming to ensure that all new car sales in the state are fully electric (or alternative fuel technology) by 2035, aligning with targets to reduce carbon emissions by 2030.

Keeping in line with the State Government's aim for fully electric vehicles or hydrogen powered/hybrid vehicles, Council will continue expanding EV charging stations across the council area. Council will further commit to upgrading its entire fleet of all vehicles to hybrid, electric or alternative fuel technology vehicles by 2030 (where technology allows).

A safer and efficient transport system combined with an increased number of electric / alternative fuel tech vehicles will reduce transport-related carbon emissions, resulting in health and environmental benefits for all.



Government fleet purchases, which are very important because they fuel the second-hand market [and also mean] that fleet providers and companies that manage private fleets change their processes: they look at the total cost calculations, they update their way of rolling out vehicles to include charging stations et cetera. So government fleet targets are a very effective way of driving change not only in government fleets but beyond.



Sam McLean,
Senior Manager, Tesla

Outcome

A future oriented network with improved road safety that supports a thriving economy, and assists in reducing our transport-related carbon footprint through efficient traffic management.

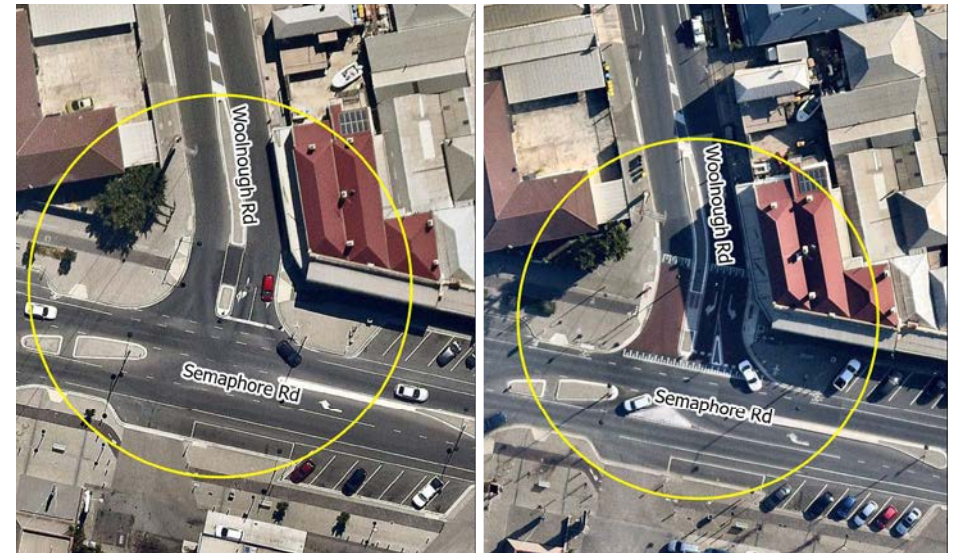
Roundabout installation - Hookings Terrace and Second Avenue intersection



Near Map imagery 2016

Near Map imagery 2021

Black Spot funding - Semaphore Road and Woolnough Road



Near Map imagery 2016

Near Map imagery 2021

Strategic directions

- 1 Develop a **transport hierarchy** for the Council road network for **integrated planning and delivery of infrastructure projects**
- 2 Invest in **regular traffic data collection** to identify **driver behaviours** to improve safety on our streets and **ensure** traffic movements are **consistent with road hierarchy**
- 3 **Complete all Local Area Traffic Management (LATM) schemes** by the end of 2030
- 4 Conduct a **city wide 'speed zone' review** to explore opportunities for lower speed limits on the local road network
- 5 Continue to **identify Black Spots** and seek State/Federal funding for safety improvements at these locations
- 6 Support **adoption and integration of sustainable and emerging technologies** (EVs, EV charging stations, e-scooters, rideshare, Hydrogen Fuel Cell technology) to reduce congestion and our carbon footprint
- 7 Develop a **Smart City Plan** with a focus on ways to adopt and integrate emerging technologies in the transport network

Indicators

- 1 Effective management of all **Black Spot sites** with an annual review of all crash sites on the **Council managed road network**
- 2 Council's citywide **LATM program to be completed by 2030**
- 3 Continue to work with **EV charger suppliers to support the rollout** of at least 20 additional chargers within the entire City by 2030
- 4 **A Smart City Plan** is prepared by the end of 2023
- 5 Implement recommendations of the **City Wide 'speed zone' review**

