The background image shows a coastal parking lot filled with cars, with a beach and ocean in the distance. A large blue geometric overlay, consisting of several overlapping diagonal bands, covers the right half of the image. The title text is positioned on a white diagonal band that cuts across the bottom right corner of the image.

# City of Charles Sturt Transport Plan 2016-2031





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# FOREWORD



The Transport Plan 2016-2031 was developed in response to changing circumstances of our population (age, wealth, health) and global impacts such as climate change and reducing access to the main fuel source for motor vehicles.



The City of Charles Sturt strives to deliver and advocate for quality facilities and high standard services that support business and resident satisfaction about working and living in the Western Suburbs with a long term objective of securing growth and prosperity and an overall high level of personal wellbeing.

The South Australian Government has introduced wide ranging strategies that set a direction for Adelaide to be a more sustainable city by rejuvenating urban areas with more intense land uses that make better use of existing

road networks, public transport and other services (water, sewer, gas, power, telecommunications). This urban structure reduces the need to continually expand road and service networks,, reduces transport cost, puts more people closer to where they work, and nearer to public transport. It increases public transport patronage and the return on the huge capital investment and operating cost of these services.

This Plan recognises the significant social and financial investment people make when purchasing property in Charles Sturt.

People in Charles Sturt have diverse cultural backgrounds and demographic and community needs which impact on their transport choices.

With the increasing understanding of the impact of lifestyle on personal health and the decreasing area of open space around our homes, there is an ongoing upward trend in recreational activities such as running, walking and cycling.

In local streets there are conflicting transport demands in relatively confined spaces and a greater need for local streets to have more area set aside for these recreational activities.

There is greater expectation that people will feel safe and secure when walking, cycling, using public transport, or driving a motor vehicle. This includes personal safety, reduced conflict between transport modes, and improved opportunity for social interaction and simply enjoying being in the street.

In preparing the Transport Plan 2016-2031 we undertook a questionnaire to find out what is important to you; and what you think our priority should be. This information was used to bring together existing strategic documents and action plans that relate to the City of Charles Sturt so they reflect this priority.

The Transport Plan 2016-2031 is a high level document that articulates the key strategies and actions that will make a difference to us all as the city continues to develop.

A handwritten signature in black ink, reading 'A Evans'.

**Mayor**  
Angela Evans



Lower speed limits along  
the beach and better  
parking management

## 1. BACKGROUND





The City of Charles Sturt has experienced a growth of approximately 10,000 new residents in the 10-years between 2004 and 2014 to become one of the highest populated councils in South Australia.

As the population of our Council continues to grow, it brings with it added pressure on our transport system and expectations from residents for continued improvements. Residents that have grown up with low volume streets have seen a progressive increase in traffic volumes in their area, which has led to a sharp increase in demands for local street treatments, as well as an overall community expectation to improve road safety and efficiency for the major transport network.

The State Government has developed the '30 Year Plan for Greater Adelaide', and the 'Integrated Transport and Land Use Plan' to provide direction for the future

### DID YOU KNOW?

The City of Charles Sturt has the following invested in infrastructure for our community:

- \$600M in road infrastructure
- \$181M in footpaths and shared use paths
- \$22M in kerb (pram) ramps
- \$3.4M in bus stops
- \$21M in bridges
- \$300M in stormwater

of transport for South Australia, and have provided guidance to Councils of future projects and upgrades for Councils to tie into when developing their own transport strategies. To this end, Council has to balance the needs of the local communities with the needs of all our residents as well as the need for us to play our part in improving the wider transport system to help South Australia grow.

The current level of investment is heavily biased towards motor vehicles, and this is a trend similar to the rest of the state. If we are to meet the travel demands of the future, investment and planning in other, more sustainable modes of transport is needed.

### Transport Network Operational Structure

Current projections based on population growth and land use indicate that transport user volumes are expected to increase by 30% to 40% by 2031.

Alignment of the interests and objectives between the City of Charles Sturt, other local government bodies and State Government agencies is needed to ensure a balance between community amenity and travel demands is reached.

The major roads into the Adelaide CBD will be required to move substantially

more people than current traffic volumes, and investment into public transport is critical to providing a real alternative to private vehicles.

### DID YOU KNOW?

Per annum, the City of Charles Sturt spends the following on infrastructure:

- \$11.2M in road infrastructure (\$99 per resident per year)
- \$5.5M in footpath, shared use paths and kerb ramps (\$48 per resident per year)
- \$0.5M in bus stops (\$4 per resident per year)
- \$0.6M in bridges (\$5 per resident per year)
- \$9.1M in stormwater (\$80 per resident per year)



Consistent design of bike paths,  
and driver and cyclist education  
to improve safety

A smiling man with short grey hair, wearing a black cycling jacket with orange and grey accents, stands in front of a blurred background. The image is partially overlaid by a large teal diagonal banner on the right side.

