

# Transport and Movement Strategy 2022 - 2032

October 2022



**CITY OF WEST TORRENS**

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**Kaurna Acknowledgement**

The City of West Torrens is located on the Traditional Homelands of the Kaurna Nation of People, the first Traditional Owners and Custodians of the Adelaide Region.

It is important to recognise that, while colonisation has resulted in the dispossession and dislocation of the Kaurna Meyunna, their Spiritual, Cultural Heritage and relationship with their Country is enduring. Kaurna's Connection and obligation to their Ancestral Lands the (Yarta) is still as important to the living Kaurna people today. The Kaurna people have lived on their lands for more than 50,000 years and developed strong and enduring spiritual, social, economic and governance systems that are still relevant for Aboriginal Title and are recognised within the 1836 Letters Patent.

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### Document history

Version	Date	Details
1.0	16 March 2022	Draft for Elected Member informal comment
2.0	8 April 2022	Draft for Elected Member approval to undertake community consultation
3.0	21 April 2022	Strategy Overview community consultation
4.0	16 August 2022	Final Transport and Movement Strategy for approval by Council
5.0	31 October 2022	Final Transport and Movement Strategy as approved by Council

## Message from the Mayor

West Torrens is an appealing place to live as it is close to Adelaide's Central Business District (CBD) and the coastline. Due to its prime location, we have seen a growth in population as well as substantial economic growth, and the fact that we are home to our state's international airport and interstate rail services this means that many visitors and tourists traverse through our city.

To help prepare for future community growth and visitor influx, and to meet the evolving needs of our community, Council has developed a Transport and Movement Strategy.

West Torrens comprises 37 square kilometres of Adelaide's western metropolitan area. In this area we have many major arterial roads managed by the State Government, including a section of the State's largest road network for the metropolitan area, the North-South Corridor.

We have around 300km of sealed roads and 550km of footpaths and shared use paths which are crucial to keep our community moving in and around our city.

There are substantial retail and commercial enterprises in West Torrens and these rely on efficient transportation of freight, as well as convenient parking for their customers.

The Airport East precinct is becoming a significant interstate transport hub for distribution, with increasing movement of freight vehicles in this area. We are also seeing the transformation of some significant former commercial and industrial precincts moving towards residential and this will bring changes to transport and movement demands.

As we experience changes to our urban landscape, population and climate, it's necessary for us to address a variety of issues. We need to consider the diverse mobility needs of our community, travel patterns, connectivity, change in transport demands, parking and safety issues, and to build resilience to climate change. Smarter ways of using the transport network will become increasingly important, as will the need to create greening and cooler corridors to support walking and cycling, public transportation, and to transition to alternative and sustainable forms of transport.

It is our role to ensure that we provide a safe and accessible network, while planning for the future travel needs of our community.

Michael S. Coxon

Mayor, City of West Torrens



## Purpose

The Transport and Movement Strategy (the Strategy) seeks to develop an integrated and sustainable approach towards transport and movement in West Torrens and to ensure it meets the needs of the local community, businesses, visitors, and for those travelling through, or to, West Torrens.

Council's previous Transport Strategy (2009) was an award winning strategy in South Australia and instrumental in delivering projects and programs over the past decade in West Torrens. It has been a valuable technical reference to guide staff decision making and inform plans, manage community expectations and respond to concerns, and to support funding opportunities.

Some notable achievements of that earlier Strategy (2009) include the following:

- Implemented Local Area Traffic Management schemes
- Adopted the Footpaths Infrastructure Asset Management Plan
- Completed bikeways and continue to enhance others
- Upgraded major local roads and local intersections
- Implemented Black Spot funded projects and Road Safety Group initiatives
- Implemented the bus shelter and access upgrade program

The transport network is continually evolving as it responds to, and strives to meet, the needs of the community. It is timely to update that Strategy to take into account emerging issues and needs of a changing community. Importantly, this Strategy provides a coordinated framework to deliver outcomes in a collaborative, efficient and transparent manner, achieve strategic outcomes and cost savings, while also serving as a support tool for funding submissions.

Key aims of this new Strategy:

- Address emerging trends and issues
- Provide direction to meet the needs of the community
- Support a safe, connected and sustainable city
- Design streets for people, not just vehicles
- Bring a focus on active transport
- Guide road investments
- Secure funding opportunities

## Development of the Strategy

Council regularly receives feedback and ideas from the community on what matters most to them and how well we are providing service, and this has been a source of valuable information for preparing this Strategy.

We are very appreciative of the input provided by the community during consultation on developing this Strategy. That feedback provided information and raised issues on several topics, such as:

- Enhancing accessibility, connectivity and safety for pedestrians and cyclists.
- A desire to slow traffic speed particularly on local roads and to better integrate active transport.
- Alleviating congestion on arterial roads and intersections while addressing rat-running through local streets.
- A range of car parking issues, such as at new higher density developments and other activity nodes.
- The importance of considering the needs of active transport at key activity nodes and when undertaking road and urban development projects.
- Support for greening and cooling our streets, to build resilience to climate change and explore sustainable options for transportation and road construction.

Development of this Strategy responds to this feedback, as well as building upon the achievement of Council's previous Transport Strategy, and is guided by the vision of the State Government, adjacent councils and key stakeholder bodies. It is a high level strategy that will be delivered through an internal action plan which will focus on specific issues and locations for improvements, in consultation with our community.



## Strategic alignment

Our community has expressed its desire to live and work in a city that embraces diversity, is safe, engaged and active with functional and sustainable natural assets and a thriving business environment.

Council's Community Plan 2030 reflects our community's vision for 'West Torrens - committed to being the best place to live, work and enjoy life'.

### Our Vision

#### Committed to being the best place to live, work and enjoy life

The five focus areas for the delivery of our vision are:



Community life

We support diversity, health and well-being, community cohesion and connections, and create opportunities to learn and enjoy the local area.

We ensure housing, urban development and infrastructure contribute to attractive and safe neighbourhoods, and how we travel in and beyond our area.



Built environment



Organisational strength

Council ensures its services lead to quality outcomes and exceptional experiences for our community.

We protect and conserve the natural environment, reuse and recycle resources, support biodiversity and respond to climate change.



Environment and sustainability



Prosperity

We support jobs, businesses and industries to generate local economic growth and activity.

This Strategy has linkages with the following policies, plans and legislative framework:

### **Council -**

**Local Area Traffic Management (LATM) schemes** - aims to manage traffic in local streets and improve safety for pedestrians and cyclists.

**Asset Management Plans** - Council's suite of Asset Management Plans include a plan for 'Roads' and for 'Footpaths', and vehicle fleets.

