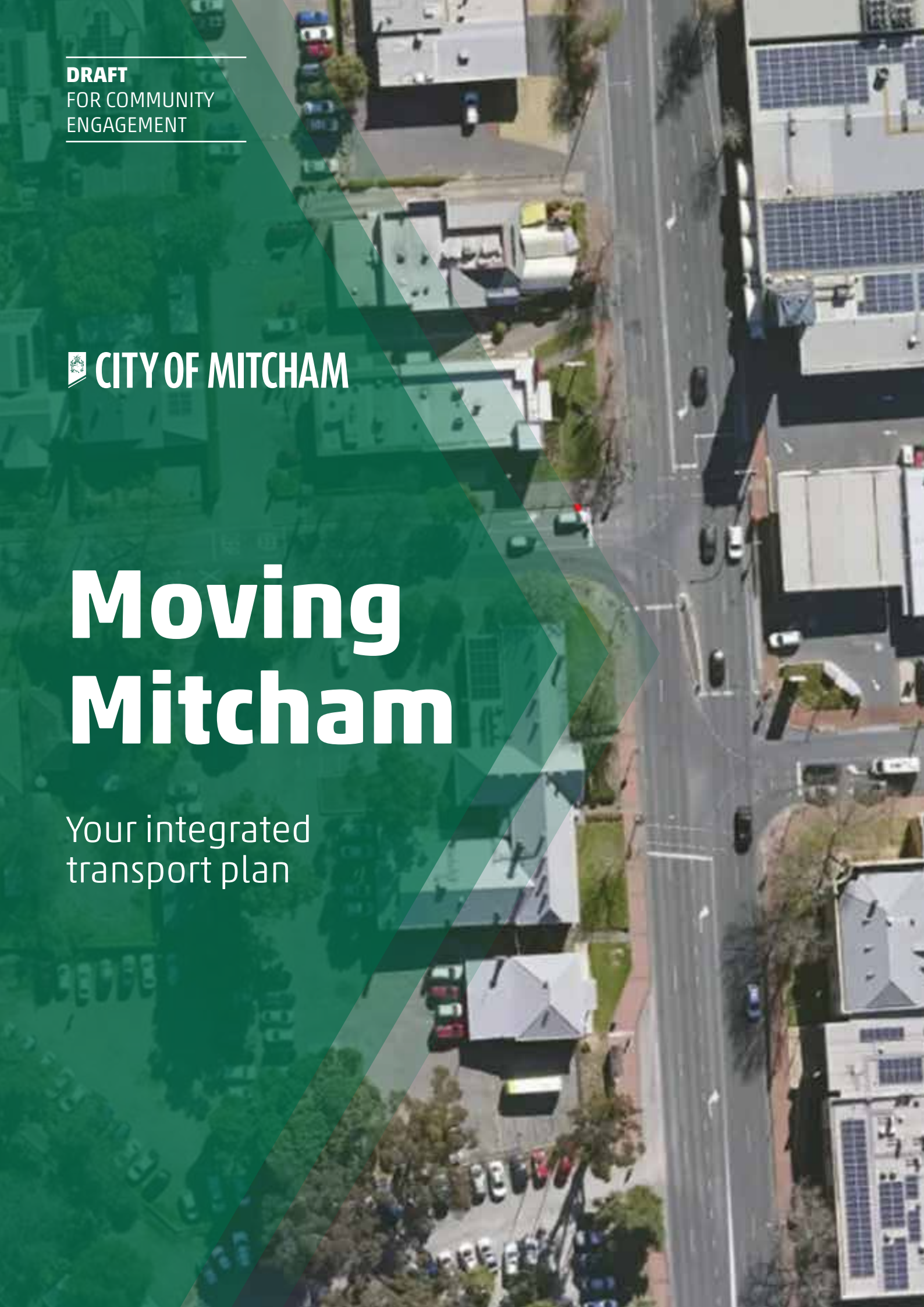




**DRAFT**  
FOR COMMUNITY  
ENGAGEMENT

 **CITY OF MITCHAM**

# Moving Mitcham

Your integrated  
transport plan

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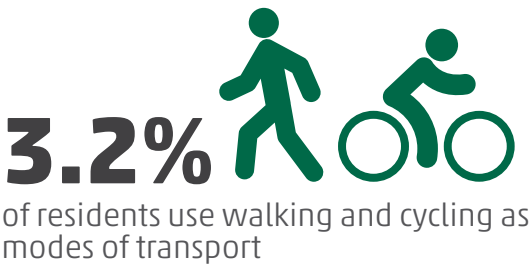
# Mayors Message

To be developed following community engagement process

# Executive Summary

To be developed following community engagement process

Transport Insights



Our Transport Assets





# Introduction and context



# 1. Introduction and context

The City of Mitcham has developed this Integrated Transport Plan (the Plan) to guide future investment in the transport network for all modes and address existing and emerging challenges.

The transport challenges facing the City of Mitcham are varied and require a considered and strategic response. Economic productivity, social equity, and environmental impact are broad issue areas which are considered in the Plan. Actions have been developed to address these challenges and provide sustainable, efficient, and balanced transport options which enhance the productivity and liveability of the City of Mitcham.

The Integrated Transport Plan is a strategic plan for Council that will guide future investment in the transport network delivering required policies and projects over next 10 years. This will enable Council to adopt a consistent and cost-effective approach, by distinguishing the connection between transport and land use, and economic and community well-being. The Integrated Transport Plan identifies transport infrastructure and service improvements to meet community and government objectives. It will also facilitate an appropriate balance between economic, social, and environmental outcomes, and improving the city as a place to live, learn, work and invest.

The aim of the Integrated Transport Plan includes the following key components:

- A practical Plan with objectives, strategies and actions.
- A Plan with actions across the six areas of road safety, walking and cycling, public transport, parking management, transport and development and technology (smart solutions).
- Integrated, accessible and safe transport systems for all modes.
- A balance between economic, social and environmental outcomes.

The Integrated Transport Plan is a 'live' document which Council will assess and update on a 5-year basis.

## Why are we investing in ITP

City of Mitcham recognised the benefits of actively integrating transport and land use planning. This is the first transport plan that City of Mitcham is investing into. This is to achieve Council's strategic goal of 'Accessible, Healthy and Connected Community'.

Key focus areas included:

The strategy provided a policy framework for future transport and operational decisions, setting a foundation for more detailed investigations.