2. PLAN PURPOSE &  
STRATEGIC CONTEXT

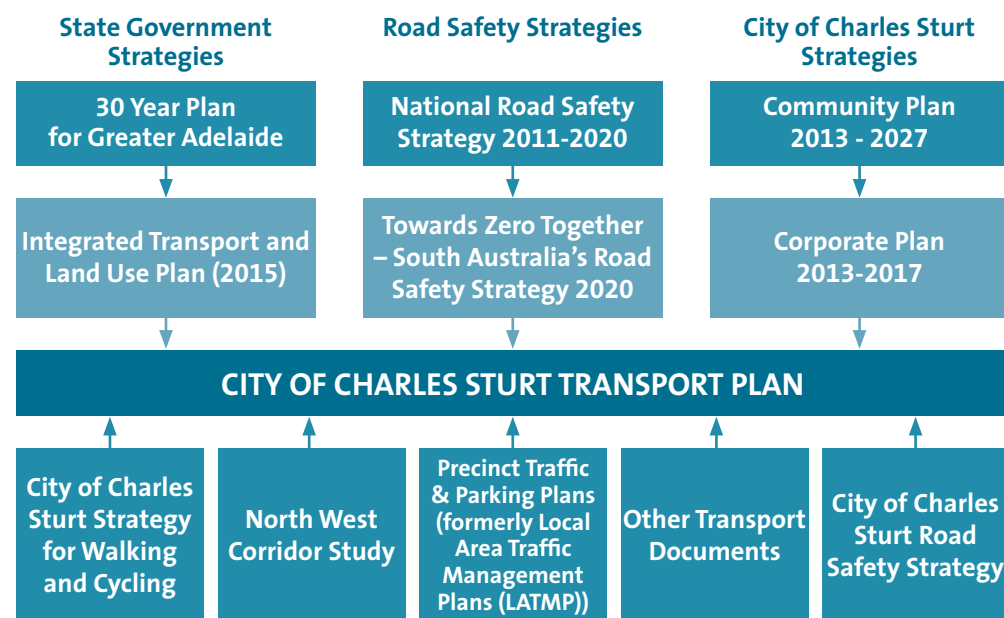


In order to meet current and future population demands, the City of Charles Sturt has prepared this Plan to respond to community vision for a safe, high capacity, easy to use and responsive transport system.

The purpose of the City of Charles Sturt Transport Plan is to create a strategy that ties together the City of Charles Sturt Corporate Plan 2013-2017, and the objectives of the State Governments 'Integrated Transport and Land Use Plan' (2015). These objectives include:

- Providing a greater choice of travel modes
- Distributing goods and services more efficiently
- Improving road safety
- Reducing the environmental impacts of the transport system
- Fostering medium density mixed-use developments
- Creating more attractive and lively suburban centres
- Protecting the freight routes needed to grow employment opportunities

This strategy is the overarching document for all detailed Council Transport Strategies, including the City of Charles Sturt Strategy for Walking and Cycling.



## RESPONSIBILITIES

### City of Charles Sturt

- Walking, cycling and vehicle access on local streets and open spaces
- Placemaking and creating community spaces

### Department of Planning, Transport and Infrastructure

- Vehicle and cycling access on and across major roads to metropolitan destinations
- Adelaide Metro ticketed services – trams, trains and buses

### South Australia Police (SAPOL)

- Enforcement of the Road Traffic Act & Regulations
- Enforcement of Australian Road Rules

### National Heavy Vehicle Regulator

- Heavy vehicle route approvals and monitoring/enforcement

### Australian Rail Track Corporation

- Maintain train network and manage train operations



A strong public  
transport system and  
more thinking for  
the environment

### 3. CURRENT PROJECTS



The City of Charles Sturt is undergoing a period of rapid change that is in response to the aging housing stock and declining manufacturing sector within its boundaries.

There are many projects currently under investigation or occurring, or completed across the City with the more significant ones listed below:

- North-South Corridor, Torrens Road to River Torrens upgrade of South Road, including grade separation of the Outer Harbor Railway Line which will improve traffic operations and reduce traffic demand from adjacent north/south corridors
- PortLink – Investigation of converting the Outer Harbour rail line to a new tram service and new tram lines to Grange, West Lakes and Semaphore
- Interstate and metropolitan railway grade separation over Torrens Road
- West Lakes Boulevard duplication between Port Road to Clarke Terrace
- Arterial Road bike lanes across the city including Old Port Road
- Bowden Development (change of land use and inner city living project)
- St Clair development (racecourse to residential wetland development)
- WEST development (AAMI Football Park to apartment and medium density living)



- Henley Beach redevelopment including Henley Square and Main Street environs
- Woodville Road Main Street Upgrade
- McDonnell Avenue West Hindmarsh shared pedestrian and cycling bridge across the River Torrens
- River Torrens Breakout Creek wetlands and pedestrian crossing
- Outer Harbour Greenway between the Adelaide Parklands and the coast
- Grange Greenway between Woodville West to Grange (the coast)
- Coast Park for the full length of our coast to connect to the remainder of the metropolitan Coast Park
- Grange Lakes shared use corridor (connecting the Break Out Creek to West Lakes)
- Rejuvenation of the River Torrens Linear Park, especially in the Hindmarsh precinct)