**Tree Strategy** - sets out the ongoing management of trees in streets and parks.

**Open Space Plan** - highlights the importance of creating a greener and cooler movement network.

**Design guidelines for 'Street Trees in Challenging Spaces'** - guidelines for planning and planting street trees in confined spaces.

**Disability Access and Inclusion Plan** - aims to improve access to programs, services and facilities for people with disability.

**Public Realm Design Manual** - supports integrated, safe and appealing neighbourhoods.

### **Relevant legislation:**

- *Local Government Act 1999*
- *Road Traffic Act 1961*
- *Roads (Opening and Closing) Act 1991*
- *Heavy Vehicle National Law (South Australia) Act 2013*
- *Highways Act 1926*
- *Planning, Development and Infrastructure Act 2016*
- *Metropolitan Adelaide Road Widening Plan Act 1972*
- *Care, Control & Management of Roads (Highways) by the Commissioner of Highways (Section 26 of the Highways Act)*
- *Disability Discrimination Act 1992*

### **State Government / other organisations -**

**SA's 30 Year Plan for Greater Adelaide** - informs future traffic volumes, congestion, parking issues and greening neighbourhoods.

**SA's Planning and Design Code** - provides details on transport and traffic for development purposes.

**SA's Electric Vehicle Action Plan** - facilitating the transition to EVs and charging stations.

**South Australia's Road Safety Strategy to 2031** - sets out 10-year targets aiming for zero lives lost on roads by 2050.

**Speed Limit Guideline for South Australia (2017)** - a statewide reference for applying speed limits in SA.

**SA Integrated Transport and Land Use Plan** - identifies needs such as efficient connections for freight movement.

**Green Adelaide** - aims to create 'Green streets and flourishing parklands'.

**Adelaide Airport Master Plan (2019-2027)** - planning for Adelaide Airport to 2027, and long-term strategic plans to 2039.

**Infrastructure SA (2020)** - sets out SA's 20-Year strategy and a 5-Year Infrastructure Plan.

**South Australian Freight Council Inc** - the peak industry body relating to freight movements and infrastructure provision.

**Heart Foundation - Healthy Active by Design** - guidelines to enhance positive health, active neighbourhoods and active ageing.

**SA State Walking Strategy 2022-2032** - creating walkable environments for all.

**RAA** - Risky Rides survey



## Our city and community

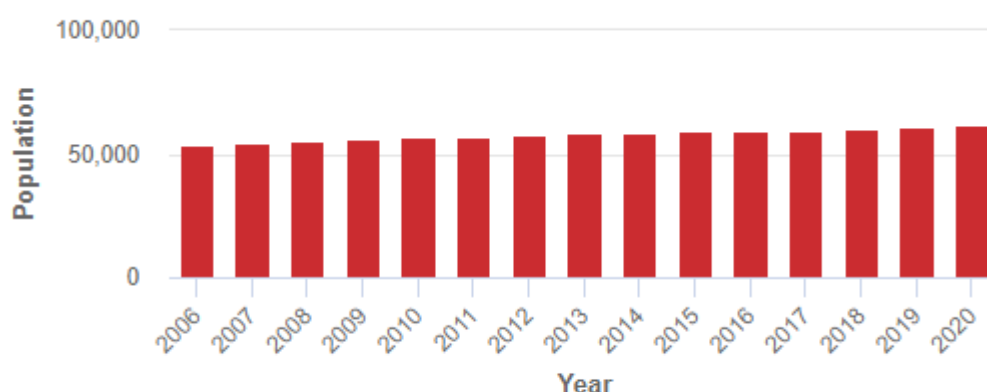
West Torrens comprises 37 square kilometres of Adelaide's western metropolitan area and is situated between the Adelaide Central Business District (CBD) and Gulf St Vincent. As a result, its location makes it a sought after place to live and work.

The region, its plants, animals and waterways, including the River Torrens (Karrawirra Pari) have continuing cultural and spiritual significance to Kurna people. The river is not only a special place for Kurna, but is also valued for its natural landscape appeal, biodiversity and open space and recreation activities.

West Torrens has a strong European heritage significance, which played a key role in establishing the Colony of South Australia.

Almost 62,000 residents live in West Torrens and the need for residential properties increases each year. The influx of people to our city means that the need for services and amenities are always changing and, as a result, a large portion of Council's annual budget is earmarked for upgrades and maintenance, as well as the development of new infrastructure and provision of services.

*Estimated resident population in the City of West Torrens -*



Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented by .id (informed decisions)

In West Torrens, 83.5 per cent of households own at least one car and households with 3 or more cars has increased from 8 per cent to 12 per cent in the past 10 years.

There is almost 300 km of sealed roads and over 550 km of footpaths and shared use paths in West Torrens. A significant proportion of Council's budget and resources are dedicated to managing and maintaining these. This Strategy will guide Council in new road, footpath and shared path upgrade investment, whilst aligning with its Asset management Plans and other plans, to achieve strategic outcomes and cost savings.

Of the total employed residents in West Torrens, around 73 per cent are employed outside of the Council area, compared to approximately 24 per cent that live and work in the Council area.

In general, households located on the eastern side of the Council area, i.e. closer to the CBD, tend to use public transport, walking and cycling as a means of travelling to work. Conversely, car ownership is higher in suburbs located on the western side and these people are more dependent on cars to travel to work.

The most common mode of transport to work for the residents in West Torrens is via their own car (Census data, 2016), however, the percentage is less than compared to the State average. There is a higher percentage of residents in West Torrens using public transport and walking compared to the State average.



Council currently provides community bus services for the broader community.

In terms of carbon emissions in West Torrens, transport emissions contribute to 12 per cent of total emissions, and of this amount 10 per cent is from motor vehicles, 1 per cent from motorcycles and 1 per cent from bus travel. This Strategy aims to encourage more sustainable forms of transport to reduce emissions.

Major routes traversing West Torrens include South Road, Marion Road, Tapleys Hill Road, Anzac Highway, Henley Beach Road, Sir Donald Bradman Drive, Richmond Road

and Cross Road. These types of busy roads are associated with issues such as safety and congestion and Council will work with the State Government and the community to improve these environments.

These roads are under the care and control of the Department for Infrastructure and Transport (DIT) and provide a valuable network for commuters, the local community and freight. These major routes are experiencing urban infill with higher density living and are well serviced by public transport.

The planned North-South Corridor will become one of Adelaide's most important transport corridors. Set to unlock Adelaide's traffic network, its construction will stimulate economic activity, creating new jobs and helping ensure people, produce and products arrive where they need to be safer and sooner. A portion of the corridor is planned to traverse through West Torrens. Council will continue to work with the State Government to create safe and appealing connections for walking and cycling and to ensure it integrates well with the other road network.

