



MOUNT BARKER  
DISTRICT COUNCIL

# Integrated Transport Plan Draft Lead Strategy



# Contents

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- Definitions.....1
- Introduction.....2
- Integrated Transport Plan Structure.....3
- Purpose.....4
- How the Integrated Transport Plan responds to the Community Plan .....6
- What we have achieved.....8
- The Need for Change .....9
- Future Challenges ..... 10
- Themed Strategies ..... 11
- Values, Standards and Benchmarks ..... 15
- Next Steps ..... 16



# Definitions

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(further definitions to be added as the ITP progresses)

## **MDPA**

Mount Barker Urban Growth Development Plan Amendment.

## **MDPA Area**

On 16 December 2010, the Mount Barker Urban Growth Development Plan Amendment (MDPA) was Gazetted by the Minister. The MDPA rezoned approximately 1,310 hectares of land that was previously included in rural zones in the Council's area for urban development.

## **MDPA Area Transport Infrastructure Separate Rate**

A once off charge per hectare within the defined MDPA Area, payable by the developer, to finance major infrastructure capital works required as a result of the rezoning of the MDPA Area. These areas are not subject to the Transport Deed.

## **Transport Deed**

A deed between a developer and the State Government where the developer has agreed to contribute to the cost of some of the required infrastructure as the MDPA area is developed



# Introduction

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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 being regularly reviewed.

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 Lead Strategy for Mount Barker District's **Integrated Transport Plan (ITP)**. The Plan will review and update the 2009 Integrated Transport Plan endorsed by Council.

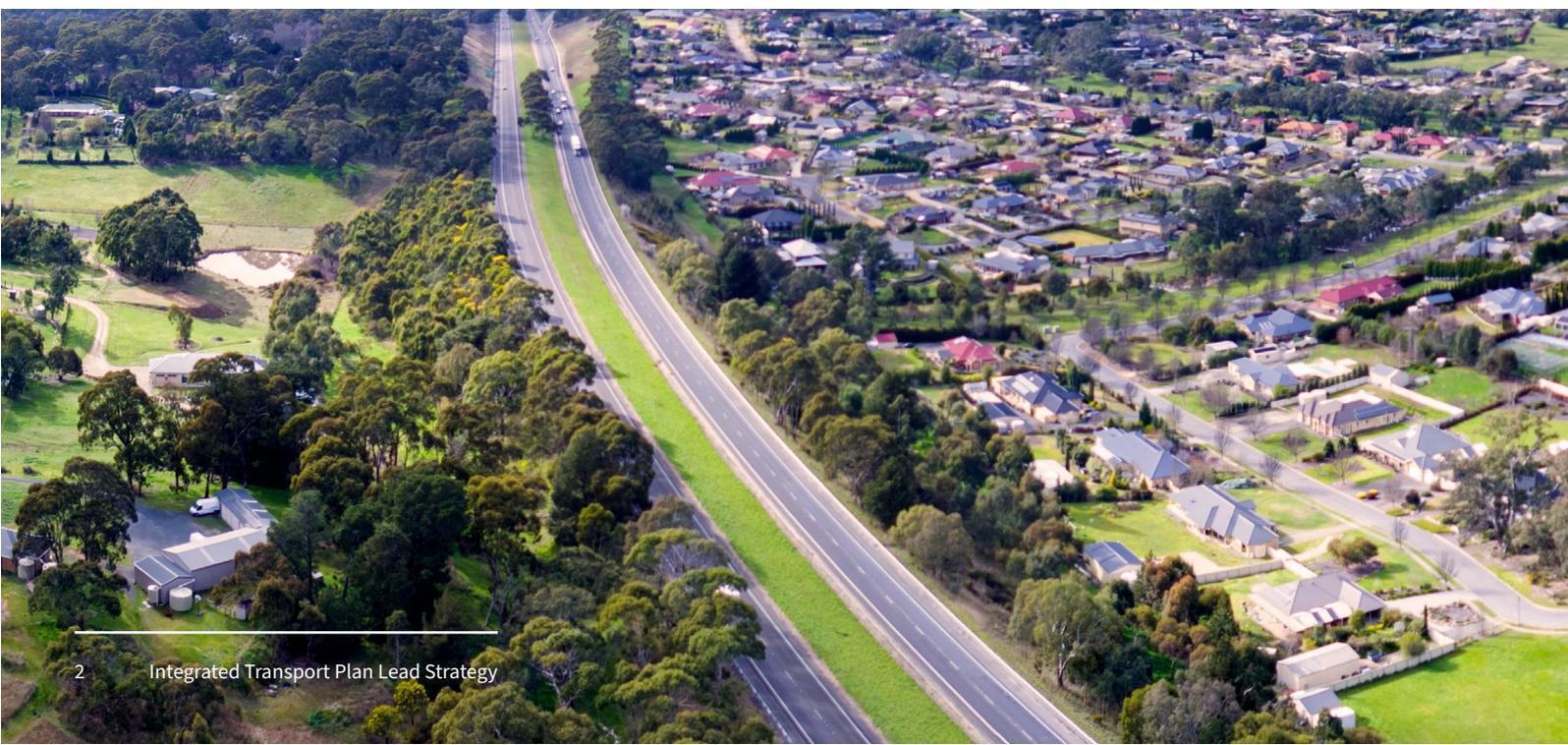
The objective of this ITP is to ensure our transport infrastructure aligns with growth in the district, enhances the connectivity of our community, encourages active transport, supports the safe & efficient movement of traffic both within the district and between regions, promotes the use of public transport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