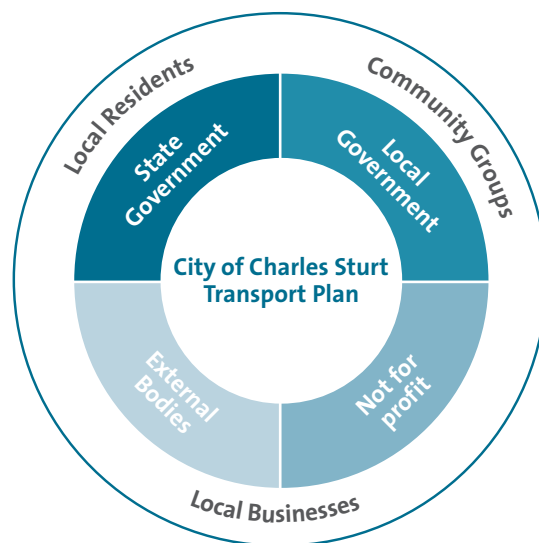
A greater focus on walking  
and better crossing points for  
pedestrians on major roads

## 4. COMMUNITY CONSULTATION





The City of Charles Sturt began consultation with the community from May to July, 2015 to understand how the City uses transport and future demands of the transport network.



**How we're consulting  
on the final plan**

A range of questions were asked to identify resident's views on the transport network and what improvements are needed for the future.

The results of the survey informed us that:

- Public transport services are too slow and infrequent, however the amount of stops are thought to be adequate
- Lighting in reserves and streets do not meet residents expectations
- 65% of residents stated that they would catch public transport if it was equal to, or up to 15min slower than driving a vehicle.
- Crossing facilities on major roads are not sufficient
- The majority of road users will use private motor vehicles for trips greater than 2.5km
- Private motor vehicles were overall ranked the highest valued transport mode followed by walking.
- Cycling rated the least important mode of transport for work trips, and 2nd least important for other trips.
- Despite the low cycling priority, more off-road shared pedestrian and cycling use paths were the highest requested area for infrastructure spending, followed by a review of

signal timing and more spending on road maintenance

- In justifying the use of vehicles as a primary transport mode, 40% of residents said that driving is the quickest transport option, and 20% said that the distance travelled was too long for public transport
- 46% of residents identified public transport as being too infrequent, 43% identified the wait for public transport was too long, and 43% identified that public transport was too slow.





## 5. TRANSPORT FORECAST



## Current trends

In general, the travel culture of South Australia is car dominated, and the City of Charles Sturt is no exception. The 2011 Australian Bureau of Statistics (ABS) census found that in the suburbs closest to the Adelaide CBD, including Bowden and Hindmarsh, about 1 in 4 residents walk, cycle or catch public transport to commute to work. In the outer suburbs, this drops to less than 1 in 10 residents.

Across the whole of the City of Charles Sturt, current trip to work trends are - walking makes up 3% of trips made, cycling 2% of trips made, public transport 10% of trips made and private vehicles 85% of trips made.

### DID YOU KNOW?

The peak hour commute to the most common work destination, Adelaide CBD from Woodville takes:

- By Car 34 mins
- By Bus 51 mins
- By Car/Tram 33 mins
- By Train/Walking 28 mins
- By Bicycle\* 28 mins

\*Excludes showering/changing time

## Future Transport Forecast

2011 ABS census data found that the transport network in the City of Charles Sturt caters for an estimated 39,000 trips for work per day generated from residents. Based on projected travel volumes for 2031, the transport network will be required to cater for an estimated 53,000 resident trips for work per day, an increase of 14,000 trips per day.

In order to meet this demand, the following increases in transport mode capacities will be needed for commuter based trips:

- An extra 12,500 vehicle trips per day
- An extra 1,100 public transport trips per day
- An extra 300 cycling trips per day
- An extra 100 walking trips per day

The above figures are for commuter trips only, and data indicates that commuter trips make up approximately 1/3 of all household trips. Buying land to widen roads and to increase intersection capacities is costly, disruptive to communities, and consumes verges and kerbside parking. To be able to meet the forecast demand, we will need to manage the road network better, invest in active travel modes, and advocate for improved public transport.

**By 2031, our transport system will have to cater for an extra 14,000 resident trips to work, an increase of over 25%.**





## 6. TARGETS



## Mode Shift Targets

This Transport Plan responds to the forecast demand for transport trips in the City of Charles Sturt by setting targets to be delivered by 2031 being to:

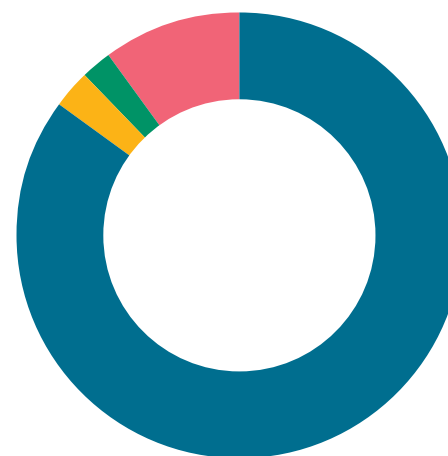
- Reduce car dependency by 15% to 70% of total trips
- Increase walking to make up 8% of trips within Charles Sturt
- Increase cycling to make up 6% of trips within Charles Sturt
- Increase public transport use to make up 16%

The targets will ease reliance on private motor vehicles and the congestion generated by increasing vehicle trips that are projected for our road network. To achieve this, the City of Charles Sturt will:

- Deliver infrastructure projects and spending to give residents and visitors to Charles Sturt realistic and feasible travel alternatives challenging the current paradigm from private vehicles as the 'first choice' mode of transport, including:
- Reducing car dependence for short and medium trips (2.5km – 5km) within the City of Charles Sturt by focussing on network accessibility and public transport services

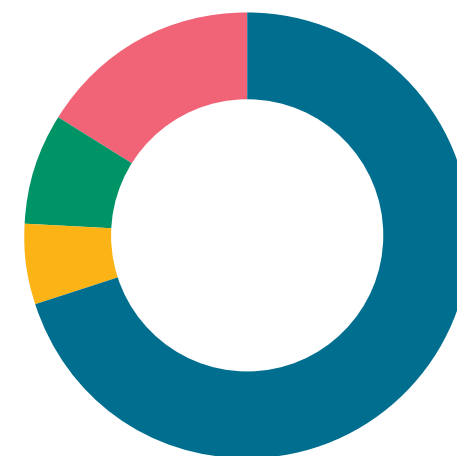
- Continuing to work with communities to promote walking and cycling as 'first choice' transport modes for short and medium trips
- Making public transport the 'first choice' transport mode for medium trips, being 2.5km to 10km
- Creating a diverse transport network that provides alternative options to private vehicles for medium and long distance trips

**Current Commuter Transport Use**



- Cycling **3%**
- Walking **2%**
- Public Transport **10%**
- Private Vehicle **85%**

**2031 Targeted Commute to Work Use**



- Cycling **8%**
- Walking **6%**
- Public Transport **16%**
- Private Vehicle **70%**





ROAD SAFETY TARGETS



## Central to this plan is the right for every person who leaves home to return home safely.

On local streets in the City of Charles Sturt a total of 487 casualty crashes and approximately 1,500 property crashes were reported in the 5-year period between 2010 and 2015. This statistic applies to our street network which is 770 kilometres long and made up mainly of low trafficked Local Access Streets (carrying up to 1,000vpd), some connecting Collectors (carrying up to 3,000vpd) and very few Distributors (carrying up to 9,000 vpd). These reported crashes have a net cost to the community of approximately \$47.9M, as well as personal costs to families and friends of crash victims.

As a local road authority, the City of Charles Sturt has an important role to play in creating a transport system that is safe and forgiving by developing safety strategies that ensure that driver mistakes do not result in injury or fatality crashes.

The City of Charles Sturt is committed to the target of reducing injury crashes by 30% by 2020 set forth in State Governments 'Towards Zero Together – South Australia's Road Safety Strategy 2020'. To achieve this, the City of Charles Sturt is actively working on the following road safety initiatives:

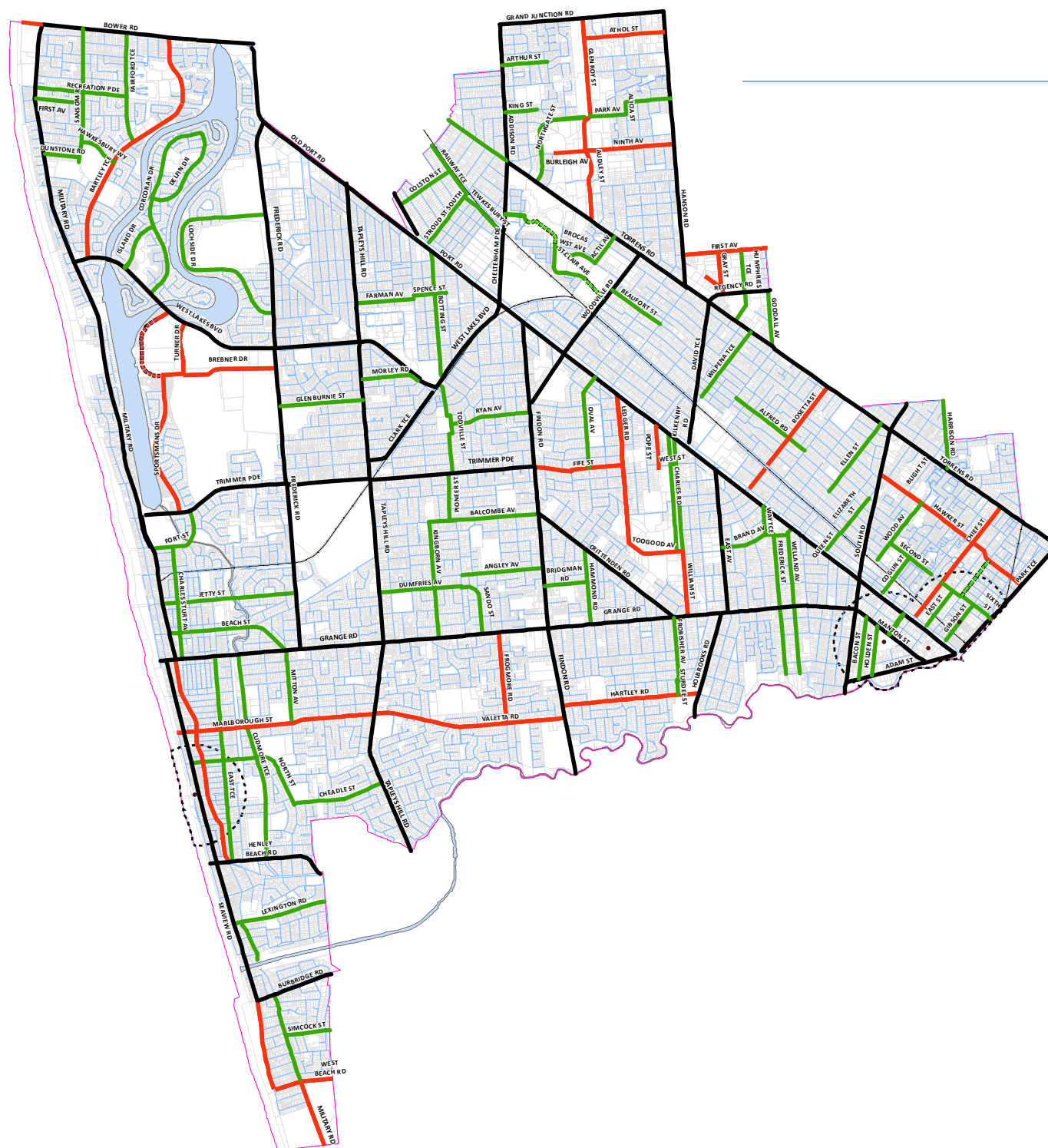
- Review speed limits on local streets and improve the function of these roads for residents and local businesses
- Target road safety spending to locations where the greatest community benefits can be achieved
- Undertake road safety reviews on Council controlled roads using the Austroads National Road Safety Audit Guidelines to identify safety risks for road users
- Review the safety and function of all collector and distributor roads, and provide recommendations for safety and traffic flow improvements
- Work with local schools and SAPOL to develop driver education courses for students to improve awareness of road safety and traffic laws
- Understand future traffic demand and ensure road safety treatments are designed to cater for forecast increases in road user demand
- Undertake road safety and crime prevention through environmental design audits as part of the road design process





