Adopted by Council Resolution 5 September 2022

MOUNT BARKER
DISTRICT COUNCIL

Transport Lead Strategy

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Peramangk Acknowledgement

We acknowledge and respect that we are living upon the traditional lands of the Peramangk people who are highly respected rainmakers, sorcerers, doctors and the fire givers among the Aboriginal nations.

We further recognise that the Peramangk have for millennia had a deep and intrinsic connection to the land and respect their ongoing right to maintain that connection both spiritually and culturally.

Introduction

Mount Barker District Council has adopted the Mount Barker Community Plan 2020-2035 to guide growth and development throughout the district and individual towns.

The Community Plan establishes a 15 year horizon for planning, with works to deliver the goals and objectives of Council.

The Community Plan requires the development of **Lead Strategies** to identify the specific actions needed to implement the Plan and realise the anticipated growth within the whole of the Mount Barker district.

This document is the Transport Lead Strategy for the Mount Barker District. The Lead Strategy will lay the 'foundation stones' for the transport planning necessary to support the objectives of the Community Plan.

The objective of this lead strategy is to ensure our transport infrastructure planning aligns with growth in the district, enhances the connectivity of our community, encourages active transport, supports the safe & efficient movement of traffic both within the district and between regions, promotes the use of public transport and provides for future technologies in a sustainable way.

Six core themes have been described in this lead strategy to underpin Council's vision for Transport. These themes will be developed to form the basis of specific action plans. These themes are:

- Road Network Management
- Active Transport
- Road Safety
- Parking
- Public Transport
- Technology and Innovation

Each theme, while related, will be progressed as individual strategic action plans and include discussion on the existing position, guiding principles & strategies, identify issues/ opportunities and guide the prioritisation of Council's investment in Transport infrastructure and initiatives.

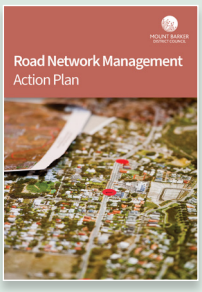
The conbined suite of themed action plans book-ended with the Transport Lead Strategy (this document) together with a consolidated summary of Actions will form the Integrated Transport Plan (ITP) for the Mount Barker District.

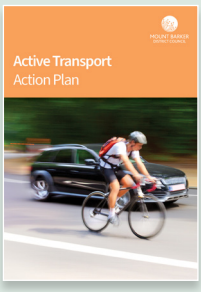
South Eastern Freeway

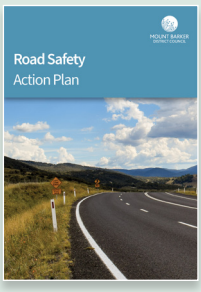
Integrated Transport Plan Structure

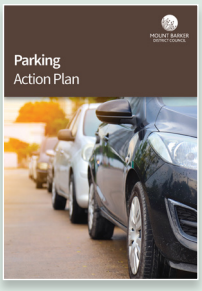
Transport Lead Strategy

(this document)

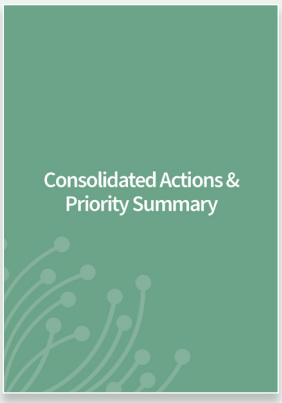








Themed Action Plans



Summary Actions & Implentation Plan

Timings

Estimated costs

Criticality/priority

Purpose

Why do we need an **Integrated Transport Plan?**

It creates the framework and direction to align transport investment and policy decisions with the aspirations the community hold for the district in the future.

A well implemented Integrated Transport Plan ensures the Council and the community are aligned to achieve the outcomes we want as a district to be:

- Safer
- Healthier
- More connected
- Sustainable
- More Inclusive, and
- Building our economic prosperity.

How will the **Integrated Transport Plan** Work?

The ITP will be our key strategic document that guides transport projects, advocacy and decision making with evidence based justifications to a range of projects including but not limited to:

- Township Plans
- Advocacy to State and Federal Government
- Grant funding
- Road and intersection upgrade projects
- Targeted local issues
- Public Transport and Active Transport.