The Federal and South Australian governments have recently announced joint funding of \$45 million to upgrade the intersection of Marion Road and Sir Donald Bradman Drive. This is an example of a project that aims to improve congestion and safety for all road users and cater for future traffic demands including the expected demand during construction of the North-South Corridor. This project is expected to start construction in late 2022 and be operational in 2024.

West Torrens has an attractive shared path network that is enjoyed and highly valued by the community. The most significant of these include the Westside Bikeway providing a north-south access linking towards the CBD; the Airport loop (comprising the Reece Jennings Bikeway, Anna Meares Bikeway and Captain McKenna Bikeway) which we aim to further enhance; and along the River Torrens. These create appealing off-road movement corridors, supporting healthy, active lifestyles. We aim to ensure these have good linkages with paths in adjacent council areas to help provide an integrated network.

West Torrens is well-known for its shopping facilities including Harbour Town, Ikea, Brickworks Marketplace, Kurralta Central and Mile End Homemaker Centre. These require convenient parking for customers, access for freight and a safe interface with surrounding streets.

Adelaide Airport occupies a significant area of land in the centre of West Torrens, taking up about 20 per cent of land within the council boundary. It is an important land use that has significant impacts on the transport network of the city, such as the future growth of passengers using the Airport, the increase in employment to support this growth, further commercial developments with a major transport distribution focus at the Airport East precinct and co-location of similar land uses. These will result in an increase in



traffic volumes to and from the Airport and surrounding precinct, freight vehicles and associated implications for the adjacent arterial road network and local road network. Council is working closely with Adelaide Airport Limited to manage the interface of vehicular traffic and surrounding areas.

The City of West Torrens' close proximity to the CBD and the coast presents a range of transport opportunities, in particular for commuting and recreational pursuits. The proximity to the CBD also means that the Council road network is used by through traffic and the significant merging of traffic flows from the south, north and west on the approaches to the CBD.

The urban landscape in West Torrens is undergoing significant change, particularly with urban infill but also in the redevelopment of former commercial and industrial land into residential precincts, such as in Torrensville and Thebarton. In addition to transport network issues, there will be a change in transportation demands in these areas. Council is working collaboratively with these land holders to seek desirable development and transport outcomes that will benefit the local and wider community.



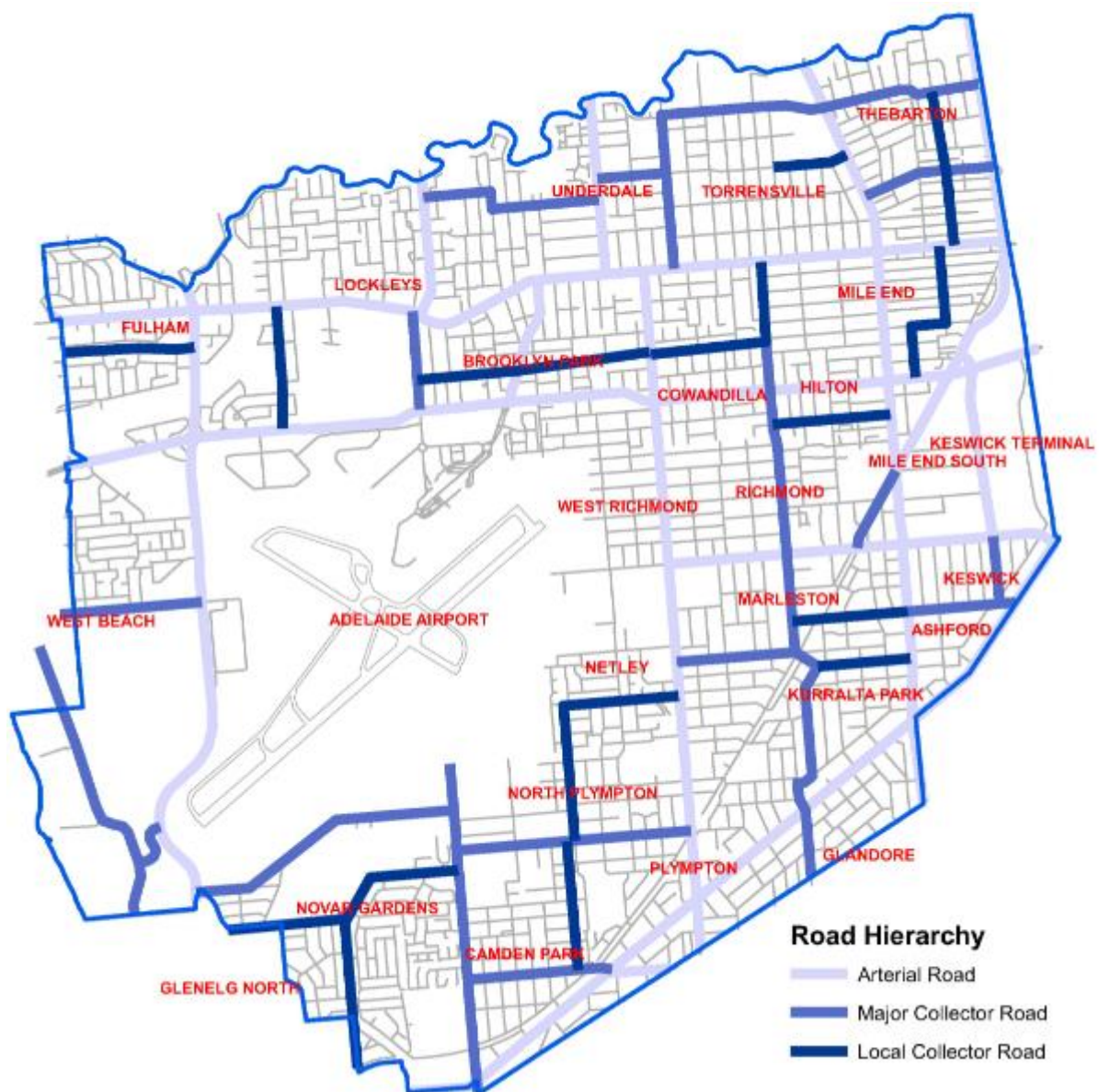
## Our transport and movement network

Our transport and movement network is presented in maps on the following pages, comprising of:

- Road hierarchy
- Freight network
- Commuter network
- Tourist network
- Bicycle network