**CITY OF CHARLES STURT  
ROAD HIERARCHY**





### Legend

- Arterial Road (DPTI care and control) Local
- Distributor (3,000-9,000vpd) Local Collector
- (1,000-3,000vpd)
- Local Access Street (Less than 1,000vpd)
- - - - - Proposed Road
- - - - - Private Road
- 500m Precinct for High Pedestrian
- Council Boundary
- Railway
- River / Waterways

0 500 1,000 2,000 Metres



DID YOU KNOW?

CONGESTION  
IS ESTIMATED  
TO COST  
ADELAIDE  
ALMOST  
\$1 BILLION  
DOLLARS  
A YEAR AND  
IS PROJECTED  
TO GROW  
TO 1.1  
BILLION  
BY 2020



The most popular travel method is the car so **our roads will become more congested**



Increased population and densities means **higher demand for transport and car parking infrastructure**

Climate change could impact walking and cycling conditions, and makes the need for a well-rounded transport system even greater



The availability of oil will impact on transport options and alternative technology needs to be trialled and invested in



**Increasing demand** means more transport assets and services are required from **limited financial resources**



Limited affordable and easily accessible **industrial land** results in competition from businesses



Growing levels of inactivity means less active transport use and **more private car trips**



Aging population poses challenges to the transport system, particularly **access and connectivity**, and will require diverse and forgiving transport networks



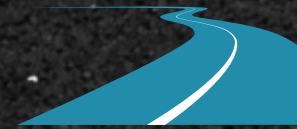
**Changes in technology** is altering the way people think about the environment around them, and is **changing the behaviour of road users**



**Low income households** are less likely to have access to **vehicles**, and require cost effective means of transport



Increased congestion results in **drivers taking more risks on the road** and compromising road safety



The cost of replacing **road and paths** restricts investment in new travel infrastructure



Travel routes that aren't connected means **more private vehicles and less people walking**, cycling and using public transport



## THEME AREA 1:

### Protect our environment and minimise our ecological footprint

The City of Charles Sturt is committed to protecting and enhancing our natural environment while balancing the needs of the built environment. Creating a diverse environment is integral to promoting the wellbeing of residents and businesses and needs to be balanced with the needs of the transport network.



#### 1.1 Integrate environmentally sensitive design elements into infrastructure and open space planning

1.2 Encourage walking for short vehicle trips, such as local shopping trips and trips to schools and community facilities, reducing vehicle emissions

1.3 Work with communities, walking groups and not for profit organisations to create environmentally responsible and active residents that look after their local parks and gardens

1.4 Create walking environmentsw for communities by utilising interesting, engaging and sustainable localities



#### 1.5 Work with our community and cycling groups to develop legible and connected cycling routes that promote active and healthy recreational use

1.6 Advocate for improved cycling storage facilities for public transport services at stops and on vehicles

1.7 Integrate the cycling network with the natural environment to improve the network experience and match into local areas

1.8 Review construction techniques and use environmentally sound materials, manufacturing and technology methods for cycling paths





### **1.9 Work with our community to develop projects and initiatives on local streets, such as beautifying local streets and spaces with plantings, artwork, etc. as community spaces**

1.10 Focus on creating local streets that integrate and promote active travel with the built environment

1.11 Develop streetscapes that are resilient to the effects of climate change

1.12 Place emphasis on changing the function of local streets from car parks and traffic routes to creating places for residents and communities