Bald Hills Road Interchange

"Transport in the district will provide safe, connected and efficient access for the whole community, while protecting the natural environment and unique character of its towns and villages."

Old Princes Highway, Callington

Councils Role, Identified Opportunities and Partnerships

Council recognises the importance of building partnerships to achieve better outcomes for the community. In this regard Council has different roles be it to lead and deliver works and actions or simply to be proactive and carry out an advocacy role to draw attention to the needs of our community.

We partner with organisations that share our objectives and can assist in delivering outcomes with greater effect or efficiency. Partnerships can take many forms such as funding; in-kind or in-principle support; or, joint program or project delivery.

Recent Partners

- Regional Development Australia
  - Public transport and freight studies
- Business Mount Barker
  - Project contributions in the Mount Barker CBD
- Other levels of Government
  - State Bicycle Fund – trail and pathway grants
  - Special Local Roads Program
  - Blackspot Road Safety Program
  - Mount Barker Growth Area Transport intervention funding
- Local Government Association
  - National Heavy Vehicle advisory coordination assistance
- Development Industry
  - Targeted transport upgrades to cater for growth
  - Delivery of transport interventions.

Role	Council (C)	State Government (SG)	Developer (D)
Provider	Council directly provides infrastructure including the construction of local roads, footpaths and trails..	State agencies provide public transport infrastructure and services, such as buses, trains and trams, and they provide major road infrastructure and manage major roads.	Developers provide roads, footpaths, shared paths and open space links as agreed with Council through Developer Contribution Plans.
Facilitator	Council facilitates the provision of the required actions by others. E.g. provision of footpath to a bus stop.	State strategies, such as 'Road Safety Strategy', planning legislation and policies, can facilitate desirable land use and transport outcomes.	
Stakeholder	Council provides information or assistance in the development of a project e.g. desirable active transport links for Adelaide Road interchange upgrade.		Developers can indicate to Council the level and type of development to connect to the existing road network e.g. future intersections to an upgraded Hawthorn Road.
Advocate	Council advocates on behalf of the community for the actions that are required. E.g. public transport.	State Government can advocate with Council for federal funding to build major infrastructure e.g. SE Freeway interchanges.	Developers can advocate with Council on projects, actions, services etc.

How the Transport Lead Strategy (and subsequent ITP) responds to the Community Plan

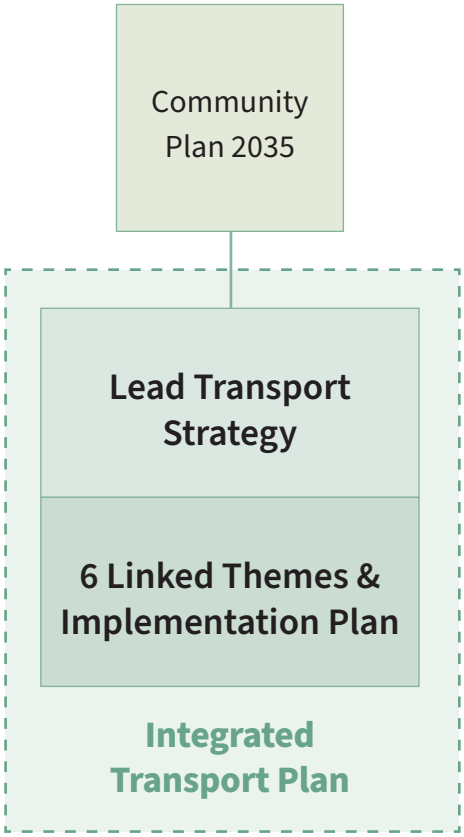
The Community Plan is founded on three guiding principles:

Community Wellbeing

Economic Prosperity

Ecological Sustainability

The Transport Lead Strategy will respond to these principles in the following ways.



Community Wellbeing

Community wellbeing is the basis of everything that Council do to provide safe, friendly and inclusive townships and neighbourhoods. Council strives to provide high quality, accessible facilities and thriving sporting, artistic and cultural activity. Individuals and local groups will be encouraged in their endeavours and celebrate their achievements.

Specific goals identified to support this principle include Activity and Movements, Heath and Social Connection, Heritage, Cultural Expression and Celebration, Safety and Resilience, Mobility and Accessibility.