Land use planning was identified as the key driver in creating an efficient transport network. Integrated

Transport Plan has a different focus on achieving council's vision of its Mitcham Strategic Plan. It seeks close alignment with a range of strategies and plans released by the SA Government and identifies and prioritises 'big picture' transport infrastructure projects that will make a significant positive difference to the performance of local and regional transport networks within the City of Mitcham. Recognising that many SA Government transport proposals for the area remain 'visionary' in status, this document aims to serve as an advocacy resource. It will be Council's focus that these projects be brought forward in time, with the help of innovative funding solutions, so that the community and visitors can travel in a more sustainable and efficient manner over the next two decades. Many of the principles of creating an integrated transport system remain the same. Public transport is used to efficiently move residents to key destinations within and outside the local area, maximising the use of infrastructure that provides a travel time advantage over cars. It can also be used to create more vibrant places due to greater people interaction. Roads are managed to optimise traffic efficiency and safety, with priority in terms of efficiency given to local freight, public and active transport modes. Streets are designed and managed to maximise accessibility, while prioritising safety and local amenity. The need to create successful movement and place outcomes for all residents and workers drives this Plan. In the context of growth and more transport activity, City of Mitcham residents have consistently indicated that 'amenity' and 'liveability' are key aspirations, alongside the desire to improve walking and cycling facilities as part of the City's active transport network. Unfortunately, car usage for trips to work and for shopping and recreation remains relatively high, partly due to the city's dispersed land use structure and the current inefficiencies connecting multiple origins and destinations quickly and directly using public transport. Councils are not responsible for major developments approved by the State Government, nor budgetary decisions on major transport infrastructure. Working in conjunction with other Councils and local government can be effective in advocating for major transport infrastructure projects and connected active transport networks.

## Strategic Context

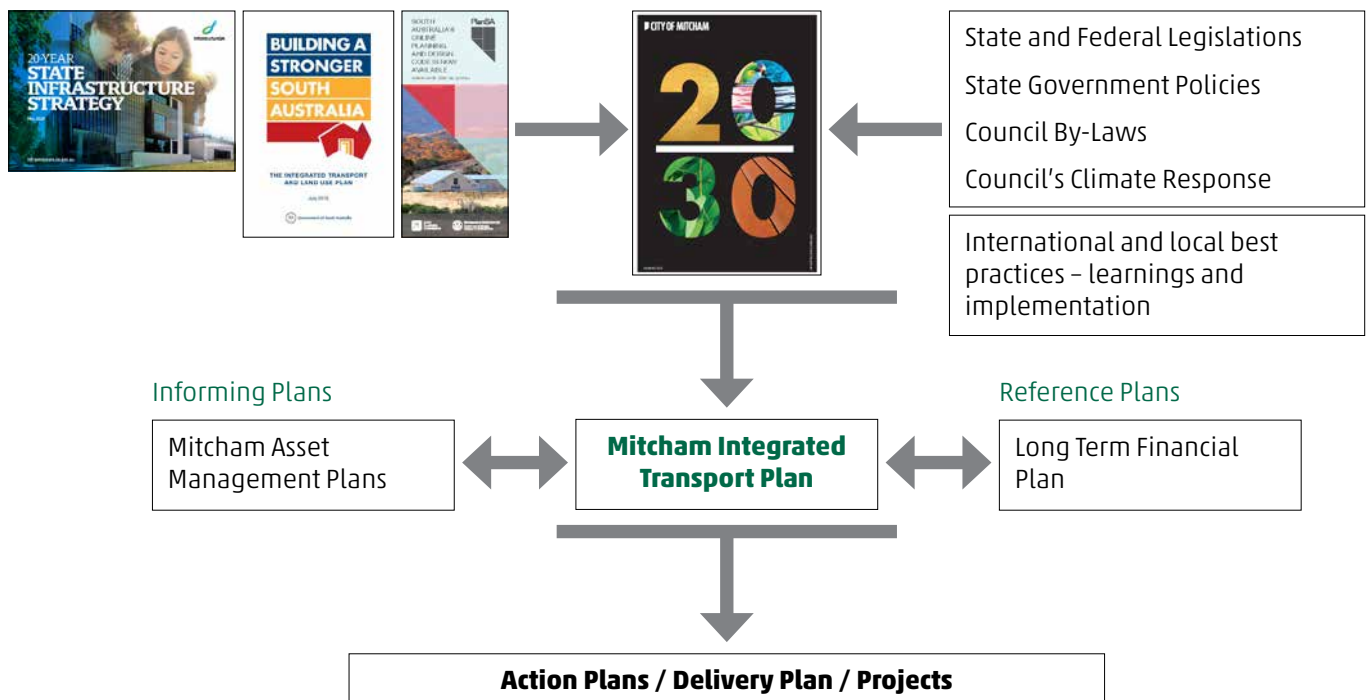
Policy frameworks and strategic alignment require consideration for an integrated transport and land use plan. The City of Mitcham *Integrated Transport Plan* is influenced by (and influences) both Council and State government policy. The figure below summarises the main strategic influences of the Plan.

The strategic alignments illustrate that cross-government co-operation is important to achieve the actions and strategies. Alignment with state and federal policies and the recognition of possible funding opportunities are also important for inter-governmental co-operation. The *Integrated Transport Plan* also has the function of providing context and information to other policy makers, including other local governments.

Given that the *Integrated Transport Plan* is a 'live' document, it will be reviewed on a regular basis to

ensure that the transport strategies and actions remain relevant, especially while the South Australian planning system is navigating significant change.

A key of the *Integrated Transport Plan* is to address the 'Accessible, Healthy & Connected Community' goal of Mitcham 2030, however it will also play an important role in achieving the objectives of the 'Sustainable City' and 'Dynamic & Prosperous Places' goals. Mitcham 2030 aims to minimise the Council's greenhouse gas emissions, and maximise the uptake of clean and renewable energy technologies. Given transport is the second largest source of greenhouse gas emissions in South Australia (and accounts for approximately 19% of SA's GHG emissions), the actions and strategies within this *Integrated Transport Plan* will have an important role in achieving this objective and actively aim to achieve a reduction in GHG emissions.



## Funding of the plan

It is important to note that the plan is currently in draft form and recommended actions are currently unfunded projects. It is proposed that following a community engagement on the draft, a final report will be presented to Council for the endorsement and funding consideration.



# TRANSPORT EMISSIONS:

## HOW DOES AUSTRALIA COMPARE?

### 2018 GLOBAL RANKINGS: TRANSPORT ENERGY EFFICIENCY

#### TOP



**1<sup>ST</sup>**  
**FRANCE**



**4<sup>TH</sup>**  
**CHINA**



**2<sup>ND</sup>**  
**INDIA**



**5<sup>TH</sup>**  
**UK**



**3<sup>RD</sup>**  
**ITALY**



**6<sup>TH</sup>**  
**JAPAN**

#### BOTTOM



**20<sup>TH</sup>**  
**AUSTRALIA**



**23<sup>RD</sup>**  
**THAILAND**



**21<sup>ST</sup>**  
**TURKEY**



**24<sup>TH</sup>**  
**SAUDI ARABIA**



**22<sup>ND</sup>**  
**SOUTH AFRICA**



**25<sup>TH</sup>**  
**UNITED ARAB EMIRATES**

#### WHY IS AUSTRALIA SO POOR?



High polluting cars



Lack of greenhouse gas emissions standards (or fuel efficiency standards) in place



High car use



The relatively high distances travelled per person (by car)



Low share of trips taken by public transport



Low ratio of spending on public transport compared to roads (ACEEE 2014; 2016; 2018)