This ITP Lead Strategy sets the foundations for how we plan to manage transport in Mount Barker. It will 'set the tone' for future transport initiatives and ensures compatibility with the Community Plan and other Lead Strategies being developed by Council.

Six core themes have been developed to underpin Council's vision for Transport. These themes will be developed to form the basis of future 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.



# Integrated Transport Plan Structure



# Purpose

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## 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 we are all pulling in the same direction, to get the outcomes we want, to create a district that is:

- 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





“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.”

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# How the Integrated Transport Plan responds to the Community Plan

The Community Plan is founded on three guiding principles:

## **Community Wellbeing**

## **Economic Prosperity**

## **Ecological Sustainability**

The ITP Integrated Transport Plan 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, Health 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, health 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 Integrated Transport Plan responds to the Community Plan Continued

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## 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 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
- Promotion of public transport infrastructure and services

## 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*

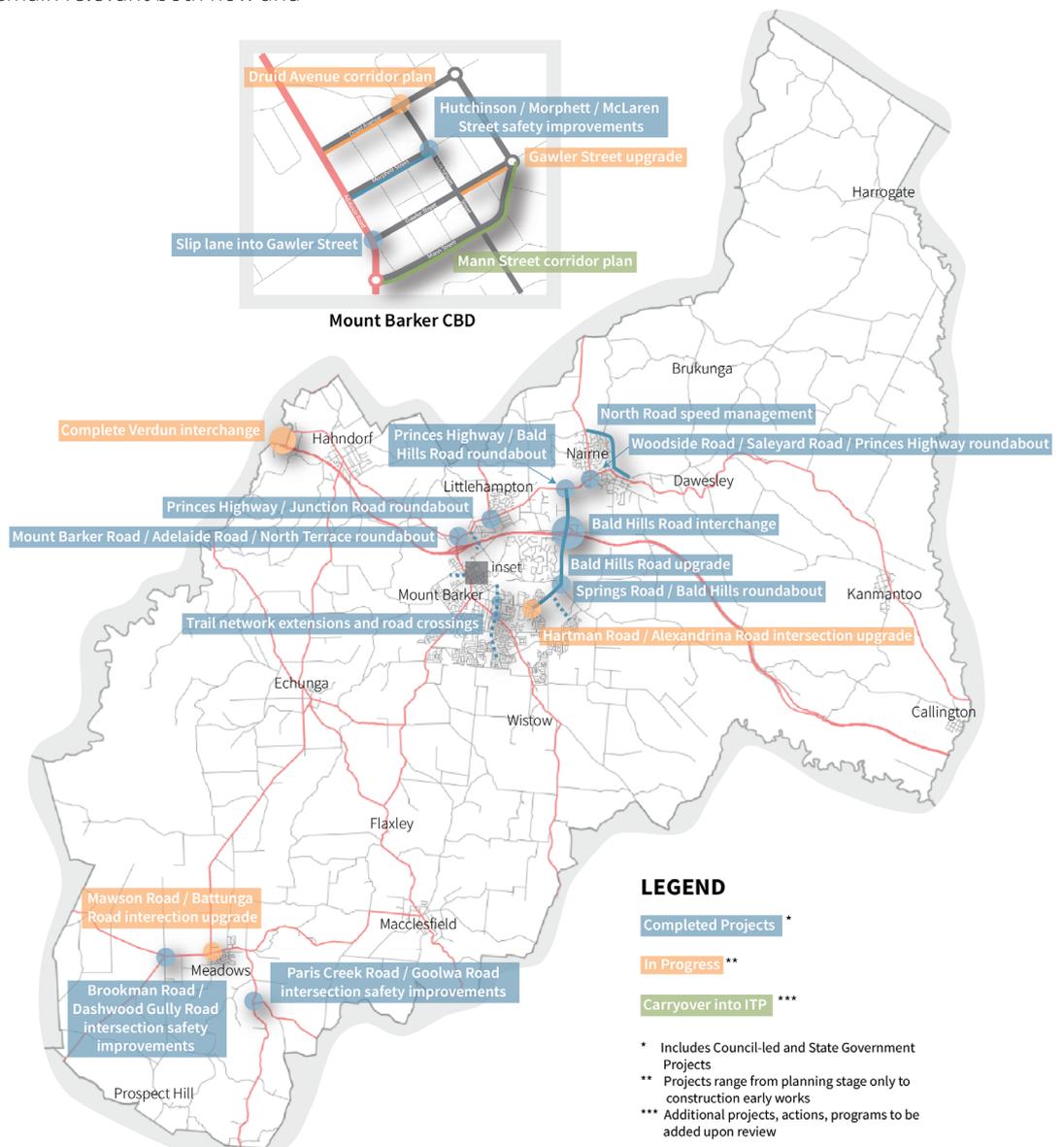
- An efficient transport network with connectivity to the State network
- Alternative transport options for employees within the Mount Barker district
- Provision for freight movements and links to industry within and beyond the region
- Transport infrastructure investments to support economic development including tourism
- Road 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