This last goal (mobility and accessibility) looks to achieve better public transport, more pedestrian and cycle ways and safer roads.

Transport Responses

- A highly connected community
- Transport options to support community interactions and build social cohesion
- Inclusive transport options for people of different ages and abilities
- Great connectivity to recreational and sporting facilities, heath and community services
- Promotion of active transport choices
- Recognising the role a street provides in community interactions rather than just movement of vehicle

How the Transport Lead Strategy (and subsequent ITP) responds to the Community Plan
Continued

Ecological Sustainability

The natural environment supports all life. Council acknowledges that we have the opportunity to protect nature against the adverse impacts of human activity as we evolve to lower our consumption to sustainable limits. As humans we are not separate from, but are in fact integrated with and depend on the natural environment.

Specific goals identified to support this principle include Emissions Reductions, Low Waste, Urban Greening, Nature and Wildlife and Clean and Abundant Water.

Transport Responses

- Transport options that promote active travel and reduce carbon and greenhouse emissions
- Infrastructure that supports the introduction and use of electric, hybrid and other green-powered vehicles
- A transport network that wherever achievable does not adversely impact the natural environment, preserves remnant native vegetation as important habitat for fauna and biodiversity and considers the needs of wildlife in the planning, design, operation and maintenance of transport infrastructure and traffic corridors
- Promotion of public transport infrastructure and services of all types and future fuel sources

Economic Prosperity

The District's economy is underpinned by lower emissions, smart and sustainable industries that serve to improve community wellbeing and liveability. There are opportunities for more people to work locally and avoid commuting outside of the district.

Specific goals identified to support this principle include Business and Employment, Identity and Reputation, Growth and Opportunity, Education, Learning and Innovation.

Transport Responses

- An efficient transport network with connectivity to the State network
- Alternative transport options for employees within the Mount Barker district
- Provision for freight movements and links to industry within and beyond the region
- Transport infrastructure investments to support economic development including tourism
- Road, cycling and walking network to support diversity of industry sectors
- Recognising the role that a street provides in economic development within towns (main streets) rather than just movement of vehicle

Mount Barker Summit

The Need for Change

What we know about the future

In the last 5-10 years the Mount Barker District has seen considerable growth which is expected to continue for the next 15-20 years, transforming the town of Mount Barker into a small city, the second biggest in South Australia behind the City of Adelaide.

Mount Barker Community Plan 2020-2035 defines and articulates Council's approach to the planning and development of our district and community for the next 15-20 years and beyond. It acknowledges that the district has many advantages and is, at its core an enviable place to live and work.

From a transport perspective, we can not continue to only build road infrastructure to accommodate future traffic demands.

Our road network has a finite capacity and without significant investment by other levels of Government, we will need to work with what we have. Ultimately there will need to be alternative transport options with a focus on cycling, wa lking and public transport to manage future demands.

In addition to these local growth pressures there will be other drivers for change including:

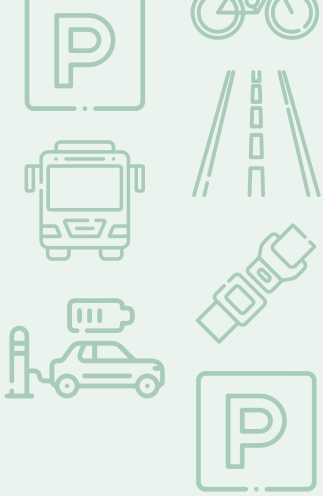
- our obligation to meet climate change challenges
- advent of future technologies such as electric and autonomous motor vehicles
- limitations in the capacity of the wider road and transport network
- any future changes in land use planning in the Region.

By 2035 the population of the district will be more than 55,470.

There will be over 100,000 more car trips per day on our roads by 2040

(Based on 12,500 additional homes with an average of 8 trips/day).