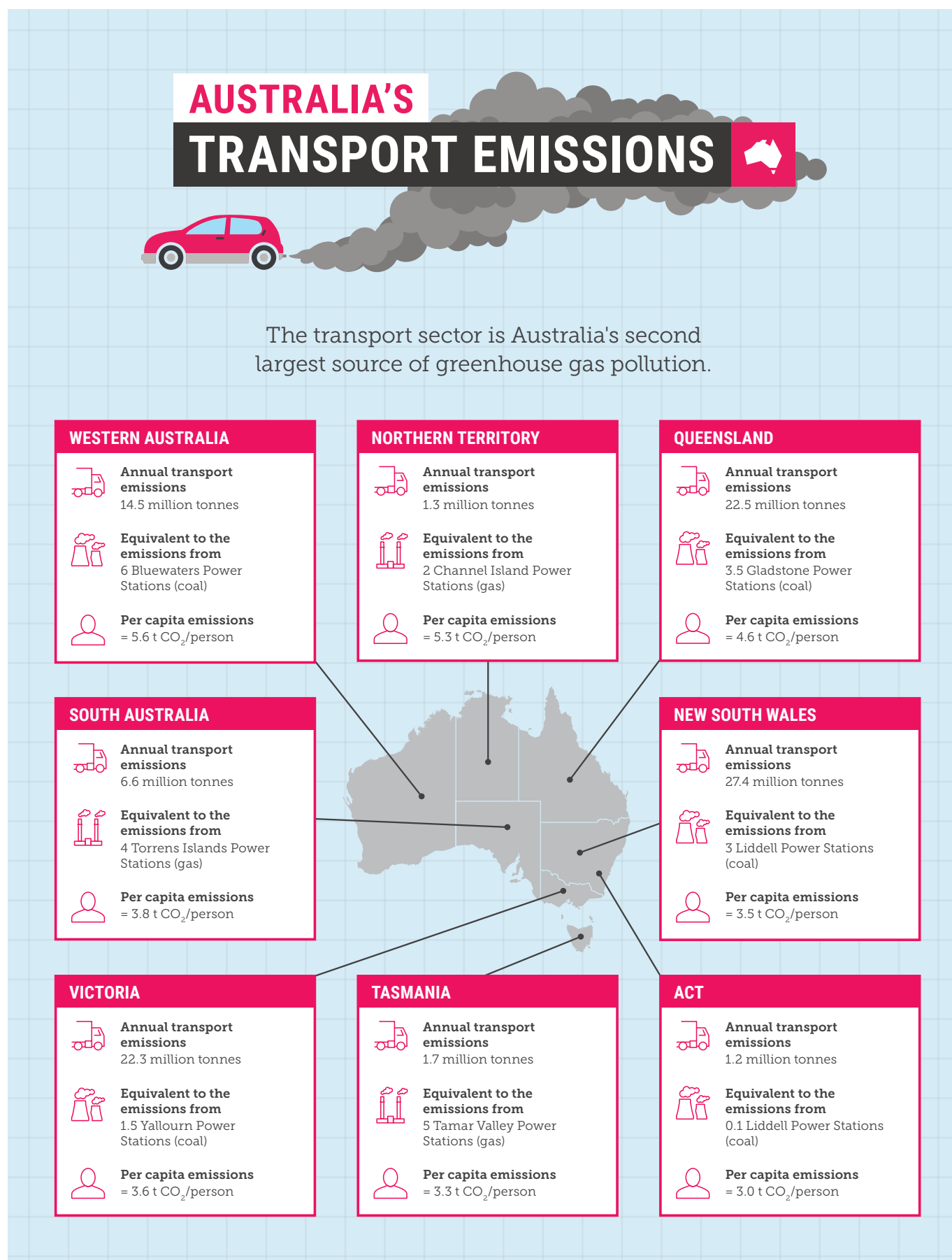
#### BACK OF THE PACK



Australia is consistently at the "back of the pack" on transport energy efficiency.



Figure 2: Greenhouse Gas Emissions Infographic by the Climate Council (2016)



Sources: ABS 2017a; Clean Energy Regulator 2018; Department of the Environment and Energy 2018b.

Transport is Australia's second largest source of greenhouse gas pollution (after electricity).

Global transport pollution levels are rising by around 2.5% each year. Without action they are expected to double by 2050.

Congestion is a \$16 billion dollar handbrake on the productivity of Australian cities.

Nearly 8 out of 10 Australians travel to work, school or university by car.

Australia is one of a handful of OECD countries without greenhouse gas emissions standards for vehicles, and lacks credible national policy to tackle transport emissions.

Source :<https://www.climatecouncil.org.au/transport-emissions-and-climate-solutions>

## Council Roles

Council is required to fulfil a broad range of roles and functions. Defining the role provides a way for our Community to understand the nature of Council's involvement and responsibility in implementing the strategies that flow from the *Integrated Transport Plan*. The role of Council to implement this *Plan* are described below and are referred to in each of the Actions.



### Leader:

Council leading the community or the local government sector by example, setting directions to meet community needs



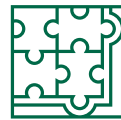
### Service Provider:

Council managing the community's assets and funding and delivering the service



### Partner:

Council contributing funds and/ or other resources towards a service or initiative that is delivered with other partners



### Facilitator:

Council bringing other people together to achieve outcomes



### Advocate:

Council making representations on behalf of the community



### Regulator:

Council fulfilling a particular role as determined by legislation



2

## Industry trends and transport challenges



## 2. Industry trends and transport challenges

Demand for inner and middle-ring suburbs in Australia is increasing. This is in part a response to shifting preferences for amenity, lifestyle choices and lower transport costs to households. The transport cost component of a household budget is often higher in metropolitan fringe locations reflecting higher car ownership rates and the need to travel further to reach social and economic needs. Car dependence is exacerbated where there is a shortfall in public transport and a lack of employment in an area. This impact is a largely part of why transport and land use policy is trending toward supporting 'upward' instead of 'outward' growth.

However, there is recognition within the planning and transport professions that infill development (where major infrastructure is already in place), may require enhancements to accommodate the additional demand by alternative modes of travel, including: road/intersection capacity, increased public transport services or travel behaviour change. This emphasises the requirement of all levels of government to invest in transport where growth is expected. Local Context

Over the next 20 years land use changes, urban growth and infrastructure development will have a significant influence on how people travel to, from and within the City of Mitcham. Land use patterns across the LGA are expected to remain relatively unchanged (partly because of Adelaide's low population growth). However, land use changes are likely to be in intensified clusters. Appropriate transport responses will therefore be required to ensure congestion and safety are addressed while improving accessibility.

### Technological Change

Technology is changing constantly, and it is important that we understand that change so that we may respond to the risks that it presents, while taking advantage of the opportunities that change presents to us. Technology impacts travel behaviour. People now use mobile phone applications ('apps') to plan their end-to-end journeys. Real-time traffic information allows road users to avoid congestion and decrease travel times. When integrated with public transport, users can better select a time and cost-effective travel option for all types of trips. On-demand public transport options, bicycle share, car share, ride share and park-share arrangements are all possibilities that have been made more available on a community scale thanks to web and app technologies. Electric vehicles are gradually gaining in popularity as governments at different levels across the nation start to rollout incentive schemes and promote them. Electric vehicles, if powered by renewable energy, have the potential to significantly reduce transport-related greenhouse gas emissions. They are also quieter than vehicles powered by Internal Combustion Engines (ICE) and much cheaper to run. The take up of electric vehicles could be expected to accelerate, with improving performance and increasing petrol prices. Hydrogen vehicles are also available, with this technology (in terms of large scale rollout) still in its infancy. Cooperative ITS (C-ITS) will enable infrastructure to communicate with vehicles directly and facilitate the introduction of connected and automated vehicles. Whilst there are many ethical, safety and regulatory issues to be addressed before fully automated vehicles are introduced in Australia, these vehicles have the potential to further reduce the road toll by eliminating driver errors that cause crashes. Automated car share schemes have the potential to reduce the number of private vehicles in use.