Target

- 1 **20% reduction in casualty crashes** on the local road network by the end of **2024**
- 2 **50% reduction in casualty crashes** on the local road network by the end of **2030**
- 3 Administration to **move towards a more sustainable fleet** with a target of 100% either hybrid, electric, or hydrogen-fuelled fleet by 2030
- 4 Encourage all schools in the Council area to **participate in the PAE Schools Program**, with a target of 100% participation from all interested schools



Managing parking demand



Current situation

Council manages a mix of time-restricted, permit and unrestricted on-street parking throughout the council area.

Additionally, council is responsible for ensuring that sufficient private off-street parking is provided by implementing the PAE development plan. These parking spaces are primarily for private use by residents, workers or visitors. However, with the adoption of the Planning and Design Code (P&D Code), a number of land uses, including residential dwellings, have seen a significant reduction in parking provision rates. This is likely to put pressure on the already diminishing on-street parking supply as more and more residential subdivisions occur.

Council receives several requests every week for a review of or implementation of parking restrictions along the local road network. Some of the suburbs with a higher percentage of heritage character or a large number of narrow streets where parking can be provided only on one side of the road are anticipated to experience increased demand for on-street parking due to residential subdivisions.

Council has developed three policies to guide parking management practices. These are:

- > Parking Control Policy
- > Vehicle Crossovers Policy
- > Narrow Streets Parking and Access Policy

These policies collectively aim to maintain a consistent approach throughout the council area to provide and optimise on-street parking.

Council will assess customer requests received for parking restrictions, along with recommendations from the Narrow Streets Parking and Access Policy, and the new Planning and Development Code to identify suburbs likely to experience an increase in on-street parking demand.

Further assessment of dwelling growth potential, on-street parking availability and parking demand will be undertaken to develop parking management plans for these suburbs.

While Council works to ensure consistency and clarity in the installation and maintenance of parking signs and line marking, it is noted that at times these may cause confusion (e.g. clearways and bicycle/parking lanes).

To address concerns on inconsistency in parking signage, council will undertake an audit of parking signs and line marking focussing on activity centres to ensure the highest level of consistency is achieved within these concentrated zones.

Community consultation has indicated that finding a vacant parking space at activity centres can be a challenge, and the parking demand is increasing rapidly. While the increasing visitor numbers bode well for activity centres and the local economy, it can be frustrating to circulate around to find a parking space, resulting in visitors losing interest and driving off to another activity centre where parking is easily available.

Increased visitation also generates increased deliveries to businesses and restaurants. This places further pressure on the limited supply of loading zones and on-street parking on public roads within activity centres.

Council will develop a Smart Parking Strategy to address parking sufficiency concerns raised by the community. The Smart Parking Strategy will review innovative technologies currently available and used locally and interstate to provide real-time information on parking availability in key activity centres to visitors.



Since the in-ground sensors were introduced (in the City of Melbourne) there has been better compliance with signed time limits, fewer fines issued and – most importantly – a more regular turnover of parking bays in the central city, which are of highest demand for parking in the city.”



IOT Hub

Current situation *(continued...)*

Council will undertake parking surveys at key activity centres to identify centres experiencing parking issues. These centres will be further reviewed in conjunction with precinct-based parking management plans to identify locations where innovative parking technologies can be used to aid parking management. A site will be identified for trialling innovative parking technology.

Council invests in collecting traffic counts and parking surveys to inform decision making. Council will explore more innovative ways of collecting traffic data through Wi-fi and Bluetooth, possibly alleviating the need to collect manual traffic data. The application of machine learning and artificial intelligence in transport planning and parking management is evolving rapidly.