1.13 Develop Main Street precincts that protect the natural environment using sustainable design principles

1.14 Work with the Department of Planning, Transport and Infrastructure to review the current use of the Port Road median and the potential to create a more attractive and sustainable environment



### **1.15 Encourage the Department of Planning, Transport and Infrastructure to undertake a network review of sustainability within the public transport system**

1.16 Advocate for improved bus efficiency along corridors to reduce vehicle emissions

1.17 Advocate for improvements to the public transport system, including improved fuel and running efficiency of buses

1.18 Improve facilities at public transport stops to encourage walking and cycling to public transport



### **1.19 Implement lower speeds (40 km/h) in place of traffic controls to reduce the impact on the natural environment**

1.20 Promote the use of fuel efficient and low emission vehicles for businesses

1.21 Audit crash clusters in the City of Charles Sturt and identify the impact of the built environment on driving conditions

1.22 Work with businesses and organisations to develop green travel plans to promote a mix of sustainable travel options for employees and visitors

1.23 Work with our community to reduce through traffic on local streets

1.24 Contribute to discussions to pioneer the support of new vehicle technologies such as electric and hydrogen vehicle refuelling points



### **1.25 Advocate for grade separation of truck and rail freight to improve efficiency and reduce environmental impacts**

1.26 Restrict the use of local roads by heavy vehicles to limit impacts on the surrounding environment and amenity.

1.27 Work with businesses to promote updating vehicle fleets to more fuel efficient and low emission vehicles

1.28 Create efficient freight routes to reduce running and operational times for heavy vehicles.

1.29 Advocate for State and Federal Governments to introduce systems to modernise vehicle fleets.



## THEME AREA 2:

### Create a safe, healthy and supportive community which encourages participation, creativity and diversity

The City of Charles Sturt aims to establish connected communities and spaces that create and embrace social inclusion and healthy, liveable environments. A planned transport network is integral to connecting communities with spaces, and land use planning the key to positioning communities with transport infrastructure.



#### 2.1 Create vibrant streets that promote personal interaction and walking by using placemaking principles, including street art and creating destinations for communities

2.2 Utilise best design principles to create safe and walkable streets through the use of design principles including passive surveillance, improved street lighting, and enhancing the built environment.

2.3 Work with the Department of Planning, Transport and Infrastructure for it to upgrade pedestrian crossings where the signals have reached their service lifespan

2.4 Undertake an audit of roads to identify where pedestrian facilities are needed to connect communities and services, particularly crossing points on major roads

2.5 Audit high traffic paths to ensure appropriate access for limited mobility users



#### 2.6 Review footpaths and where desirable upgrade to shared use paths

2.7 Invest in recreational cycling paths and their links to commuter routes to promote inclusive active travel choices

2.8 Audit crash data on local streets to identify areas where treatment for cyclists is required to improve road safety

2.9 Ensure crossing points intended for cyclist use are provided with hold rail and bicycle signal phasing where appropriate

2.10 Promote cycle activities in Charles Sturt, including learn-to-ride initiatives and cycling groups

2.11 Integrate Main Street projects with recreational and commuter cyclist facilities to provide accessible linkages for residents to community activity centres

2.12 Work with event organisers, including sporting clubs, to promote cycling and provide bicycle parking.





### **2.13 Create local identity through street design and place making principles, including street art and street furniture to support use of these spaces**

2.14 Consult with residents to create streets that encourage public events and social life

2.15 Develop and strengthen links between local streets and recreational and social land uses

2.16 Develop street environments that encourage physical activity and improve road safety for residents



### **2.17 Advocate for replacement of bus shelters and increased seating facilities at stops to improve public transport amenity**

2.18 Review complaints regarding public transport stops, and liaise with the Department of Planning, Transport and Infrastructure to identify potential safety improvements

2.19 Advocate for improvements to elements of the public transport system, including bus lanes, cross metro services and higher frequency of services

2.20 Work with the Department of Planning, Transport and Infrastructure to undertake a review of the public transport system to consider issues with the efficiency and level of service for residents using cross metropolitan public transport services

2.21 Undertake a review of community bus services provided by the City of Charles Sturt, and identify opportunities to expand these services beyond access to essential services



### **2.22 Review the provision of kerbside parking and redesign streets to create safe and inclusive streets for communities**

2.23 Work with businesses to ensure parking is provided that is safe and accessible for all and support businesses

2.24 Provide Disability Discrimination Act compliant parking at all community facilities and services locations

2.25 Advocate to the Department of Planning, Transport and Infrastructure to better enable road closures for events and community activities.

2.26 Work with developers to create supportive, safe and healthy communities with transport orientated design principles.

2.27 Educate and work with residents affected by parking demand to better manage parking resources

2.28 Work with residents to reduce cut-through traffic and ensure non-local traffic utilise the major road network to protect the function of local streets

2.29 Review the use of parklets to occupy kerbside parks at destinations to activate streets and create spaces for community use



### **2.30 Review heavy vehicle routes and liaise with industry and the National Heavy Vehicle Regulator to separate local streets and freight routes**

2.31 Liaise with industry leaders regarding safe vehicle technologies for trucks

2.32 Work with industry, the Department of Planning, Transport and Infrastructure and the National Heavy Vehicle Regulator to improve safety for vulnerable road users along freight routes

2.33 Work with businesses to identify future freight needs and consult with communities on how to integrate freight needs with future community demands



## THEME AREA 3:

### Build an economically thriving and competitive city

An efficient transport network is vital to providing cost efficient freight services for the economy which benefits the whole community. Development and land zoning challenges have caused recent changes to the manufacturing and service based industries in our council, and this has resulted in needing a flexible transport system.