# What we have achieved

## Reflections on the 2009 Transport Masterplan

This section will outline the transport projects completed or in progress from the previous plan, any unresolved issues and the objectives and principles that remain relevant both now and into the future.



# The Need for Change

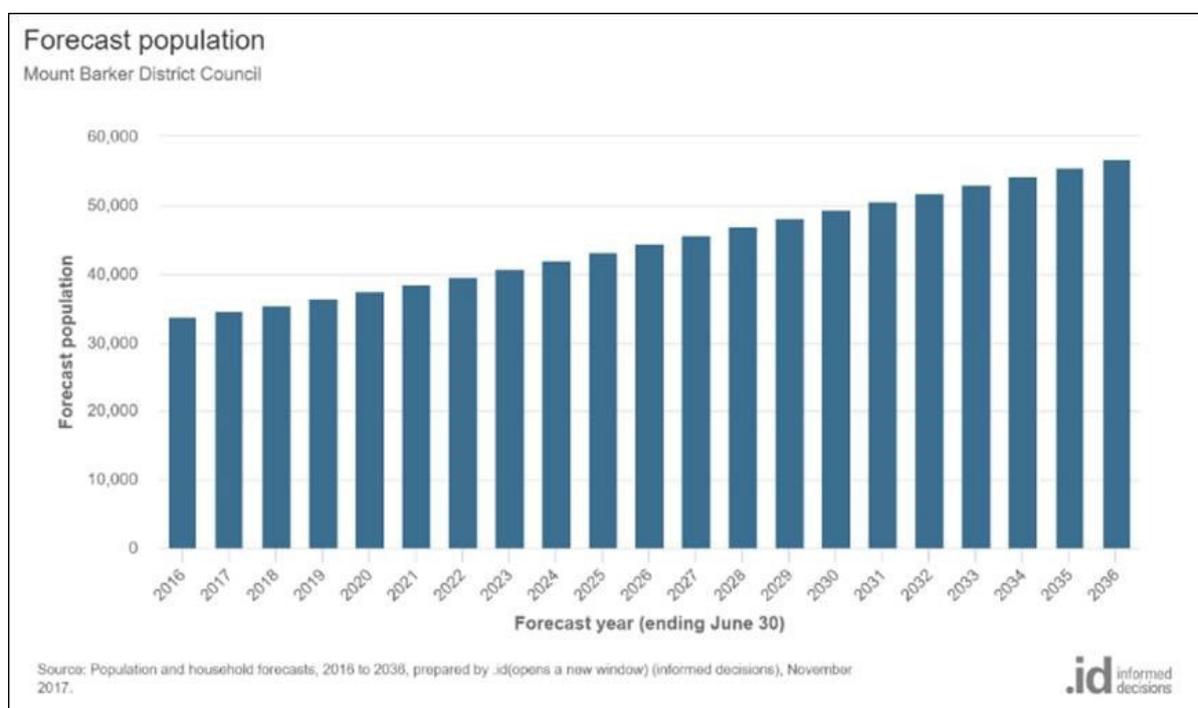
## What we know about the future

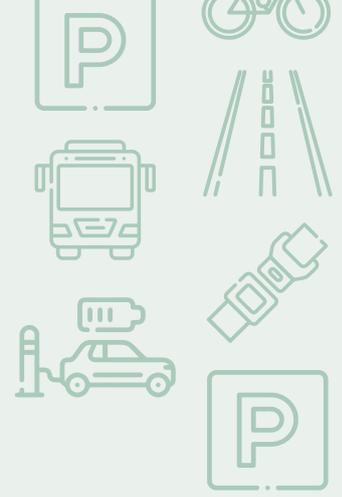
In the last 5-10 years the Mount Barker District has seen considerable growth which is expected to continue for the next 15-20 years, transforming the town of Mount Barker into a small city, the second biggest in South Australia behind the City of Adelaide. By 2036 the population of the district will be more than 56,000.

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 build road infrastructure to accommodate future traffic demands. There will be over 100,000 more car trips per day on our roads by 2040 (Source: based on 12,500 additional homes with an average of 8 trips/day).

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 (public transport, walking and cycling) to manage future demands.