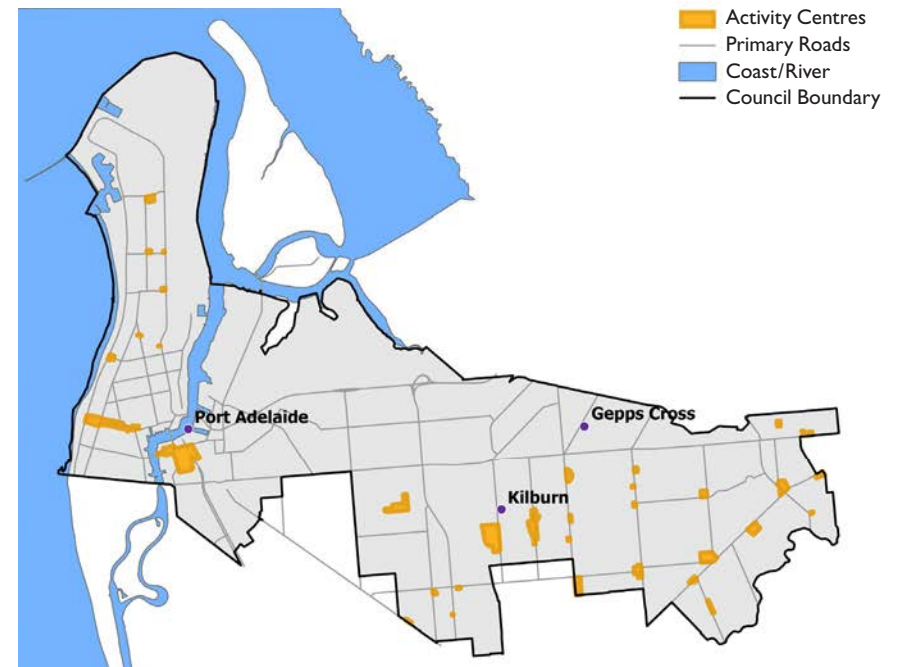
Council will continue to invest in capturing traffic and parking data and explore opportunities to utilise this data to find the best solution for the community. These may include providing real-time parking and traffic information through a mobile app and electronic displays around activity centres.

Council will also investigate the development of a precinct-based parking management plan. A precinct-based parking management plan can inform the creation of a system which can be used to respond to local car parking issues, both on and off-street, and manage car parking by precinct rather than on a site-by-site basis. Council will prioritise efforts within activity centres which generate higher demand for parking facilities (on or off street).

Outcome

Optimise accessibility to on-street, and off-street parking that will make businesses, local households and destinations more accessible while ensuring principles of parking management are consistent across the council area.

Managing parking demand at Activity Centres



Activity centres are concentrations of business, administrative, civic, retail, residential, entertainment, employment, research, education and community uses

Strategic directions

- 1 Implement the recommendations of the **Narrow Streets Parking and Access Policy to improve safety, consistency and conformance** with the current legislation and parking standards
- 2 Complete an **audit of signage and line marking** within major activity centres (**Port Adelaide Town Centre and Semaphore Foreshore Precinct**) by the end of 2023
- 3 Implement a **Parking Control Policy to provide equitable access to parking** for all users and balance supply and demand across the council area
- 4 Develop a **Smart Parking Strategy** with a focus on innovative and sustainable parking solutions (e.g. EV charging stations, ground sensors with real-time parking information) to assist parking shortfall, including a pilot study to trial the use of innovative parking solutions
- 5 Develop and undertake **precinct-based parking management plans** to support equitable/balanced planning outcomes
- 6 Ensure activity centres and tourist destinations have an **appropriate provision of special parking needs** such as loading zones, taxi zones, car share schemes and parking for people with disability
- 7 **Invest in capturing parking demand** (occupancy, duration of stay) data in activity centres and tourist destinations to assist in developing Council's response to parking and access
- 8 Develop a **DDA compliant car park audit and upgrade program** to deliver accessible on and off-street parking facilities for vulnerable users within the community

Indicators

- 1 The area-wide **parking management framework** is completed by the end of 2023
- 2 Ensure **clarity and uniformity in parking provision** across the council area through policy implementation by 2025
- 3 **Parking management schemes implemented at major activities centres** by end of 2023
- 4 **Parking information** is updated regularly and readily available on the council website
- 5 **Smart Parking Strategy** is completed by the end of 2022
- 6 Implement recommendations of **DDA compliant car parking audit and upgrade program** by 2030

Target

- 1 Continue to annually roll out the recommendations contained in the **Narrow Streets Parking and Access Policy**
- 2 Complete an updated **Parking Control Policy** by end of 2022



Integrated land use and transport planning



Current situation

In recent years, there has been an increasing awareness of the influence of land use upon transport planning.