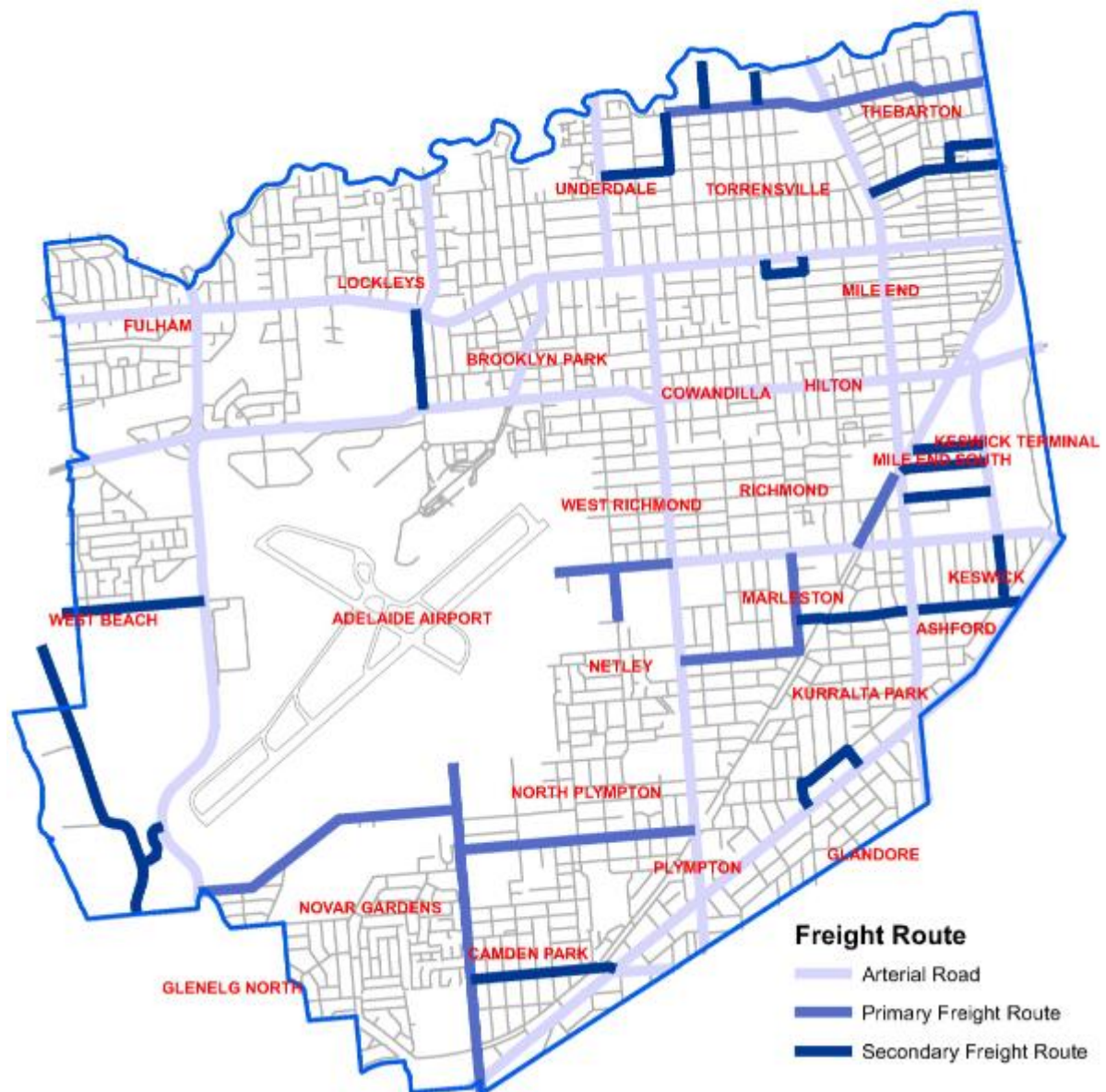
These maps are current at time of issue of this Strategy however they may change as we continue to improve the network. Please refer to Council's website for the most up to date maps.