There is an opportunity for City of Mitcham to utilise technologies to improve the customer experience. Some examples include:

- Parking management – effective navigation, enforcement and occupancy data



## Key Transport Networks Map



- Promotion of micro-mobility to modes to increase the uptake of active transport modes such as bicycles, e-bikes, scooters, e-scooters etc. This may be achieved through bike sharing platforms, user applications, easy booking of storage, website updates, etc.
- Supporting the rollout of electric vehicles and supporting infrastructure
- Supporting and trialling alternative fuel technology vehicles e.g. hydrogen fuel

Planning will be needed to increase pick up / drop off space in retail areas and new housing developments to allow for users to be able to easily access these services. Vehicle automation may require additional roadside infrastructure to support the movement of connected and automated vehicles. The future commercial use of drones to deliver food and products will be monitored, as supporting local facilities may be needed.

Data, innovation and new technologies will continue to significantly influence the way individuals and communities move. While relevant across all modes of transport (including empowering individuals to make informed mode choices via 'apps') the most significant advantages and shifts will be in private mobility. Improvements in efficiency, access and safety are already influencing the way in which people move in Adelaide, specifically through State government implementations such as Intelligent Transport Systems, variable message signs and Addinsight phone applications providing drivers with real-time travel information. However, the many technologies such as autonomous vehicles are still in their infancy and yet to be fully realised. Recent guidelines by Austroads state:

*"The potential benefits of this technology (autonomous vehicles) are vast: improved road safety outcomes, increased mobility for an ageing population and people with a disability, as well as productivity and environmental efficiencies. Australia sits ready to embrace this new technology but first we need to know that these vehicles are safe to use..... The introduction of automated vehicles into Australia requires rapid advances in a number of key policy areas."*

While the technology has significantly progressed, uptake is likely to be slow. The City of Mitcham (and local governments in general) should plan for automated vehicles otherwise risk delaying (or missing out altogether) the transport advantages the new technology affords.

## Covid-19 Pandemic impact

The COVID-19 pandemic drastically altered travel patterns in Australia throughout 2020 and 2021. Lockdowns/restrictions have resulted in more people staying at home, whilst the fear of catching the virus and need for traveller separation has resulted in reduced public transport patronage. Over time, as we emerge from the pandemic, it is being experienced that the confidence to travel using public transport will return. However, travel conditions are not expected to 'go back to normal'. More people are working from home on an ongoing basis, which will result in reduced demands on the transport system. Unfortunately, reduced travel may result in a greater proportion of people driving as the road network comes under less pressure. The challenge will be sustaining increased public transport usage in the months and years ahead, while maintaining the uptake in active travel as the workforce returns to 'new normal' travel. The bonus of more people working from home option is the reduced travel patterns, particularly car as main mode. This has the benefit of reduced congestion, however it may result in longer peak hour periods as workers spread their start and end times. There has been a rapid rise in on-line shopping, resulting in more home deliveries.

## South Australia' planning policies

The *Planning, Development and Infrastructure Act* was passed in 2016, and resulting in reform of the planning system. Council has transitioned to this new planning system developing the *Planning and Design Codes* which will effectively replace the existing Council's Development Plan.

Understanding how these planning changes are likely to result in land use and transport changes requires consideration, and is explored in the following chapters. The following sections have given consideration to the preparatory work the City of Mitcham has done in transitioning to the new planning system, and reflects the areas which have opportunity for change, as well as areas outside these precincts which are either historic conservation areas where no significant change is envisaged, or areas where small scale incremental change is likely.

The 2017 update of the *30 Year Plan for Greater Adelaide* included six targets, two of which have direct influence to infill development in the City of Mitcham:

- 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045. The northern and western portions of the Mitcham Council area has been identified as 'metro infill'. Increased urban density could be broadly expected in this area. The eastern section of the LGA is included in the Environmental and Food Protection Areas and is therefore not subject to this infill target.
- 60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency

bus routes: Analysis has identified that 43% of the population of the City of Mitcham currently live within an 800m radial catchment of the 10 train stations in the LGA, and 89% live within 400m of a bus stop.

The State Government targets broadly align with The City of Mitcham's Residential Strategy to serve Council's Strategic Plan. The relevant elements are:

- residential growth near transport corridors, major shopping centres and educational institutions;
- houses on smaller allotments and some high-density apartment living attracting a broad range of age groups and household structure;
- relatively conservative growth rates in the order of 800 new dwellings over the next 10 years. The census data of 2021 shows that there is an increase of 490 dwellings when compared to the previous 2016 census.

There are areas (zones) across the City of Mitcham which constrain development and are unlikely to experience significant infill development. Areas restricting infill development include:

- Heritage areas (State and Local Government), including Historic Conservation policy areas
- Residential (Foothills) Zone
- Parts of the Residential (East Plains) Zone
- Residential (Hills) Zone, except near Blackwood
- 1:100 year event flood plain areas

Heritage, environmental and interface considerations for two Residential Zones (Foothills and Hills), gives greater emphasis on protecting natural drainage patterns, larger allotments with detached dwellings and well vegetated sites. Subdivision and increased urban densities across much of those residential area is therefore less likely to occur in the short term.

## Methods of Travel and Car Ownership challenges

2021 census data shows increase in percentage households owning private motor vehicles. Over 60% of Mitcham households own 2 or more motor vehicle compared to 51% of Adelaide average. Between 2016 to 2021, there have been reduction in households with no motor vehicles. In other words, larger part of our community relies on private motor vehicles for their primary transport needs.

The trend also reflects in our community's method of travel to work. The census data also shows over 10% increase in people working from home while people who travel to work choose to do so in private vehicles as suggested by over 12% decline in usage of walking, cycling and public transport. Strategies of this plan will need to focus on modal shift toward active transport that are supported by sustainable policy and infrastructure investments.

Walking and cycling modes of transport are vital for City of Mitcham's sustainable transport network but as the data shows it has been consistently lower around 1.6% of total trips. City of Mitcham has a footpaths expansion program which prioritises footpath development and maintenance based on use, road safety considerations, importance of connectivity and condition of the asset. There are still a number of links that present challenges for disabled pedestrians and Council is gradually working to improve the network in particular near trip attractors and bus stops. There is a need for comprehensive cycling network that caters for both the on-road cycling and trail network. Aligned with this, Council has funded a review of the bike and access plan which is also a priority strategy/action within this plan.





## Road Safety challenges

City of Mitcham's role in road safety includes primary responsibility for the safety of local roads, including providing pedestrian and cyclist facilities on local roads, upgrading line marking, signage, pavement and other infrastructure on these roads, and undertaking general road maintenance. The City of Mitcham has a duty to consider the road safety implications of decisions regarding land use and different types of development. City of Mitcham seeks to engage, educate, and empower the community in relation to road safety issues, by encouraging safe road user behaviour.