Laratinga and Sports Hub area



Future Challenges

Future growth will not come without some challenges in planning and delivering infrastructure, and this is also true for managing the pressures of additional traffic and transport demands. Some of these include:

- **Timing of interventions and reliance on other levels of Government.** Council is limited in its capacity to respond to the rapid rate of development and timing of infrastructure improvements. Council will need to maintain a strong position of advocacy and continue to work with the State and Federal Government in the provision of major road infrastructure, and importantly, public transport alternatives.
- **Future technologies and Smart City opportunities.** Technology in transport is happening rapidly with new intelligent transport systems and contemporary and near future technology such as electric/hybrid motor vehicles and hydrogren fuel celled vehicles for examples together with the progressive introduction of connected and autonomous technologies in vehicles. Council will need to enable these changes with future transport initiatives. Simple actions such as marking edge lines and centre lines should be considered to enable lane control functions in autonomous motor vehicles. Future transport services are also changing such as the progressive introduction of innovative services like Mobility as a Service.
- **Accommodating Growth.** Infrastructure including the completion of the Heysen Boulevard is essential. Some key road / path infrastructure will be provided by Council, but other key links and nodes are the responsibility of the State Government or private developers. Coordinating the provision of this infrastructure in a logical way will be a critical challenge for Council.
- **Low or no emissions transport.** 26% of the greenhouse gas emissions generated in the district come from transport. With the urgent need for the world to reduce emissions, solutions must be found that help facilitate the transition away from fossil fuel based transport options.
- **Encouraging Low Impact Mobility.** We will need to strike a balance between reliance on private motor vehicles while also encouraging low impact sustainable transport choices such as walking, cycling and usage of public transport. We need to move away from a reliance on private motor vehicle use for some journeys by providing great cycling and walking paths with connectivity to key infrastructure and public transport services.
- **Movement and Place** recognises that streets provide an important role in human interaction and economic development, particularly in main streets and town centres. Our transport plans will clearly recognise the role of key streets/roads in place activation, integration of gateways into town centres, opportunities for greening and preservation of natural flaura/fauna. Our emphasis will be on designing for people rather than the car.
- **Mt Barker City Centre.** How we manage traffic and parking within the growing city centre will be pivotal in its success. We need to attract new business activity and people to the Centre without attracting unmanageable traffic flows. Similarly, we will need to provide some additional parking supply without providing an abundance of free/cheap parking. Developing alternative transport options to/from the centre will be important in constraining this traffic and parking demand.
- **Public Transport Improvements.** Council is already advocating for high quality, frequent and rapid public transport to/from Adelaide. Resolving these regional public transport needs will be critical to managing transport demand between Mount Barker and other regional centres. We will continue to look into options working with the State Government to fund and provide the best answer for our community inclusive of the considerationof passenger rail.
- **Transport Costs.** The cost of providing alternative transport options to our regional centres at a realistic price will be difficult. Our community highly values the rural lifestyle and natural environment. But our lower population base means the cost (per capita) of providing alternative transport options can be difficult. Being able to provide an appropriate level of service to our regional centres will remain a focus for Council.

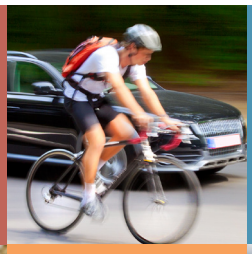
Themed Action Plans

Through this lead strategy and the 6 themed actions plans and implementation plan, the ITP will be formed.

To ensure consistency in approach and outcome, each themed action plan will have its own long-term 20-year strategic action plan. These action plans will form the basis of an Integrated Transport Plan which will include actions, initiatives, programs, policies, timings, services and projects to reflect the Vision and Themes of the strategy.

When preparing these plans, Council will consider the following themes and objectives. These themes and objectives link to higher level objectives in the Community Plan 2020-2035 as described at the beginning of this document. Community consultation on each plan will take place in accordance with Council's community consultation policy as they are developed.

Theme #1: **Road Network Management**



Theme #3: **Road Safety**

Theme #2: **Active Transport**

Theme #4: **Parking**

Theme #6: **Technology and Innovation**

Theme #5: **Public Transport**

Themed Strategies
Continued

Theme #1 Road Network Management

This Theme will provide direction for:

- Understanding future growth and network needs.
- The role of key local roads such as Springs Road, Bollen Road, Paech Road, Hartman Road and Hawthorn Road.
- When planning new or major upgrades, the importance of community engagement is recognised as fundamental to good road planning and understanding the impacts on existing residents.
- Recognition of Movement and Place principles particularly for main street environments.
- Clear understanding of road hierarchy and network management addressing intra and inter-regional connectivity and freight movements.
- Preservation of open space and amenity with all future transport infrastructure.
- Ensuring that environmental and amenity objectives are integral considerations in planning and design.
- Traffic modelling to understanding future growth implications in the Mount Barker CBD.
- Traffic management within the Mount Barker CBD and enabling of the Mount Barker City Centre revitalisation.