### Road hierarchy





## Freight network

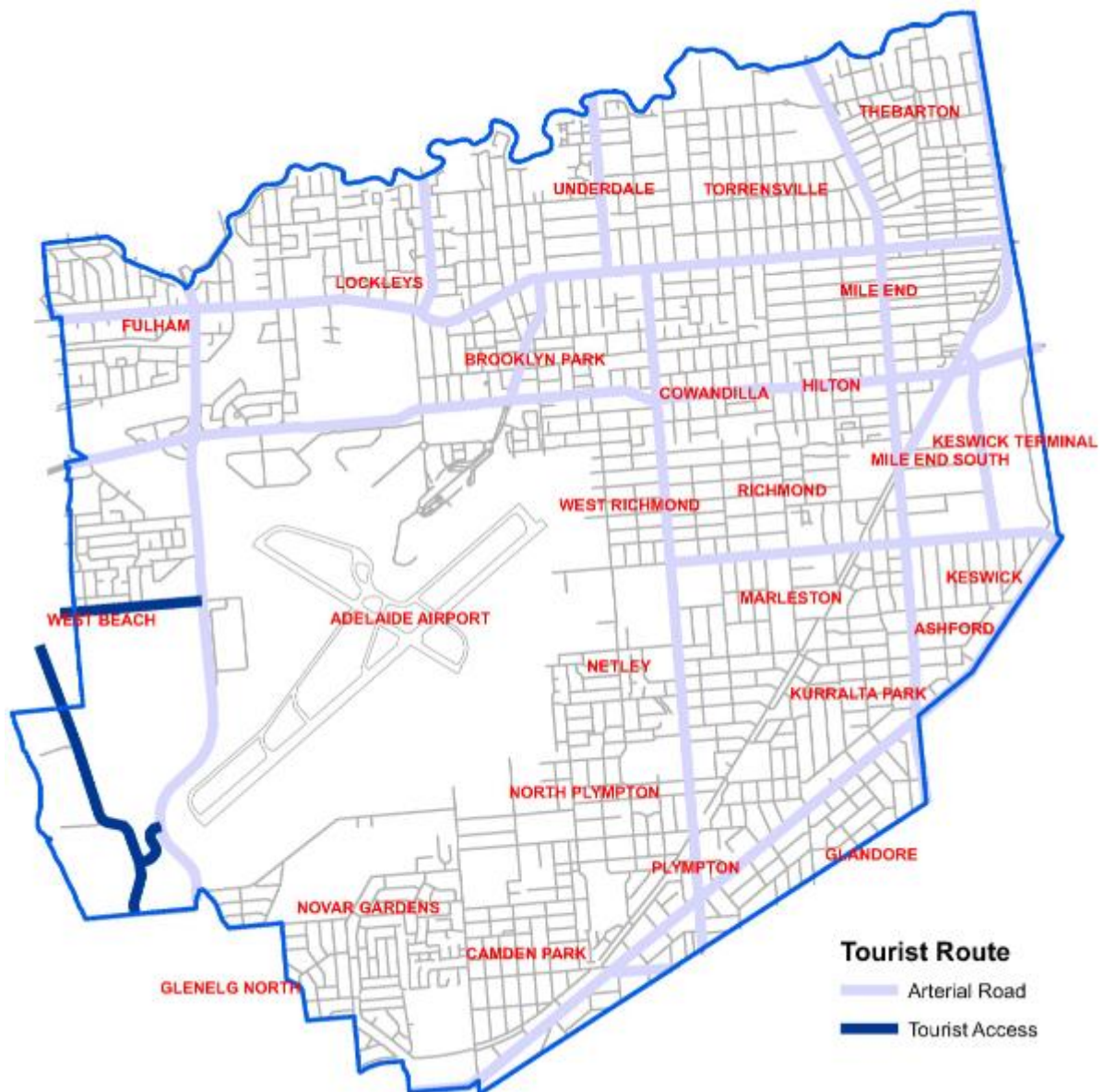


## Commuter network

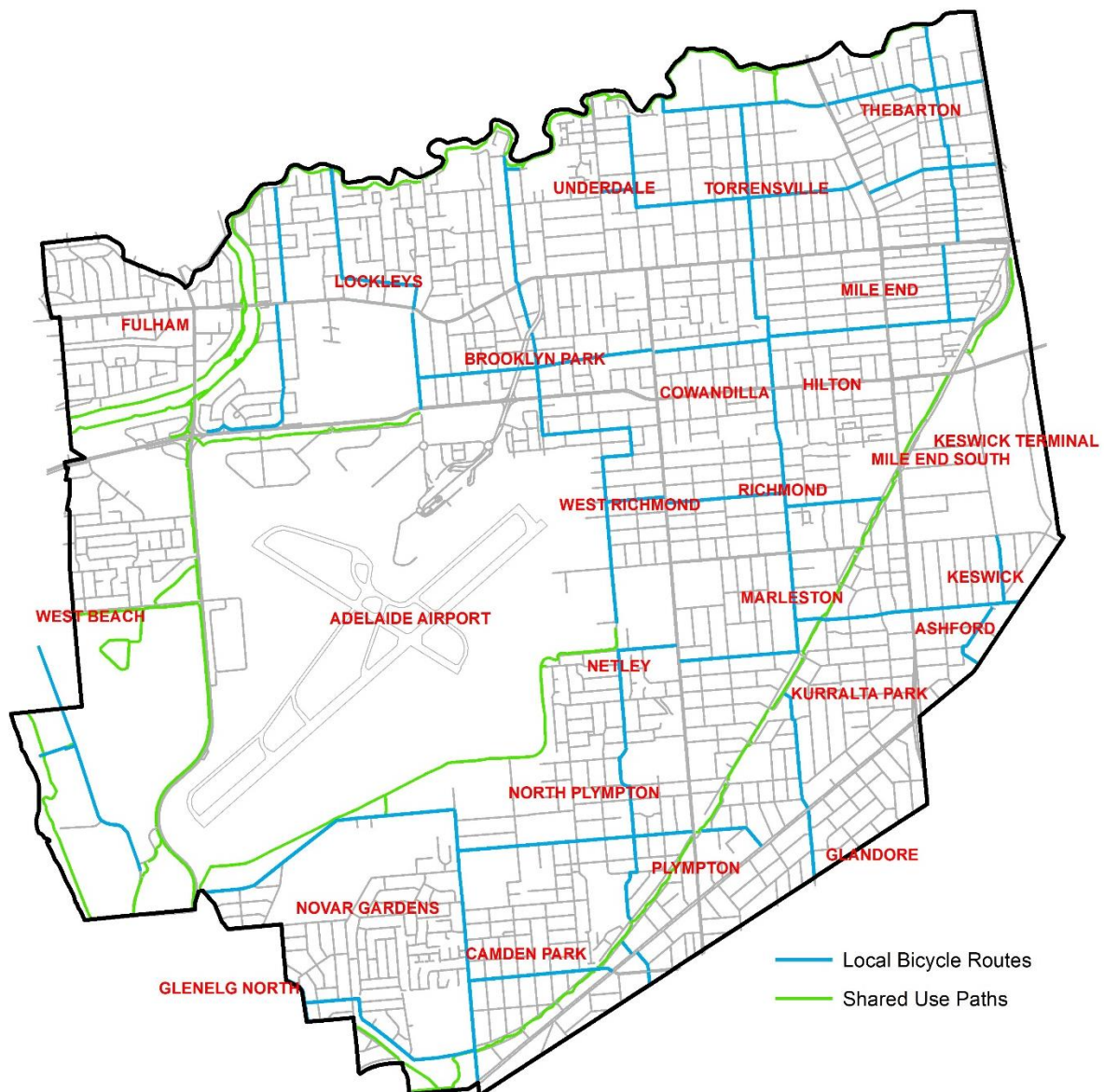




## Tourist network



## Bicycle network (City of West Torrens)



**Local Bicycle Routes** - Council's local bicycle route network uses the local roads to provide a safe and efficient platform for cycling, such as the availability of bicycle lanes, low traffic volume environment and safer conditions for cycling.

**Shared Use Paths** - Council's shared use path network refers to an off road pathway that supports both social and commuting modes for walking and cycling. A shared use path provides wider off road lane-way to accommodate all levels of users who have different needs and wish to travel at different speeds.



## Bikedirect network (Department for Infrastructure and Transport)



**Bikedirect Network** - Bikedirect is a network of bicycle routes across the Adelaide metropolitan area that has been developed by the Department for Infrastructure and Transport (DIT) to encourage cycling. The maps provide options for people with different needs and abilities and show main roads (with and without bicycle lanes), local streets and off-road paths. The maps are maintained and updated by DIT periodically as the cycling network expand and improve over time.



## Emerging issues

The City of West Torrens is experiencing changes to its urban landscape and population and this Strategy aims to address emerging issues and to continually improve upon our network and services. Some key emerging issues for this Strategy are described below.



**A safe and accessible transport network** is very important for our growing community. This Strategy explores options to enhance the safety for all users of the network, as well as a range of transport options to provide the community with choice and greater accessibility.

West Torrens is in a state of population growth, economic change and experiencing a high level of **urban infill** development activity, and redevelopment of significant land parcels of

former **commercial precincts into residential and mixed use land uses**, with new housing construction, roads and shopping facilities. These changes bring many opportunities, however, higher density developments is often accompanied by the loss of trees and this can exacerbate urban heat and create places devoid of nature, posing a risk to environmental and public health. The **greening and cooling** of our street network are important aspects for creating a more liveable West Torrens.