# Future Challenges

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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 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, electric/hybrid motor vehicles and 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.

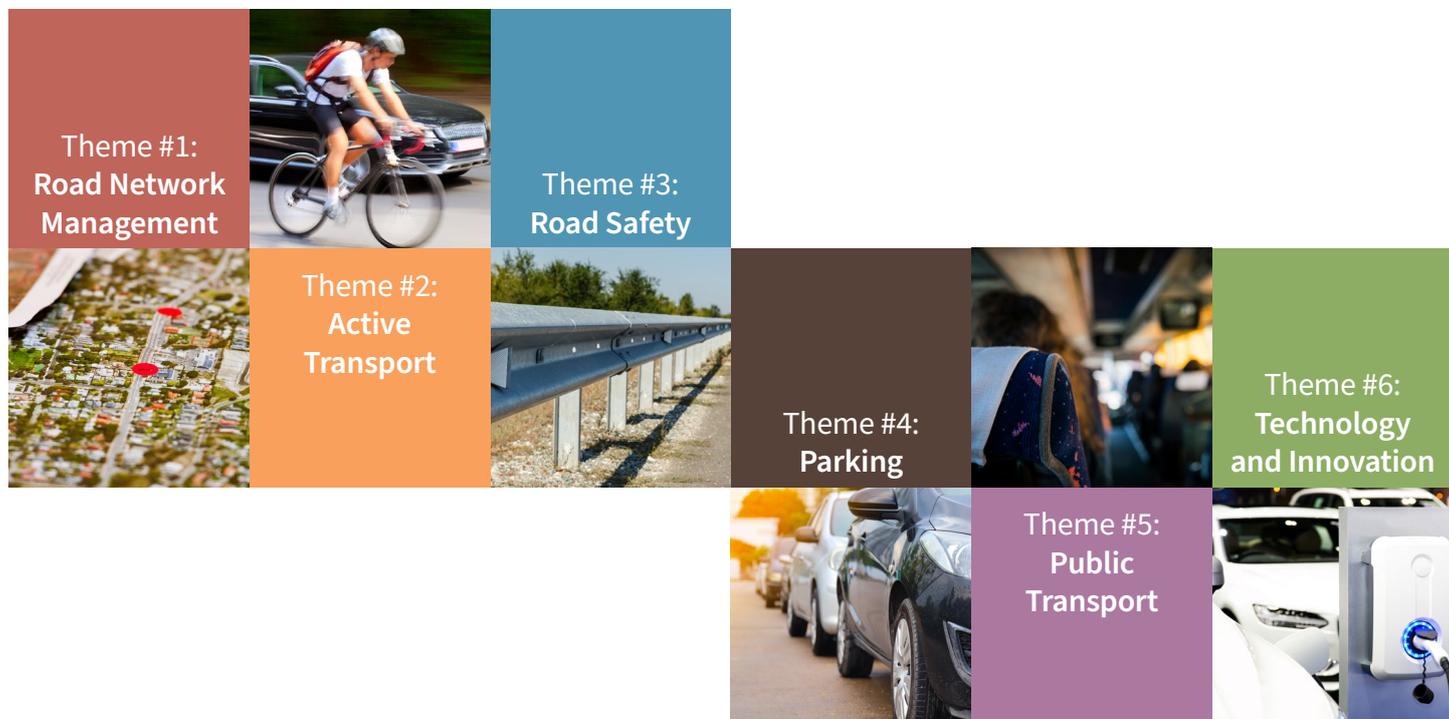
- **Movement and Place** recognises that streets provide an important role in human interaction and economic development, particularly in main streets and town centres. Our transport plans will clearly recognise the role of key streets/roads in place activation, integration of gateways into town centres, opportunities for greening and preservation of natural flora/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 the success of the city centre. 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 within the city centre 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.
- **Transport Costs.** The cost of providing alternative transport options to our regional centres 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 Strategies