Theme #2: Active Transport

This Theme will provide direction for:

- Walking and cycling are the first choice for short trips.
- Residents are provided with safe, high quality and connected walking and cycling opportunities for local trips.
- Create a coherent, attractive and safe cycling network including safe crossing points across roads and connections to core services.
- Enable the community to adopt active transport (cycling/walking) as a viable alternative to the car for a wide variety of trips within the district, both locally and intratown as well as our neighbouring councils, through provision of infrastructure, encouragement programs and supporting infrastructure.
- Creation of pedestrian paths linking core facilities and public transport facilities.
- On collector road and sub arterials in our district we will aim where possible to incorporate cycle lanes as part of new and upgraded road.

Themed Strategies
Continued

Theme #3: Road Safety

This Theme will provide direction for:

- Embodiment of **Safe Systems** principles in everything we do in the design and management of the transport network.
- Lower speed limits due to roadside conditions or higher numbers of vulnerable road users.
- Identification of road safety initiatives that Council can undertake in support of State and federal strategies – towards zero together / shared responsibilities .
- Managing roadside risks and develop a contemporary policy on crash barriers, roadside hazard management and the preservation of remnant native vegetation.
- Identification of high risk 'blackspots' throughout the District and prioritization of works in partnership with the State road authority.
- Programs that enhance the safety afforded to the interface between roads, walking and cycling infrastructure e.g. pedestrian crossing program, school access.

Safe Systems aims to eliminate road deaths and serious injuries through an integrated program of safer roads, safer speeds, safer vehicles and safer people. **Safe Systems** is underpinned by three principles:

- People are human and sometimes make mistakes.
- Roads, roadsides and vehicles need to be designed to minimise crashes or reduce forces if a crash happens.
- Road safety is a shared responsibility.

Theme #4: Parking

This Theme will provide direction for:

- Development of a Parking Strategy and policy for day to day management of both on and off street parking including consideration of management of 'narrow streets'.
- Parking needs in the Mount Barker CBD including integration of public and private parking, consistency with the Mount Barker Township Masterplan and future transport modelling for the town centre.
- Verge parking (kerbed and unkerbed).
- Paid parking provisions in high demand areas.
- Provision of accessible parking.
- Parking for caravans and long vehicles in towns and tourist facilities.
- Park n Ride facilities.
- Reduction of on-street parking requirement in state planning guidelines for future developments.
- Review and update of Council's Parking fund.
- Additional convenient parking for bicycles and e-bikes.

Themed Strategies
Continued

Theme #5: Public Transport

This Theme will provide direction for:

- Council will work with the State Government to provide our community with a frequent, fast, and reliable public transport network that meets the diverse needs of users throughout the district.
- The location of park-n-ride facilities to support improved public transport services.
- Public transport hubs are connected to communities through best practice pedestrian design and a cohesive, attractive bicycle network.
- Development and delivery of a sustainable community transport system which provides affordable and accessible transport solutions responsive to people's individual physical, social, health, financial and support circumstances.
- Establishment and expansion of the on-demand public transport services (Keoride).
- Integration of Taxis, ride share and other private transport operations into network planning.
- Community transport (eg community bus services).

Theme #6: Technology and Innovation

This Theme will provide direction for:

- Ensuring Council is best placed to cater for future transport technologies.
- Monitor and act on emerging transport network management technology and intelligent transport systems.
- Investigate opportunities for **Mobility as a Service**.
- Support for the introduction of vehicles with alternative power supply (electric, hydrogen).
- Provision of options for low or zero emissions transport.
- Road maintenance and upgrades are undertaken to accommodate current and future vehicle safety technologies (eg quality line marking to support lane departure monitoring).
- Provisions for progressive introduction of autonomous motor vehicles.

Mobility as a Service (MaaS) is a concept proving a range of transport options to suit an individual's needs without the cost of owning a vehicle. MaaS is still developing and evolving as a market, but should enable people to bundle transport options such as car ride sharing, public transport and other ride share initiatives.

Contact

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