In addition to urban infill across West Torrens, there is the redevelopment of former commercial and industrial precincts into residential precincts, such as in Torrensville and Thebarton, and these will result in significant changes to the urban landscape of West Torrens. The **former Adelaide University site** in Thebarton is undergoing change into residential and mixed-use developments. The **redevelopment of the former Coca Cola site** on Port Road is expected to transform the site into a large mixed use development, bringing more residents and workers to the area. The adjoining **former West End Brewery site** is also expected to be transformed into a significant residential area with mixed use land use. These areas will have changing transport demands and network issues with a shift away from heavy vehicles towards more passenger vehicles, a greater uptake of e-bikes, e-scooters, ride share, and greater need for convenient public transport.

There will be a need to address the transport network implications and a change in transportation demands for these future developments to ensure that accessibility to the adjoining arterial roads, such as Port Road, and accessibility to sustainable transport such as public transport, bike paths and walking paths are incorporated into these projects.

Population growth is anticipated to create more traffic and car parking issues, while compounding the competition for space in local streets. However, as we encourage people to reduce dependency on car usage, and we see a shift in transport demands, such as walking, cycling and public transport, together with a trend to work from home, these factors may help to reduce localised traffic issues.



The *Planning, Development and Infrastructure Act 2016* allows off-set schemes, including Car Parking Funds to be established. This would be a council managed fund whereby developers can request council to consider payment into the fund for any parking shortfall arising from the development, if acceptable to Council. The money paid into the fund may be expended by council to provide car parking facilities, or on other transport or car parking related works or facilities.

Car share programs offer participating members the ability to share the use of a car, with a dedicated car park space. Car share users typically avoid or reduce car ownership, resulting in fewer cars on city streets, reducing competition for parking and vehicle emissions.

Council will continue to advocate for high density development to occur along major public transport routes and Bikedirect networks, in order to minimise through traffic intrusion into local streets.

Streets need to perform a growing number of functions and urban infill can **exacerbate competition for space in local roads**. Council will seek to carefully manage these competing demands, such as providing street trees, a place for bins, on-street parking and access for waste collection, street sweeping, and other maintenance and service vehicles.



More vehicles on our roads is likely to increase carbon emissions. To **reduce emissions** from the transport sector and to become more resilient to the effects of climate change, there needs to be a greater focus on environmental sustainable options and enhancing community wellbeing. We are likely to see a transition to vehicles using alternative fuels and therefore we need to start planning for providing supporting infrastructure, such as charging stations that are safe and accessible to the public.

We need to provide convenient, **safe and appealing options for moving around**, including improving **walking and cycling** routes, providing bike racks and drinking fountains, safer streets, end of trip facilities and **cooler and greener** neighbourhoods. There are also **sustainable road construction** techniques being trialled to enhance the sustainability performance.

There are several key arterial corridors in West Torrens that are used by heavy vehicles. Heavy vehicle transport plays an important role in supporting the state's economy and the road network needs to create an **efficient and safe movement** of freight vehicles for all road users.

The planned **North-South Corridor** road project is anticipated to enhance the safety and efficiency of the network, and a tunnel through West Torrens will create new linkages and other public realm opportunities. It is the largest road project to occur in the city and will require a comprehensive and careful consideration of issues such as connectivity and accessibility between communities on both sides of the corridor for all users and traffic management for the local road network.



In relation to the **Adelaide Airport**, its Master Plan envisages significant growth of passenger numbers and developments within the Airport land. In particular, the Airport East Precinct is becoming a state-wide distribution centre and a key freight hub for metropolitan Adelaide and South Australia, with significant developments envisaged in future years. Efficient and safe access for freight vehicles will need to be planned for in this locality. How this precinct will link in with the future North-South Corridor via Richmond Road is also an important issue to consider.

The future developments around the other precincts of the Airport will require consideration of how **safety and accessibility** can be enhanced, while at the same time considering sustainable and efficient **transport options** to support these future developments. Council is advocating for improved infrastructure to improve business efficiencies and is also working with the Adelaide Airport Limited to ensure an integrated approach is delivered.

The City of West Torrens' close proximity to key tourist destinations of the city and the sea, plus having Adelaide Airport within the area, means that it can play an important role in supporting the tourism industry and in **enhancing tourism** appeal. Providing access to tourism sites for people of all abilities and offering scenic attractions in a safe and enjoyable manner are important aspects for Council to deliver.

There is a shift to design streets and movement corridors with a **focus on people and places**, rather than prioritising vehicles, so they become places that are more appealing, comfortable and safe for everyone. Urban streets provide the setting for a wide range of activities, which can be grouped under two broad types of street functions: 'Link' and 'Place'.



Smarter ways of using the transport network will become increasingly important, including reducing private vehicular travel, reducing the length of trips, transitioning to sustainable forms of vehicles (powered by sustainable energy) and encouraging **walking, cycling and public transportation**.

The population is growing, as well as ageing, so there will be a range of **mobility needs, travel patterns and safety issues** to consider, such as along shared paths.

The adoption of **smart technologies**, the quality of accessible public transport services, the efficiency of the road network, availability of car parks (both residential and non-residential) and access to comfortable and safe walking and cycling routes all play an important role in creating a liveable West Torrens.





## Overarching objective and guiding principles

### Overarching objective

The overarching objective of the Transport and Movement Strategy is to create a safe, connected and sustainable city.

### Guiding principles

To achieve the overarching objective of the Strategy, a set of guiding principles has been developed, as listed below (not in order of importance). These help address the emerging issues in West Torrens and help inform priorities for action.

1. **Safety** - Enhance the safety for all users of the transport network.
2. **Accessibility** - Provide transport options and network routes to enhance the community's ability to move in, out and around West Torrens for people of all abilities.
3. **Environmental sustainability and healthy communities** - Create a greener, cooler and convenient network that supports active transport - walking, active moment involving wheels, and public transportation.
4. **Productivity and business** - Foster efficient movement of freight, business traffic and active transport to support local business and community services.
5. **Emerging technology** - Explore technological options to enhance the community's transport and movement experiences.
6. **Major projects** - Ensure major projects/developments consider connectivity, accessibility, safety and sustainable transport options.
7. **Strong organisational management** - Drive action and deliver outcomes in a collaborative, efficient and transparent manner.



## Priorities for action

To support each of the guiding principles, priorities for action have been developed.