#### **3.1 Work with property owners to promote underutilised footpaths and public spaces for business opportunities, such as cafes, vendors and market stalls**

3.2 Review path widening to cater for pedestrian demand and for other uses of the roadside environment

3.3 Connect local centres and shopping locations to pedestrian networks with improved, safe and welcoming links

3.4 Enhance business-to-business connectivity by connecting walking routes in business areas by paths that are well maintained



#### **3.5 Establish bicycle support facilities and maintenance hubs in businesses**

3.6 Promote a cycling culture to attract investment from cycling centric businesses

3.7 Work with businesses and groups to develop initiatives such as hanging hooks or baskets on bicycles to enable more cyclists to carry shopping

3.8 Provide cycle arrival facilities in Main Streets to improve access for cyclists to shops, businesses and facilities

3.9 Increase the provision of kerbside bicycle parking and bicycle racks/parking stations

3.10 Work with businesses to promote cycling for employees, including end trip facilities, which can lead to improved health and productivity and outcomes





### **3.11 Promote the use of streets for activities such as outdoor dining, mobile vendors, and entertainment to create destinations**

3.12 Create destinations within walking distance of shops and promote local businesses using spaces for activities within their community

3.13 Create street environs that enhance the community and increase land value, generating interest from developers, home buyers and investors.

3.14 Work with businesses to integrate property frontages with streetscape and main street upgrades



### **3.15 Advocate for public transport facilities and services to improve access and property investment**

3.16 Review parking in areas well serviced by public transport and adjust supply rates applied to development approvals

3.17 Advocate for improved public transport services to commercial and industrial precincts to offer alternative transport options for employees

3.18 Work with the Department of Planning, Transport and Infrastructure to provide public transport options that reduce the need for households to buy motor cars

4.19 Advocate with the State Government for the extension of tram services into the Western Suburbs to optimise urban development outcomes in the growth corridors nominated in its 30-Year Plan for Greater Adelaide

3.20 Support businesses to adopt-a-stop, which improve amenity and potential business attraction/returns



### **3.21 In areas with high demand by customers for kerbside parking, provide equitable sharing of available space through time restrictions and paid parking**

3.22 Work with businesses and community centres to provide access and adequate parking

3.23 Work with businesses to develop employee carpooling and trip sharing initiatives to reduce parking demand

3.24 Identify activity centres and business areas to ensure parking is appropriately prioritised

3.25 Ensure adequate parking facilities are provided as part of high density developments



### **3.26 Liaise with industry and the Department of Planning, Transport and Infrastructure to protect land zoned for commercial and industrial uses, and identify network improvements for freight efficiency and services access**

3.27 In business and commercial areas, give kerbside priority to loading activity and service vehicle demand for efficient business operations

3.28 Work with the Department of Planning, Transport and Infrastructure and businesses to improve connections between local streets and the metropolitan freight network

3.29 Encourage extension and continued operation of freight logistics and modal transfer terminals and distribution centres for business efficiency



## THEME AREA 4:

### Demonstrate effective leadership with strong community collaboration

The City of Charles Sturt works with many partners, including all levels of governments, and our community. Community partners include residents, businesses, investors and developers, community interest groups, and service providers. We work with our partners in many ways to show leadership, develop innovative approaches and share risk. Our community partners play an important role in providing feedback through consultation and collaboration.



#### 4.1 Work with our community to establish walking groups to help develop legible and connected walking routes

4.2 Advocate for the Department of Planning, Transport and Infrastructure to improve and increase the provision of pedestrian crossings and refuges on arterial roads

4.3 Establish improved techniques to identify and respond to our community needs for walking

4.4 Partner with the Heart Foundation and other nationally recognised groups to facilitate a walking launch pad for forums about walking benefits and network innovation



#### 4.5 Advocate for the Department of Planning, Transport and Infrastructure to complete bicycle lane and crossing point installation on all arterial roads

4.6 Understand community demand for end trip facilities, and work with government partners, business and community service providers to provide these facilities

4.7 Promote the City of Charles Sturt as a cycle friendly city and assist organisers to hold annual cycling events

4.8 Engage with Bicycle User Groups to improve the profile of cycling and community champions

4.9 Identify opportunities for businesses to improve cycling facilities to encourage shopping locally

4.10 Partner with cycling groups to implement an education campaign about cycling etiquette on local streets, shared paths and footpaths

4.11 Meet with Bicycle User Groups to discuss bicycle network and facilities draft designs prior to finalising for construction





#### **4.12 Develop a set of planning policies that give priority to urban development focused on liveable streets and places, and support transport choices**

4.13 Develop engineering standards and processes that support the planning policies applying to urban development focused on liveable streets and places that encourage transport choice and public life

4.14 Improve community engagement processes to help our community understand the benefits of innovative street designs, such as shared streets, during street renewal programs

4.15 Develop a public lighting strategy for efficient and sustainable lighting for road safety and personal safety in local streets and public open space areas