City of Mitcham's responsibility for road safety is realised by integrating a 'safe system' approach into road network design, ongoing maintenance, road user education and other projects that involve people using the road network. The City of Mitcham has, over many years, provided engineering solutions and programs aimed at influencing the behaviour of the users of the road network.

Key road safety challenges for the City of Mitcham are:

- School zone safety – safety for vulnerable road users (children) around school pick-up and drop-off times, educating parents on safe driving behaviour
- Speeding (and the perception of speeding) on local streets
- Pedestrian safety in the vicinity of our town centres
- Cycling and Shared User Paths– particularly pedestrian safety at 'pinch points' and cyclist safety on 'on-road' cycle lanes

- Discouraging unsafe and/or illegal travel behaviour that endangers both the safety of the individual and other road users

An emerging road safety issue is the rapidly expanding range of home delivery services, using bicycles, e-bikes and motor scooters. Consideration needs to be given to improved safety for the 'last mile journey' and the ability to safely access / park in residential and commercial areas.

Good street design, complimented by appropriate traffic signs and facilities, will help ensure that a broad range of users travel safely.

## Parking challenges

A key challenge for parking management in the City of Mitcham is the development of consistent parking management policies and implementation methods, founded on sustainable development principles. Current parking management has tended to evolve based on the needs of each key precinct or street/s without consideration of broader land use and transport policy objectives.

The City of Mitcham has a number of formal and informal public parking areas, mostly associated with its key precincts, main streets and train stations. Public off-street parking opportunities are relatively few in the City of Mitcham, with most off-street parking provided in each specific development site or on-street. As time limits have been introduced into commercial areas, longer stay parking may only be found in adjacent residential areas, causing amenity issues for residents.

# 3

## Framework and Focus Areas



# 3. Framework and Focus Areas

Mitcham ITP is being developed to support the strategic direction set by Council's 'Mitcham 2030' plan. This strategic goal is underpinning vision for the Plan and associated investment.

*Mitcham 2030* is Council's aspirational plan for future generations. It is a long-term plan that sets a vision and desired objectives for the City and outlines how we will work towards achieving these both now and in the future. *Mitcham 2030* provides the direction for Council's shorter-term plans and projects and helps Council to make decisions which align with the Vision for the City. The relevant Objectives of *Mitcham 2030* and the theme statements of the *Integrated Transport Plan* are aligned.

A key of the *Integrated Transport Plan* is to address the 'Accessible, Healthy & Connected Community' goal of *Mitcham 2030*, however it will also play an important role in achieving the objectives of the 'Sustainable City' and 'Dynamic & Prosperous Places' goals.

This vision will be achieved through strategies identified within various focus areas. These focus areas include Road Safety, Walking and Cycling, Public Transport, Transport and Development and Technology (Smart solutions).

These focus areas are based on on-going community feedback received via various avenues and data sources. The focus areas are also based on positioning City of Mitcham to achieve future opportunities as presented through both the internal and external attributes that affect our transport system.

The framework set out a sequential order to achieve strategic goals and outcomes that our community desires. Success of the Plan depends on several factors. Importantly, it is dependent on a holistic approach and orderly delivery of the recommendations while allowing enough flexibility within the framework so that we can adapt to the future changes and/or new emerging external factors e.g. hydrogen fuel, technology, innovation in vehicles and travel modes etc. A key element of the proposed framework is also about regular reviews of the plan in future for its currency and alignment with community adaptability of the change.

## Goal/Strategic Objective of the ITP

**We are a City that is connected to places through an integrated, efficient and people friendly transport network for motorists, cyclists and pedestrians.**

**Vision/Strategic Objectives**

**Key Focus Areas/Themes to achieve the strategic objectives**

**Action Plans/Projects/Capital Program under each focus area**

**Review and improve**

4

# Community engagement



# 4. Community engagement

To be developed following the CE process



# 5

## Strategies





## Focus Area 1 – Road Safety

### Objective:

We have a safe, sustainable, and accessible road transport network that preserves and enhances the standard of living of our communities and visitors, and meets the demands of our business, educational institutes and residents.

We have a transport network that is safer for all modes of transport and create safer neighbourhoods.

### Outcomes:

- Percentage reduction in casualty crashes
- Percentage reduction in PDO (property damage only) crashes
- Residential streets and walking and cycling routes with safer traffic conditions
- Higher community participation in Local Area Traffic improvements

The predominant traffic flows through/from the City of Mitcham are tidal i.e. north bound traffic in the morning peak and south bound in the evening peaks. An increasing number of people with employment in the Adelaide CBD will exacerbate the situation. These patterns apply to north-south routes through the City of Mitcham, including Fullarton Road, Belair Road, Goodwood Road and South Road. Data analysis shows Adelaide City Council (i.e. CBD) as the most important destination, with a high percentage of residents travel to CBD for employment, shopping, recreation, and leisure. This reiterates the significance of the transport links between the two areas. It creates a difficulty for east/west travellers due to the volume of traffic they must cross (less green time allocation at signalised intersections and less opportunities to cross or enter an arterial road from local streets). The most significant transport network pattern change in the immediate future will result from the upgraded North South Corridor (South Road). The North-South corridor will positively facilitate traffic flows from and through the City of Mitcham and has the potential to support additional traffic increases resulting from population growth from 'upstream' locations (the City of Onkaparinga, Fleurieu Peninsula etc), Traffic currently using state-maintained arterial roads through the City of Mitcham (such as Goodwood Road, Belair/Unley Roads, or Fullarton Road) will be attracted to the North-South

Corridor. In-turn, this will 'free-up' capacity on these north-south arterial roads through City of Mitcham and improve efficiency and road capacity for north-south traffic flows. This 'gravitational effect' also has implications on local areas traffic management, and will require assessment of (and local government access to) strategic modelling by the Department of Infrastructure and Transport.

Safety for all road users is paramount, and requires consideration on all transport planning decisions. Crash clusters data shows correlation between higher traffic volumes and incidents on major arterial routes and major intersections (particularly South Road and Cross Road). Few crash clusters have been observed on local roads. Crashes on local streets are generally isolated cases, with no apparent pattern nor correlation with road conditions. The proposed actions and strategies will undertake a holistic review of the conditions and deliver targeted projects to improve safety for all road users and wider community.

### Actions/Strategies – Road Safety

- Road Safety – Local Area Plans/LATMs
- Speed zones review – local precincts and areas
- Trial of local area speed reduction – 40km/hr or lower speed limits
- Smart traffic signs trial – school zones for improved safety and visibility
- Engage and partner with school communities for road safety awareness education
- Shared streets opportunities – road reconstruction program
- Traffic safety review of all school precincts
- Road safety – community groups (in partnership with external bodies e.g. SA Police, DIT)
- Improving data collection and management of collision data
- Freight management – Commercial and Heavy Vehicle routes and improvements
- Black spot remedy program for next 5 years
- Road Safety Audits for Mitcham Hills Area
- Driver awareness program – partner with Universities and external bodies (RAA etc)
- Technological solutions
- Compliance audit of all existing traffic controls
- Partner and lobby DIT for rail crossings improvements and crossing review

### Council Action:

Partner, Leader, Facilitator, Advocate, Regulator





## Focus Area 2 – Walking and Cycling

### Objective:

We have an environment that makes cycling and walking attractive transport modes for local, neighbourhood and district-wide trips. We have recreational cycling and walking networks which promote healthy living.

