

DRAFT SUMMARY
FOR COMMUNITY ENGAGEMENT



Moving Mitcham

Your integrated
transport plan



Introduction

Council has developed a draft Integrated Transport Plan called the Moving Mitcham plan (the Plan) to guide future investment in the transport network for all modes to address existing and emerging transport challenges.

The aim of the 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

Mitcham 2030 Theme 1.1 Transport Network

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

2021 census data

The Plan contributes to the achievement of 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 (GHG) 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.

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 community engagement on the draft plan, a final report will be presented to Council for the endorsement and funding consideration.

Our Transport Assets

413
kilometres of roads



313
carparks



Transport Insights

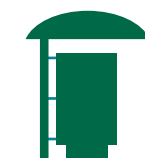
3.2% 
of residents use walking and cycling as modes of transport

 **62%**
of Mitcham households own 2 or more vehicles

1 in 5 
residents are over 65 years of age

 **602** crashes in Mitcham (2023)

535 
kilometres of footpaths

 **159**
bus shelters



Focus Areas



Road Safety



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 businesses, educational institutes and residents.

We have a transport network that is safer for all modes of transport, creating 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

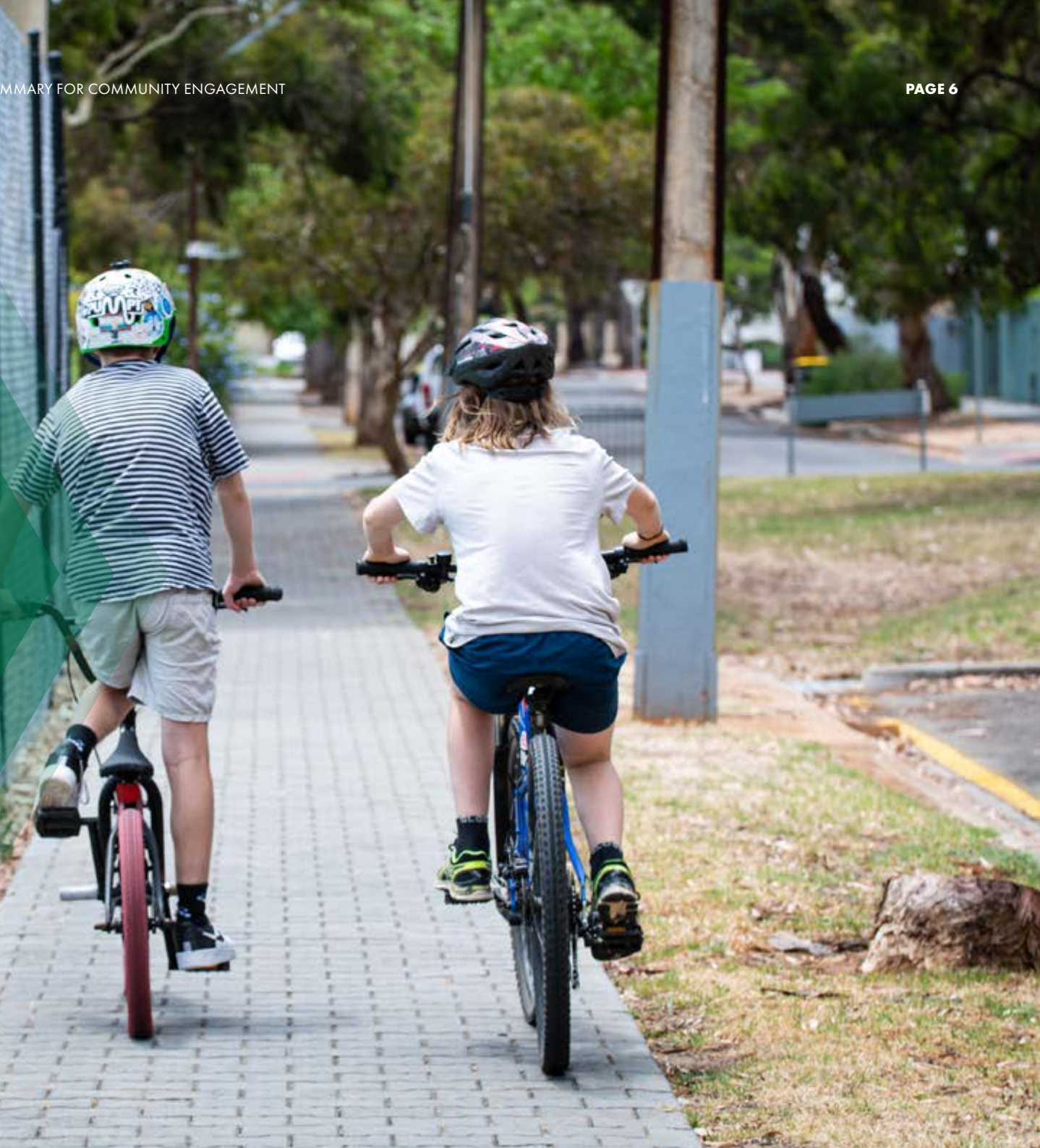
Actions/Strategies – Road Safety

- Road Safety – Local Area Traffic Management 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, Department of Infrastructure and Transport (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





Walking and Cycling



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

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. Flinders to City 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 Road 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





Public Transport



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
- More Community Transport options



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





Parking Management



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

Actions/Strategies – Parking management

- 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





Transport and Development



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

Actions/ Strategies – Transport and Development

- Develop and deliver 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 Avenue, 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





Technology (Smart solutions)



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

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)





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