### 1. Guiding principle: Safety - Enhance the safety for all users of the transport network

#### Priorities:

The City of West Torrens will strive to enhance the safety of the transport network for all users by the following priorities for action -

- Explore road and footpath condition and safety initiatives for:
  - Children travelling to and from school, such as traffic management measures and through the design and provision of paths.
  - Aged population, such as via footpath design and provision.
  - Pedestrians, cyclists, motorcyclists and other vulnerable road users.
- Enhance the provision and safety of shared use paths for all users.
- Strive to make streets a safe place for all the functions they perform, such as spaces for street trees, on-street parking, bins, utilities and other connections, and safe access for maintenance and waste collection vehicles.
- Continue to explore options to slow down vehicular traffic, especially in local areas and around activity nodes.
- Analyse utilisation of the network to help inform improvements and future investments.
- Continue to encourage and enhance safety of walking and cycling via education and behaviour programs, working collaboratively with schools, business, and community groups, such as 'bike buses' (where people bike together to school) or 'walking buses'.
- Work collaboratively with State Government, stakeholders and the community to enhance safety and traffic flow, such as consideration of new speed limits and designing roads to suit local conditions - through road narrowing, line marking, street furnishings, trees and landscaping.
- Monitor changes to land use and policy to identify implications for traffic and road safety.
- Use data to identify, advocate, and address crash black spots with all levels of Government, and seek external funding opportunities to implement these measures.
- Adopt new approaches, such as 'Link and Place' and environmental sustainable design principles when modifying and upgrading roads to enhance safety and local amenity.
- Continue to improve the safety of cycling and bike priority, such as using traffic control measures and lighting along the Westside Bikeway, identify locations to widen shared use paths, create safer intersections, design streets to encourage slower speeds, use sharrow markings for the city-wide bike direct network and install wayfinding signage.
- Identify opportunities to enhance the safety of pedestrians crossing major intersections, the safety of cycling routes, and the safety of people accessing railway stations.
- Seek action from the State Government to undertake planning studies of major arterial road intersections, such as the Glenelg Tramway corridor level crossing at Morphet Road, to improve road safety and reduce congestion on the key arterial roads.



2. **Guiding principle: Accessibility** - Provide transport options and network routes to enhance the community's ability to move in, out and around West Torrens for people of all abilities.

**Priorities:**

- Work collaboratively with the State Government to -
  - Develop guidelines for parking management and enforcement issues.
  - Seek upgrade of key arterial intersections to address traffic flow and congestion issues.
  - Support initiatives that enhance accessibility for freight, public transport, taxis and ride share vehicles at Adelaide Airport.
  - Identify implications of any changes to land uses and policy on traffic volume, traffic flow, traffic management and road safety of arterial roads.
  - Support improvements to freight regulation and provide support for the national framework (National Heavy Vehicle Regulation) to regulating freight access.
  - Explore opportunities for more direct and efficient transport routes to connect commercial and industrial precincts with arterial roads, such as the North-South Corridor and Holbrooks Road.
  - Continue to review and amend Council's road classification to explore opportunities to make some changes to the classification when necessary, for example to upgrade some local roads to arterial road classification, such as Richmond Road and Morphett Road, as road and land use conditions change.
  - Further develop an integrated network of walking and cycling.
  - Seek opportunities to enhance connectivity in and across West Torrens.
- In relation to parking and accessibility -
  - Continue to review Council's Road Hierarchy Classification and Traffic Guidelines.
  - Develop a consistent approach to the assessment of traffic and parking issues.
  - Monitor and address car parking issues across West Torrens.
  - Work collaboratively with State Government and developers to determine appropriate car parking for new developments.
  - Consider innovative approaches to address parking demands arising from infill and higher density developments, such as the use of a Car Parking Fund and a car share program with a dedicated parking space.
  - Seek ways to reduce dependence on private vehicles and the need for car parking.
  - Develop guidelines for parking management and enforcement issues.
  - Seek ways to alleviate on-street parking problems around Council-owned facilities and other key activity nodes.
- To support accessibility in terms of walking and cycling -



- Create map showing key walking routes in West Torrens to help inform future investment.
  - Seek opportunities to create east-west linkages to enhance accessibility and movement around West Torrens and to other council areas.
  - Work with other levels of government and agencies on walking and cycling opportunities as part of major road and infrastructure activities, such as the North-South Corridor project.
  - Create environments that support walking and active movement involving wheels, such as prams, wheelchairs, gophers, to provide movement options and accessibility for all users.
  - Work with Adelaide Airport Limited to expand the shared use path network.
  - Create more shared use path routes, such as on the southern side of the River Torrens and along creek drainage corridors.
  - Enhance cycling and walking conditions and linkages in, out and around West Torrens, especially to enhance safety of people.
  - Further develop wayfinding signage to encourage people to explore the western region.
  - Collaborate with the private sector to create safe and convenient movement from the footpath to the entry of shopping precincts and buildings, etc.
  - Continue to invest in providing supporting infrastructure to encourage cycling, such as bike parking, drink fountains, park furniture, wayfinding and lighting.
  - Continue to implement the 'Missing links' program to develop a connected city-wide footpath network. For example, a connected footpath network in Novar Gardens and Camden Park to reinforce Council's accessibility and safety objectives.
- To support accessibility in relation to public transport -
    - Seek State Government action to explore alternative public transport options, such as extending the tram from Adelaide city centre to Adelaide Airport.
    - Seek State Government action to consider bus route changes that would improve bus access, including extensions to the 'GO ZONE' bus network to the beachside areas, more frequent peak and off-peak services.
    - Work with the State Government to improve services and connectivity of public transport services, particularly major land uses and medium-high density developments.
    - Work with the State Government and other stakeholders to improve accessibility and wayfinding to encourage people to use public transport and to enhance the user experience, such as railway and tram stations.
- A photograph of a modern Adelaide Metro bus, primarily yellow with black accents, driving on a paved city street. The bus is viewed from a front-three-quarter angle. In the background, there are green trees, a clear blue sky, and other vehicles further down the road.
- To support accessibility in relation to maintenance and service vehicles -
    - Work collaboratively across Council and with developers to ensure streets provide appropriate access for maintenance and service vehicles, such as waste collection vehicles.
- To support disability access and accessibility for elderly or vulnerable people -

- Be guided by the City of West Torrens' Disability Access and Inclusion Plan to improve the network so it caters for all abilities, such as improving footpaths and bus stops for wheelchair access and other mobility aids.
- Consider assisted bus services through relevant grant funding programs and support from the State and Commonwealth Government.
- Seek opportunities to expand Council's community bus service network to provide a north-south service, especially for vulnerable communities.
- Work with owners of shopping precincts to enhance accessibility.





### 3. Guiding principle: Environmental sustainability and healthy communities -

Create a greener, cooler and convenient network that supports active transport - walking, active moment involving wheels, and public transportation.