### Outcomes:

- Percentage increase in walking and cycling to work
- Improved accessibility for walking and cycling modes of transport
- Our transport carbon footprint is reduced
- Our community has healthier and active travel opportunities

Walking and cycling offer a wealth of benefits to both society and individuals, not least because they are an equitable and enjoyable way to get around, but they are also forms of active and sustainable transport.

The benefits of recognising these two modes as legitimate forms of transport have been defined in various local and international studies. Personal benefits from walking and cycling include health and fitness as well as reduced transportation and parking costs. Societal benefits include a healthier community, less traffic congestion, reduced infrastructure costs, reduced greenhouse gas emissions, improved air quality and noise reduction.

Walking forms a part of most transport journeys (such as walking to public transport) and is generally perceived as safe where sufficient footpath space is provided. Cycling however, can be perceived as hazardous, particularly where cyclists must share the road with moving vehicles. Research shows that it is common for a large proportion of the population to be interested in cycling. Equally so many have some reservations about riding for various reasons.

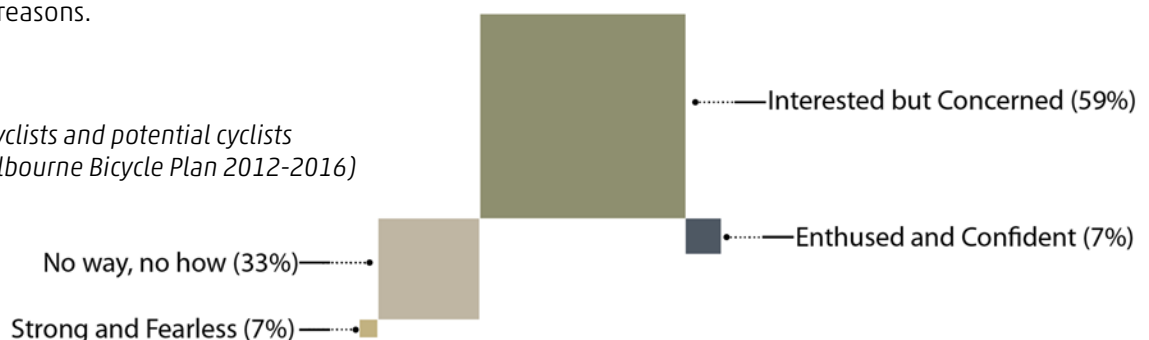
It is essential to ensure that residents who are interested using active transport modes such as walking and cycling feel confident and safe in doing so, and only then can the countless benefits of active travel be realised.

Ability to walk and cycle to various destinations within the City of Mitcham is heavily influenced by the topographical features of the Council area. Urban form, and therefore land use configuration, differs significantly in the hills zone where destinations (e.g. retail, education and community facilities) are far more sporadic when compared to that of the more established residential plains.

While most roads on the plains have a footpath on both sides, and a mix of block paving, bitumen and concrete, there are numerous streets in the hills with narrow paths or no paths at all. These are often due to the steep topography and narrow road width. Pedestrians share the road space with vehicular traffic in these streets.

Cycling within the City of Mitcham is predominantly on-road with intermittent infrastructure and facilities. While there are some stretches of off-road paths within the council area, these are steep grades and largely recreational trails, making them not attractive for commuting purposes. Notwithstanding this, recently developed Belair to City bikeway is a bike route with combination of off and on-road bike facilities. The on-road bike lanes on arterial roads such as Belair Road, South Road, Daws Road and Shepherds Hill Road are all part-time, whereby outside of AM and PM peaks, vehicle parking is permitted. This is largely to cater to commuter cycling and is directionally focused on access to the Adelaide CBD.

*The four types of cyclists and potential cyclists  
(Source: City of Melbourne Bicycle Plan 2012-2016)*





### Actions/Strategies – Walking and Cycling

- Undertake development and delivery of Bike and Accessibility Plan (Walking and Cycling Plan) over the next 5 years
- Connect Mountain Bike Routes/Trails to Mitcham road network – identify gaps and improvements
- Complete delivery of the key bike route upgrades (e.g. F to C bikeway,
- Shared streets – trial and identify Road Reconstruction program
- Identify 'missing links' within DIT road network – lobby and partner for upgrade and delivery of project (e.g. Springbank Road pedestrian crossing, Cross Road Bike crossing, Daws Road bike crossing etc)
- Walking and Cycling routes to the Schools – local road network
- Prioritise upgrade of secondary bike route network to make it safer for young and less confident cyclists
- Review all school children crossings and trial smart school zones
- Identify accessibility and 'permeability' to key public transport nodes
- Shopping precincts – walking improvements (e.g. Winston Avenue, Belair/Newark Road improvements, Goodwood Rd precinct, Main Road precinct)
- Urban design approach to our local main streets supporting pedestrian activities.
- Kitchener and Tutt Avenues corridor improvements
- Coromandel Parade corridor improvements
- Lobby DIT to optimise PAC and Traffic signals – pedestrian waiting times
- Review and identify opportunities within Road Asset Reconstruction Program

### Council Action:

Partner, Leader, Facilitator, Advocate, Regulator



## Focus Area 3 – Public Transport

### Objective:

We have diverse and integrated community and public transport options that meet current needs, and strategically accounts for future demands.

### Outcomes:

- Greater utilisation of public transport by our community
- More frequent and connected public transport
- Community Transport options

Community and public transport play a vital role in a balanced and equitable transport system. Governments (predominantly State Governments) spend resources on services deemed essential to society, including health and education, with the understanding that those services provide accessibility and a social service. For the transport disadvantaged public transport may be the only viable transport option available, or an essential part of their transport choices. There are also benefits to non-public transport users as it has the potential to free-up road space for car users and freight movement. Public transport can also provide significant cost benefits by reducing personal spend on parking, vehicle operation and in some cases travel time savings.

Working with the State Government affords Mitcham Council the best opportunity to represent the community needs, as well as the effective sharing of information to achieve the optimal outcomes. The Infrastructure SA 20-Year State Infrastructure Strategy has priorities of relevance to the City of Mitcham, and the Integrated Transport and Land Use Plan contains actions and strategies relevant to this Plan.

Current community transport services match the transport needs of the segments of the community that rely on their services. However, public and community transport requirements need to change with changing demographics in the area. For example, demand for community and public transport is likely to increase with an aging population. The relationship between demographics and community/public transport is broad, however some key demographic indicators can be monitored to recognise and provide for those groups who are most transport disadvantaged.

The demographics to be assessed include:

- Aging-population: reducing functionality can affect ability to drive, therefore requiring access to community and public transport
- People with disabilities: functionality can affect ability to drive or access public transport therefore potentially have a high reliance of access or community transport.
- Secondary and Tertiary students: are high users of public transport
- Younger People: unlicensed or restricted licence and dependent on parents or others
- Low income earners: may lack expendable funds to own or run a car

Determining the current demographic condition and their trends will help implement responses.