To use two examples within the Council area, the shipping terminal at Outer Harbor is closely linked with the Adelaide rail freight network, which may have positive or negative effects upon particular land uses. One positive example is export-driven industrial development capitalising upon close links to the rail freight network. On the other hand, negative effects can include residential development that is sensitive to noise or air pollution generated by freight networks.

With continued growth in population and a tendency for smaller residential land parcels, Council has also experienced a steady trend of larger housing blocks being subdivided into smaller, narrower parcels across a range of suburbs. In some cases, increased residential densities have led to an increased reliance upon on-street parking. This has led to complaints from residents, especially on narrower streets that were not designed to have an extensive amount of on-street parking.

From a policy perspective, Council's ability to write tailored policy (catering to local trends in land use) is comparatively limited, given the introduction of the State-wide Planning and Design Code. Additionally, the Planning and Design Code is fostering a paradigm shift towards mixed land use zoning.

In this scenario, a combination of differing land uses (which were traditionally more segregated in separate zones) may potentially now occur in closer proximity. In the long term, such changes may require new approaches to Local Area Traffic Management, for example.

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Transit reacts mainly with the density right around its stations... So what matters for transit is the density right where the transit is, not the aggregate density of the whole urban area.

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Jarrett Walker,
Humantransit.org

Another challenge associated with land use and transport planning relates to behavioural practices. Conventional urban planning theory suggests that increasing residential densities make the use of public transport more feasible.

However, some residents in medium- or high-density developments have little ability (or desire) to use public transport in place of a private vehicle. This tension results in additional policy challenges that have not been resolved by current-day approaches to urban planning and development policy.



Outcomes

A **transport system that integrates with land use planning** to create an urban environment characterised by choice in transport modes, responsiveness to changing densities, and improved quality of life for the community.

Strategic directions

- 1 Ensure sufficient **provisions for active transport infrastructure are included for all new developments** to improve active transport connectivity
- 2 Undertake an empirical survey of various land uses to support, justify, and monitor provisions of parking and trip generation
- 3 **Advocate to the State Government** for increased public transport services along key transport corridors and network extensions connecting urban renewal areas (e.g. Lightsview, Oakden/Gilles Plains)
- 4 Continue to monitor and advocate to the State Government to ensure strategic land use planning and infrastructure **policy that minimises negative impacts of industry and major transport routes** on residents and businesses
- 5 Work with the State Government to encourage the spatial distribution of land uses in a way that **reduces dependency on non-active and/or private transport modes**
- 6 Advocate to the State Government to **regularly review the car parking rates of the Planning and Design Code**, to ensure they are up-to-date and reflective of community needs

Indicators

- 1 **Written submissions** are lodged **on every Code Amendment** that changes transport or parking policies
- 2 **Transport and land use planning advocacy** is included in the Council's **"ask of government"** document published before each State and Commonwealth election

Target

- 1 Advocate to the State Government that changes to state-wide **car parking rates and residential densities are monitored** and updated every 12 months

- 7 Monitor the Planning and Design Code to **anticipate areas of increased density and tailored parking responses** where practical
- 8 Explore options to avoid **increased densities in areas that are not adequately able to be serviced by public transport**
- 9 Encourage opportunities **for mixed-use developments to occur in close proximity to new and existing public transport infrastructure** developed by the State Government
- 10 **Work with private landholders** (when rezoning land) to ensure that transport targets are considered and embodied in the process

Walking distance to bus stops in Lightsview



- 5 minutes walking distance
- 10 minutes walking distance
- Public transport network
- Street centre line
- Lightsview boundry



Freight: movement of goods and services



Current situation

PAE represents about 8.8% of the state's Gross State Product, with a heavy concentration of industries in Regency Park, Wingfield, Gillman and the defence precinct developing on the Le Fevre Peninsula.

Flinders Port, located on the Le Fevre Peninsula, attracts a large number of heavy truck movements along Victoria Road and the Port River Expressway.

PAE has reported an average annual population growth of 2.2% over the last 15 years, which is expected to increase with the development of the defence precinct and more industries developing in the council area. It will be critical to managing the movement of goods and services by developing a responsive and efficient freight network.

On average a quarter of the total heavy vehicle permit applications within South Australia by the National Heavy Vehicle Regulator (NHVR) have an origin or destination within PAE. The City of PAE is ranked No. 2 for the most access permit requests Australia wide for a local government authority. While a number of applications received involve heavy vehicle movement along the designated freight network, a number of council managed roads in industrial zones provide access between the freight network and businesses.