#### Priorities:

- Enhance and expand the River Torrens Linear Park shared use path -
  - Explore options for expanding the shared use path along the southern side of the River Torrens to provide an east-west route.
  - Enhance linkages between the two sides of the River Torrens and to the adjacent bike networks to provide wider accessibility to the Torrens Linear Park.
- Enhance and expand the shared use path network -
  - Work with adjacent councils to improve the connectivity of pathways across council boundaries.
  - Explore options for more shared use pathway linkages across West Torrens such as along the River Torrens, Keswick Creek and Brown Hill Creek corridors.
  - Work collaboratively with City of Holdfast Bay to complete its shared path along Sturt Creek, from Pine Avenue to link to the Reece Jennings Bikeway and the Captain McKenna Bikeway at Tapleys Hill Road.
  - Identify footpath routes that have potential to become a safe shared path option.
  - Continue to seek opportunities to establish 'greenways' to support safe cycling, and to cater for the various types of cyclists.
  - Explore ways to reduce conflict between users of shared paths and thereby enhance the safety for pedestrians.
- Create 'walkable neighbourhoods' and healthy communities by enhancing the walking experience -
  - Identify key walking routes to inform improvements and investment, such as maintaining footpath surfaces, providing seating, street trees for shade, lighting, drink fountains and wayfinding.
  - Support objectives of the South Australian Walking Strategy.
  - Use the Heart Foundation's 'Walkability Checklist' to improve conditions for walking and other mobility modes, such as around Council's community centres, recreational hubs and activity nodes (e.g. schools, shopping precincts, etc).
  - Explore options to transform laneways and minor roads into shared zones to improve walkability.
- Encourage more cycling, such as improvements to cycle routes and safety -
  - Explore options and places to support cycling, such as providing seating, shade, drink fountains, wayfinding and bike repair stations.
  - Improve shared paths where they intersect with roads and prioritise the users of these paths over vehicles where appropriate.
  - Work with the State Government to implement city-wide major cycling initiatives.





- Seek opportunities to create continuous walking and cycling routes both within West Torrens and across to adjacent council areas.
  - Implement behaviour and education programs to encourage cycling and its safety.
  - Facilitate positive behaviour changes through conversation, language and education, to create a more positive and inclusive public sentiment around transportation that is not purely automotive dominated.
  - Analyse utilisation of the network to help inform improvements and future investments.
  - Work collaboratively with the owners of shopping precincts and other activity nodes to provide cycling infrastructure such as repairs stations and bike parking.
- Enhance the environmental sustainability performance of our network -
    - Work with the State Government on sustainable transport network improvements through provision of increased bus services by the State Government and working in partnership to create dedicated walking and cycling corridors.
    - Reduce emissions by supporting alternative fuel vehicles that emit low, or no emissions, and explore options for public vehicle charging stations in West Torrens.
    - Install water sensitive urban design.
    - Encourage the greening of verges and street tree planting.
    - Source products derived from recycled materials and reuse materials for road projects, as part of a circular economy.
    - Explore options for roads and pavements to reduce the urban heat island effect.
  - Develop guidelines for the enhancement and widening of laneways to enable future implementation of infrastructure, e.g. footpaths, lighting, drainage, and greening.
  - Explore options to collaborate with community based groups to advocate and address active and public transport issues.
  - Council to widen laneways such as in Mile End by requiring land from development sites during the land division applications process.
  - Continue to work with State Government to ensure public transport stops/stations in West Torrens are attractive, comfortable, safe and accessible for users.
  - Work collaboratively with Green Adelaide on its Greening Strategy for metropolitan Adelaide.
  - Seek ways to alleviate traffic impacts such as noise and air pollution.



4. **Guiding principle: Productivity and business** - Foster efficient movement of freight, business traffic and active transport to support local business and community services.

**Priorities:**

- Work collaboratively with the State Government to review and enhance accessibility and efficiency for freight movements around West Torrens, such as part of the North-South Corridor project.
- Support the national framework (National Heavy Vehicle Regulation) to regulating freight access, and work collaboratively with the Department for Infrastructure and Transport on any future strategies aimed at improving freight regulation and management.
- Work collaboratively with agencies and stakeholders on an efficient freight transport network for the benefit of the local and State economies - e.g. explore opportunities to create a connection road through Airport land, from Richmond Road to Morphett Road and classify these as State arterial roads.
- Consider upgrades to the road network to expand and connect freight routes to arterial roads for improved accessibility for industries.
- Work collaboratively with stakeholders to ensure freight routes provide safe and efficient access to the arterial road network, while minimising the impacts to residents.
- Work collaboratively within Council and with developers to facilitate efficient movement of maintenance and service vehicles.
- Identify improvements for active transport to support local economic activity.



5. **Guiding principle: Emerging technology** - Explore technological options to enhance the community's transport and movement experiences.

**Priorities:**

- Support the State Government in embracing emerging technologies and transport options, such as e-scooters and e-bikes, alternative fuel vehicles (e.g. electric and hydrogen vehicles) and autonomous vehicles, which would enhance road safety, traffic management, traffic demand management and traffic flows for all road users, including vulnerable road users.
- Explore options to establish a network of public electric vehicle charging stations in West Torrens.
- Use new technology, travel options and smart parking to reduce parking demands and improve parking availability long-term.
- Support the State Government in using emerging new technologies in public transport travel and implement other measures that would improve public transport usage and accessibility.
- Adopt Smart City principles in the planning of future developments in West Torrens.
- Work collaboratively with the Department for Infrastructure and Transport in travel-demand management and the use of emerging technology to facilitate accessibility and to improve the performance of the arterial road network for all modes of transport.
- Adopt smart technology in traffic and parking management.



6. **Major projects** - Ensure major projects/developments consider connectivity, accessibility, safety and sustainable transport options.

- Work collaboratively with the State Government to ensure that the connectivity, safety and accessibility are enhanced for all forms of movement in West Torrens, such as the North-South Corridor project and along key arterial routes.
- Work collaboratively with State agencies, other councils, developers and other stakeholders to integrate major redevelopment projects safely and efficiently with the road network and explore opportunities for sustainable transport options for these new communities.
- Work collaboratively with Adelaide Airport Limited and State agencies to improve accessibility to and from the Airport such as for freight, taxis and ride share vehicles, and to enhance connectivity with the North-South Corridor project.
- Ensure the delivery of projects and urban development consider and provide options for active transport.
- Work with other councils and State Authorities to address on street parking issues associated with major projects and key activity nodes.





**7. Strong organisational management** - Drive action and deliver outcomes in a collaborative, efficient and transparent manner.

**Priorities:**

- Deliver the Strategy outcomes in collaboration with internal and external stakeholders.
- Coordinate Council resources and budgets effectively.
- Undertake effective stakeholder engagement to achieve positive outcomes.
- Apply efficient and transparent processes and report on progress.
- Identify synergies between this Strategy and other Council plans and objectives of other organisations to optimise desired outcomes.
- Seek funding opportunities, such as - Roads to Recovery, Special Local Roads Program, and Black Spots Program.



## Implementation and reporting

This Strategy has been endorsed by Council and is available on Council's website for public access.

Delivery of this Strategy will be guided by an internal action plan.

Progress on delivering the Strategy will be reported on regularly such as via departmental Activity Reports and annual reporting mechanisms.