### Actions/Strategies – Public Transport

- Undertake community survey to identify opportunities and challenges faced by local community
- Undertake a review of existing community bus services provisions with a view to provide more options for local community of all age groups and abilities.
- Lobby for more frequent bus services on high demand routes
- Review accessibility and 'permeability' to bus stops/ public transport nodes
- Improve station accessibility: wayfinding, connections and path infrastructure
- Location review of transport nodes/bus stops
- Work with DIT to understand public transport travel data and patterns
- Identify opportunities for vehicle and bike parking accessibility to improve public transport nodes

### Council Action:

Partner, Leader, Facilitator, Advocate, Regulator







## Focus Area 4 – Parking management

### Objective:

Our parking management approach is proactive and supportive of local land uses while providing equitable access. It responds to our community's needs now and in future.

### Outcomes:

- Reduce reliance on on-street parking for longer term parking needs
- Parking options for people with disabilities
- Optimise parking options for local shopping precincts and businesses
- Reduce commuter parking in residential streets
- Reduction in parking concerns/complaints from local community

Parking planning and management is an important consideration when developing an integrated transport strategy, as the supply of available parking spaces influences choice of travel mode and impacts the accessibility of activity centres, recreational and residential areas.

The presence of parking plays a significant role in the viability of our commercial areas and on the amenity of surrounding residential areas.

Parking policy requires consideration of:

- Desired amenity for local areas
- Land use and parking demand characteristics (day / time and duration of stay, purpose, special needs)
- The nature of parking supply (on-street, off-street, private, public) • Parking regulations and pricing
- The level of intervention needed to influence travel behaviour, impacted by supply versus demand for parking, regulations, provision of public and active transport modes
- Changing circumstances (demand, supply, new technologies, new work practices).

Parking should be planned and managed to maximise local accessibility for short stay, high value parking purposes and to influence the use of alternative modes, especially for long stay, low value parking purposes. Parking is used for a range of purposes and it is important to understand the mix of parking demand

types in each suburb. The supply of tailored parking plays an important role in the economic prosperity of urban centres. The type, location and amount of parking provided in each urban centre can have a significant influence on mode share and the level of accessibility to businesses.

Parking classification should be consistent with the underlying principle that the shorter the duration of the stay, the closer the parking should be to the destination, creating high turn-over of spaces and moving long stay parking to outer areas. Centre-based parking studies would be needed before applying on-street and off-street parking principles at the local scale, while considering the availability of public and active transport. Future land use and transport conditions through to next 10-20 years need to be considered.

Kerbside parking space is a valuable community asset and needs to be carefully managed. In suburban activity areas, kerbside space is often at a premium. Bus stops, loading zones and taxi ranks are often provided in the most accessible locations. As the city grows, additional special parking arrangements are required to achieve short-term use of available parking spaces. Kerbside allocation in urban centres should be prioritised for the highest value purposes.

### Actions/Strategies

- Develop local area parking management plans for precincts – residential, shopping, medical and educational precincts.
- Undertake a business parking needs analysis for customer and staff parking. Include findings in policy reviews.
- Invest in parking data to understand customer behaviour and needs.
- Identify and improve gaps in existing provision of accessible parking for people with disabilities.
- Develop an On-street Parking Management policy with a view to improve parking accessibility and equity in parking outcomes.
- Audit existing parking zones in particular near the schools, hospital and universities
- Deploy smart parking options.

### Council Action:

Partner, Leader, Facilitator, Advocate, Regulator





## Focus Area 5 – Transport and Development

### Objective:

We have an integrated transport network that responds to changing land use, community and demographic trends. Transport networks achieve functional levels of service as a result of development.

### Outcomes:

- Safer and more efficient local road network that is integrated with state road network
- Facilitate developments in a proactive and integrated manner
- Local land uses generate parking and traffic in a manner that assists with local amenity, sustainability and economic outcomes
- Reduction in local community concerns regarding transport network issues

Planning for transport and land use cannot be undertaken in isolation. Decisions on the location, scale, density and design of the built form will have a significant influence on the role and function of a transport network.

Transport and land use decisions are made across many levels of government every day. It is important to promote and develop transport planning processes that fully integrate with land use planning and are coordinated, innovative and include commitments from all levels of government and key stakeholders.



The reasons for urban development policies are broad (e.g. efficiencies for social infrastructure, household cost, matching housing and demographic needs etc). However, the justification of these policies from a transport perspective include:

- Higher urban density improves travel mode choice for a greater population by reducing distances between places (such as shops/services and residential dwellings), therefore making alternative transport modes such as walking and cycling more viable
- According to the UK Urban Task Force, "...higher densities allow a greater number of public amenities and transport facilities to be located within walking distance, thus reducing the need for the car and promoting alternative modes of transport..."
- Greater urban density leads to public transport routes having greater effective catchments and increased public transport accessibility. The link between urban density and public transport patronage is reflected in cities with higher densities have a higher modal share of public transport.

Despite these identified benefits, increasing urban densities also need to be carefully considered to ensure the existing transport infrastructure/services are appropriate and have the capacity to be able to cater for increased travel demand. In a metropolitan Adelaide context, the conversation of increased travel demand is often centred on the impact on accessibility for vehicles, travel time and the level of service (better traffic speed and reduced congestion) for cars. This emphasises the importance to implement a holistic, mode-balanced and integrated transport plan.

The road freight network is also an integral element for the future growth and economic prosperity of the City of Mitcham. An efficient, integrated and responsive transport system is needed to enable business to respond to changes in community needs and businesses to support growth and employment in the local economy. The recently released South Australian Freight Council Regulating Freight paper proposes several recommendations which merit consideration.

Local area traffic management across the council area will continue to be an integral part of Council operations. A strategic focus on the suburbs and neighbourhoods which are likely to experience residential infill could be prioritised. This will allow for proactive traffic management and could identify/mitigate issues prior to adverse effects arising. It is also important that the transport network are based on Movement framework capturing the best possible balance between the traffic movement and local place function.