4.16 Work with investors and developers to facilitate streetscape improvements as part of property development



#### **4.17 Establish a public transport statement with our community to lead conversations with the State Government about public transport services in the City of Charles Sturt**

4.18 Advocate for the State Government to electrify lines to Outer Harbour and Grange, and introduce a modern train/tram fleet

4.19 Ensure that all bus stops are accessible and meet the Disability Discrimination Act requirements by 2022

4.20 Work with the Department of Planning, Transport and Infrastructure, urban developers and land use planners to improve the provision of future public transport services and corridors

4.21 Request the Department of Planning, Transport and Infrastructure to undertake a review of bus services on arterial roads and at intersections

4.22 Liaise with the Department of Planning, Transport and Infrastructure to review and install real-time information displays for major bus stops and all train stops and upgrade displays for better information and readability



#### **4.23 Be a leader in road safety by partnering with the Motor Accident Commission, Centre for Automotive Safety Research and the Department of Planning, Transport and Infrastructure to develop educational programs about speed in local streets**

4.24 Exercise responsibilities as a Road Authority to improve road safety for all road users in local streets by implementing lower speed limits across the City of Charles Sturt

4.25 Improve road safety assessment and reporting so that road safety devices are only installed in local streets where the risk of road trauma is higher than normal

4.26 Lead discussions with the Department of Planning, Transport and Infrastructure to supply Park and Ride facilities at public transport services to reduce the impact of parking by commuters on local streets

4.27 Investigate opportunities to start an online car sharing system for residents to provide a competitive option to private vehicle ownership



#### **4.28 Liaise with the communities and advocate for improved freight route signage to protect local streets and ensure freight networks are clearly identifiable.**

4.29 Develop and distribute materials that explain the importance of business and the need for the occasional freight route on local streets

4.30 Review the City of Charles Sturt planning framework to tie into the National Heavy Vehicle Regulator freight assessment process

4.31 Work with businesses to ensure necessary freight routes are available



## THEME AREA 5:

### Build healthy, functional and attractive neighbourhoods

This action develops local places for our residents to provide them with a sense of community and place. By developing neighbourhood 'hearts', such as main streets, meeting places and community open spaces, this will create locations where residents can interact and build community ties. These ties are critical to creating social inclusiveness and developing healthy and active communities.



#### **5.1 Work with the Department of Planning, Transport and Infrastructure to ensure the walking network includes convenient access across main roads and railway lines**

5.2 Engage with residents to understand commuter desire paths and respond by installing missing parts of the walking network

5.3 Develop walking routes and trails that celebrate local areas and heritage

5.4 Work with developers and land use planners to create destinations and liveable spaces for communities.

5.5 Create places of interest by working with groups to establish local character themes in the walking network

5.6 Prioritise improvements to walking routes to schools, community facilities and business precincts



#### **5.7 Review recreational and commuter routes to identify and protect existing open space for future cycling improvements**

5.8 Work with Adelaide Free Bikes to expand these services and make them easier to access

5.9 Implement safety improvements to cycling routes to schools and community facilities

5.10 Review locations where cycling networks abruptly end, such as underpasses and roundabouts, and install functional alternatives

5.11 Work with local artists to develop cycle themed artwork on cycling routes

5.12 Build interest in cycling culture by partnering with cycling events, such as the Tour Down Under





### **5.13 Develop streetscapes for Main Streets that activate and revitalise these locations.**

5.14 Continue promoting link-and-place principles for design solutions in local streets to improve road user safety

5.15 Build a sense of place by installing street furniture and public art on local streets and Main Streets to create a sense of ownership for the local community



### **5.16 Advocate for well serviced and modern vehicles to create a desirable transport service**

5.17 Advocate to Department of Planning, Transport and Infrastructure to install public transport stop facilities, including bus shelters

5.18 Work with residents and local artists to create artistic and creative bus stops that integrate with the community

5.19 Work with the Department of Planning, Transport and Infrastructure to ensure the location and orientation of public transport stops are appropriately provided in, or adjacent to major urban and property developments



### **5.20 Review construction guidelines for alternative streetscapes to calm traffic, such as road narrowing and shared streets**

5.21 Develop a street classification strategy for streets in the north-west corridor based on Link and Place principles

5.22 Review road and verge widths to ensure balanced street function and design is achieved in areas with high urban density

5.23 Work with our community to develop a network of Play Streets, where residents can temporarily close their streets to traffic for an activity or event

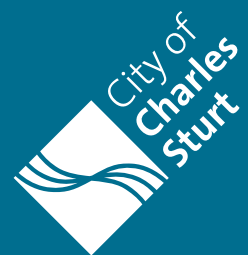


### **5.24 Plan and design freight routes to reduce impact on the function of community places and spaces in local streets**

5.25 Work with the National Heavy Vehicle Regulator and the Department of Planning, Transport and Infrastructure to encourage businesses to use cleaner freight technology

5.26 Where land is rezoned from commercial or industrial use, work with the National Heavy Vehicle Regulator and businesses to remove redundant heavy vehicle routes from the network, and redesign streets to improve function for new land uses





72 Woodville Road, Woodville  
[www.charlessturt.sa.gov.au](http://www.charlessturt.sa.gov.au)