PAE will work with NHVR and DIT to pre-approve (and gazette) a significant number of these council managed roads for freight vehicle movement.

The South Australian State Government constructed the South Road Superway with high clearance to 'future proof' the use of the existing freight rail network by double-stacked container freight trains.


While rail freight from/to Flinders Port is increasing, it is yet to realise its full potential resulting in a significant freight movement still occurring by road (i.e. trucks). This is evident from the increasing number of road train applications received by Council through the NHVR portal.

Council will advocate to the State and Federal governments and other agencies/freight operators to invest in rail-based freight transport from/to Flinders Port. A higher percentage of freight transport by rail will bring significant benefits.

It will reduce heavy vehicle movements on the road transport network resulting in lower emissions and easing congestion, improving efficiency and increasing road infrastructure life.

Outcome

A road transport network that services freight transport needs to ensure ease of movement of goods and services that support economic activity and minimises negative social and environmental impacts.



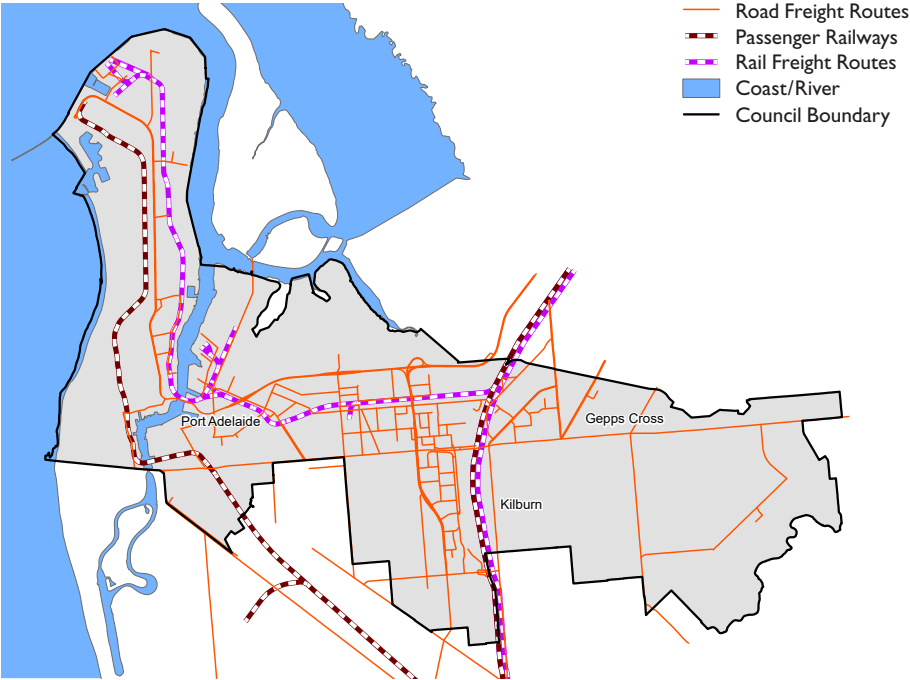
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The study will monitor outdoor air to analyse air quality and emissions from traffic on Victoria Road and the surrounding residential areas. It will look at how air quality may vary along the road, how far into the residential areas it goes, and how it may be affected by variations in weather conditions.