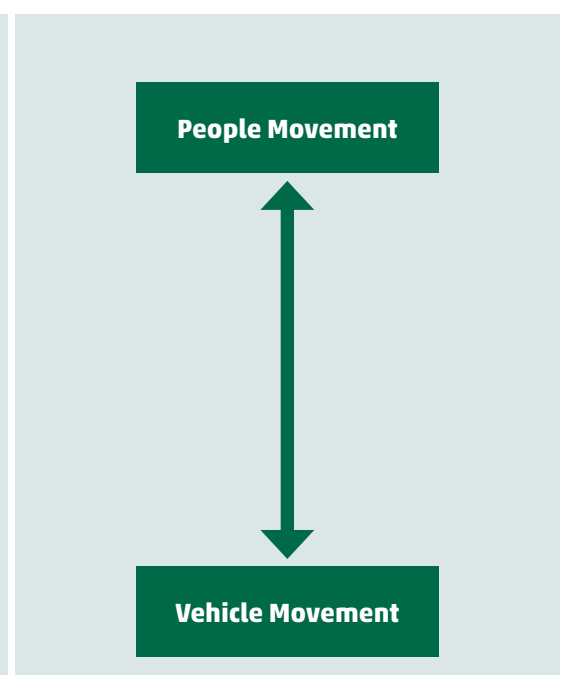
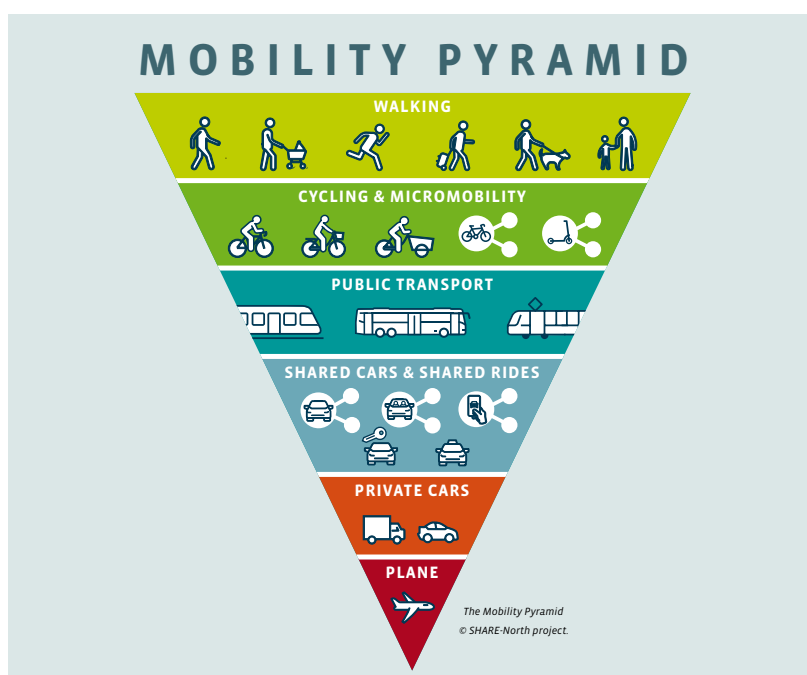


## Actions/ Strategies

- Develop and delivery Road Network Strategy
- Develop and deliver 'Warrant Assessment system' to improve prioritisation of road network improvements
- Identify gaps and opportunities with local road network to meet current and future needs
- Complete Road Safety Audit program
- Develop corridor management plans – Winston Ave, Laffers Road, Hawthorndene drive
- Lobby DIT for key transport nodes improvements
- Improvements to local narrow streets
- Undertake a trial/pilot of lower speed limit and shared streets approach.
- Engage and partner with DIT on major projects – (South Road upgrade with a view to achieve optimal outcomes for our community, Cross Road Planning Study, Belair Road Planning Study, Mitcham Hills project etc)
- Guidelines for parking, traffic and access management for new developments – planning code and best practice examples
- Local Area Traffic Management and Parking Management Plans

## Council Action:

Partner, Leader, Facilitator, Advocate, Regulator





## Focus Area 6 – Technology (smart solutions)

### Objective:

We are positioned to benefit from technological advancement through use of smart technology in our infrastructure and transport management solutions. We recognise the evolving trends within the society and industry and respond to them in a manner that is advantageous for our community and economy.

### Outcomes:

- Smart technological solutions are feature of our City
- Safer, sustainable and efficient transport and parking network
- Council is at forefront of advantaging from smart technology solutions and facilitator for shared transport outcomes

Transport has benefited greatly from technology in recent years, including better managed roads and vehicles. Access to real-time information, both on electronic signage and mobile phones, has increased travel options for a wide variety of trips. Transport apps on mobile phones will become more common, allowing better selection, coordination and scheduling of trips.

'Mobility as a Service' has been described as a new mobility solution that uses new digital technology to enable users to plan, book, and pay for multiple types of mobility services. Rather than rely on personal forms of transport to get from origin to destination, the user is presented with a personalised range of coordinated transport options that aim to minimise wait and transfer times. A combination of car share, public transport and active transport modes are offered. Mobility as a Service is facilitated through State Government services as well as private business operators.

### Electric Vehicles

Future travel will involve a significant increase in electric vehicles that users can drive themselves, followed by driverless electric vehicles that will self-navigate, allowing time to be spent undertaking other activities and assisting in reducing driver errors that contribute to crashes on our roads. Alternatively powered, single occupant vehicles, however, are unlikely to receive additional priority on the road network.

Electric vehicles have significant potential benefits for vehicle running costs and the environment. While vehicles currently make up a small percentage of the registered vehicle fleet in Australia (one fifth of one percent of recent vehicle sales), new recent research by Bloomberg New Energy Finance predicts that electric vehicles will make up the majority of new car sales worldwide and account for 33% of all the light-duty vehicles on the road by 2040. Policy and governance decisions about electric vehicles will deliver economies of scale within the global manufacturing supply chain and drive down new electric vehicle costs for all consumers. Announcements by a significant Swedish vehicle manufacturer to only make fully electric or hybrid cars from 2019, and the French and United Kingdom Governments' decision to ban sales of petrol and diesel cars by 2040 will accelerate interest, demand, technology advancement and generally make electric vehicles a more legitimate alternative to petrol or diesel-powered vehicles.

### Autonomous Vehicles

Scholarly articles related to the rise of autonomous vehicles often refer to the need for all levels of government to be 'policy ready' for the rise of automated vehicles. While the technology is significantly progressed, the road network, urban design, parking and travel mode shift is often not ready.

Autonomous cargo pods for the Tonsley Innovation Precinct and driverless shuttles for Flinders University students have received funding from the State Governments. Partnering with these institutions offers an opportunity for on-road trials. The City of Mitcham can position itself by adopting policies that facilitate the trial and implementation of autonomous vehicles.

Smart parking technologies have the potential to better manage parking availability, improve driver's end-of-trip experience, as well as reduce traffic impacts in areas of increasing parking demand (for example by minimising drivers 'circling' for parks). Smart parking technologies can better inform drivers of parking availability at the destination before a journey is considered.



## Smart Parking

Smart parking technologies could be implemented in areas of high parking demand, specifically in the City of Mitcham at: Park 'n' Rides, Flinders Precinct (University and Medical Centre), Activity Centres (Mitcham and Blackwood), Larger development sites, Tonsley Innovation Precinct (given the shared interface with the City of Marion). Smart Parking technologies also have the potential to be integrated with other emerging technologies such as autonomous vehicles and electric vehicles.

### Actions/Strategies – Technology (Smart solutions)

- LED road lighting upgrade program
- Smart solutions utilising existing infrastructure (e.g. road lighting, open spaces etc) – smart street lights
- Parking sensors and digital signage trial in a local precinct
- Smart school zones trial
- Digital speed monitoring and observation signage

- Integration of future opportunities to assist and improve Customer Request Management assisting with Transport and Parking related issues
- Partner with State agencies for data sharing and better the customer outcomes
- Traffic, Parking and Collision database management
- Identify and provide for technological advancements in our infrastructure programs – EVs, AVs, Shared Transport, Micro Mobility solutions and Mobility (MaaS).

### Council Action:

Partner, Leader, Facilitator, Advocate, Regulator

# Appendices

## **APPENDIX 1 – List of projects and description**

## **APPENDIX 2 – Project prioritisation (Multi criteria analysis)**

To be developed post community engagement





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