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To ensure consistency in approach and outcome, each theme 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, 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.



# Themed Strategies Continued

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## **Theme #1 Road Network Management**



### **This Theme will provide direction for:**

- Understanding future growth and network needs
- 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
- Embedding of environmental and amenity objectives in planning and design
- Development of gateways for entry into townships and centres
- Traffic modelling to understanding future growth implications in Mt Barker and the CBD
- Traffic management within the CBD and enabling of the 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
- Enable the community to adopt cycling as a viable alternative to the car for a wide variety of trips within the district and our neighbouring councils, through provision of infrastructure, encouragement programs and supporting infrastructure
- Creation of pedestrian paths linking core facilities and public transport facilities

### **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.
- 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 proactively implement a crash barrier program
- Identification of high risk ‘blackspots’ throughout the District and prioritization of works in partnership with the State road authority

### **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
- CBD parking and need for a multi-deck off street car park
- Verge parking (kerbed and unkerbed)
- Paid parking provisions
- Provision of accessible parking
- Parking for caravans and long vehicles in towns and tourist facilities
- Reduction of on-street parking requirement in state planning guidelines for future developments
- Review of Council’s Parking fund

## Themed Strategies Continued

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### *Theme #5: Public Transport*



#### **This Theme will provide direction for:**

- Public transport along key corridors is fast, accessible and frequent.
- 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.
- Advocate for improved public transport service and coverage
- 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.
- Ongoing trial of the on-demand public transport services (Keoride)
- Integration of Taxis, Uber and other private transport operations
- 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 technology
- Investigate opportunities for Mobility as a Service
- Provisions for progressive introduction of autonomous motor vehicles
- Support for the introduction of vehicles with alternative power supply (electric, hydrogen)
- Provision of options for low or now emissions transport

# Values, Standards and Benchmarks

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This section will outline the links to other Strategies, Guidelines, and Nationally accepted Best Practice that will guide the Objectives and Principles and guide our Integrated Transport Plan.

The following are provided as examples which will be developed further.

## State and Federal links

- 2021 Infrastructure Plan
- LGA Guide to a Local Government Road Safety Strategy and Action Plan
- South Australia's Road Safety Strategy to 2031
- Federal Blackspot Program
- Austroads Guidelines
- Movement and Place Principles

## Council

- Asset Management Plan
- Township Lead Strategy and Plans
- Disability Access and Inclusion Plan 2020-2024
- Long Term Financial Plan



# Next Steps

Next steps in the development of the Integrated Transport Plan will be preparation of the Themed Strategies and Action Plans.

There will be some objectives and principles that primarily sit in one theme but has aspects applicable to other themes. The overall plan will highlight where specific actions provide benefits across more than one theme.

The following is a sample layout for further development as each of the Themed Strategies and Action Plans are finalised.

## Theme: Public Transport

Objective	Principles	Related Theme(s)				
		Road Network Management	Active Transport	Road Safety	Parking	Technology & Innovations
<b>1.1 Public transport along key corridors is fast, accessible and frequent</b>	1.1.1 Council will work with the State Government to provide our community with a frequent, fast, understandable and reliable public transport network that meets the diverse needs of users throughout the district.					
	1.1.2 Advocate for improved public transport service and coverage					
	1.1.3 Bus stops are indented along key corridors to maintain traffic flow & reduce rear end crash risk					
<b>1.2 Public transport hubs are connected to communities</b>	1.2.1 Best practice pedestrian design and a cohesive attractive bicycle network are provided					



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