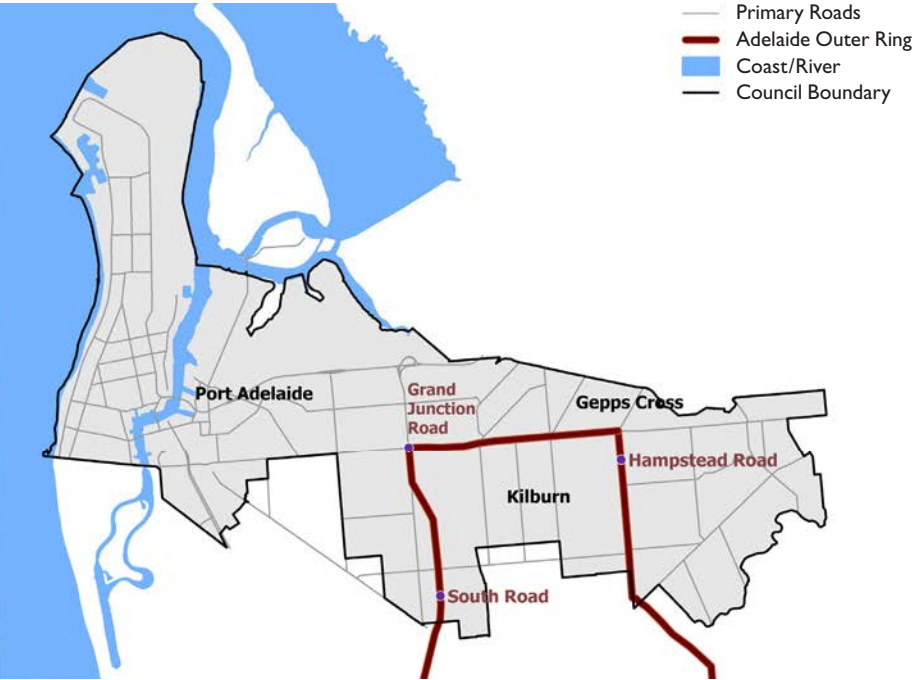
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Victoria Road Air Quality Study

Key road and rail freight routes in PAE



Freight: Adelaide Outer Ring Road



Strategic directions

- 1 Develop a **Freight Movement and Access Plan** that will identify and address key challenges and opportunities in freight transport and logistics to create economic benefits for local businesses and industries
- 2 **Collaborate with NHVR to pre-approve / gazette council roads** providing direct access to DIT's freight route network
- 3 Advocate for a higher rail mode share of sea freight transport (from/to Flinders Port)
- 4 Advocate for a lower emissions freight transport and logistics network (capitalising on Electric, Hybrid and Hydrogen Fuel Cell technologies and other alternative fuel sources with **lower emissions** than fossil fuel)
- 5 Advocate for increased investment by the State and Federal Governments and private sector in the transition to **lower emissions** and quieter freight vehicles
- 6 Review findings from the **Victoria Road Air Quality Study** to assist in the development of public and environmental health standards for key freight transport corridors

- 7 Advocate to State and Federal Government for improvements to the Outer Ring Road to **reduce congestion** along key freight transport routes, including Grand Junction Road and the Port River Expressway
- 8 Integrate freight transport and logistic considerations in the review of the **Economic Development Strategy**

Indicators

- 1 Develop **a program for regular review of freight transport corridors** for pre-approval or gazettal of roads by December 2022

Target

- 1 Complete **Freight Movement and Access Plan** by December 2022
- 2 **Reduce Access Permits by 30%** with pre-approvals and gazettal of Roads by March 2023
- 3 Support adoption of commercial vehicles using **emerging technologies** (Hybrid, EV, Hydrogen) – by continuing to lead from the front
- 4 **Air Quality** along key freight corridors and destinations meets public and environmental health standards



Delivering and reporting on the plan



Implementation

A detailed Action Plan has been developed to ensure that the strategic directions are actioned, and targets/indicators are monitored and achieved. Implementation will be subject to the Annual Budget process.

Monitoring

> ANNUAL REVIEW

Council will complete an annual review of the Integrated Transport Strategy to inform the Annual Budget and Business Plan.

This will ensure there is a strong alignment with proposed Council spending and required transport outcomes. At the same time, Council will complete a review of the Action Plan.

> PERIODIC REVIEW

Two interim reviews of the Integrated Transport Strategy are proposed to be undertaken in year three (2024-25) and year six (2027-28).

A third review is recommended in the penultimate year (2030-31) prior to the development of the next transport strategy.

This review will look at the Integrated Transport Strategy holistically, along with detailed consideration for the subsequent policies and framework documents (i.e. Freight Access Study, Walking and Cycling Plan etc)

The periodic review will also assess against other new or updated Council Strategies and Policies (i.e. Updated Living Environment Strategy), to ensure holistic Council Strategic Directions is reflected within the Integrated Transport Strategy.

> CENSUS REVIEW

At the time of developing the Integrated Transport Strategy, the results of the 2021 Census were not available for review and incorporation within this strategy.

Once Council has access to the new Census data, Council will complete a review of the Integrated Transport Strategy to determine if there are any new /changing trends that need to be considered.



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