

City of Onkaparinga



TRANSPORT

INTEGRATED TRANSPORT STRATEGY 2008-2013

A Community Plan 2028 initiative



integrated transport strategy

A Community Plan 2028 initiative

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Abbreviations

CFS = Country Fire Service

DTEI = Department for Transport Energy and Infrastructure

HACC = Home and Community Care Federal government funding

PTB = Passenger Transport Board

RTNSAP = Recreational Trails Network Strategy and Action Plan 2007-2012

SAEDP/B = Southern Adelaide Economic Development Plan/Board

SARTAG = Southern Adelaide Regional Transport Advisory Group

SASP = South Australian Strategic Plan

TOD = Transit Oriented Development



MAYOR'S INTRODUCTION



The manner in which our transport infrastructure and systems develop over the next twenty years is critical in shaping our city, and creating access, mobility and opportunity.

This strategy addresses

transport responses to the strategies developed in the City of Onkaparinga Community Plan 2028, approved by Council in May 2008. These include:

- » facilitating sustainable growth that will cater for another 40,000 people and over 20,000 additional dwellings. This has the potential to generate another 200,000 vehicle trips per day onto our roads
- » developing local new-industry jobs in the wake of the Mitsubishi and Mobil closures of recent years consistent with the Southern Adelaide Economic Development Plan
- » focussing greenfield urban development around the Seaford/Hackham/greater Noarlunga area, whilst further planning and service provision is undertaken around Aldinga
- » regenerating local and larger centres, including Noarlunga Regional Centre. This will be based around transport nodes, services and open space
- » advocating for the electrification and extension of the rail line to Seaford Heights and then Aldinga

- » enhancing social connectedness and vitality, and improving health and fitness
- » reducing our greenhouse gas emissions and adapting to climate change

In part, the strategies listed above are in response to relevant national and global challenges such as affordable housing, community wellbeing, labour shortages, food vulnerability, peak oil and increasing energy costs, and climate change – issues that are already beginning to play out in the region.

The transport response to date has largely been to provide for private vehicle transport and this now needs to be better diversified – across good public transport and walking/cycling networks in particular.

In June 2008, the State government committed to the electrification of the Noarlunga rail line and to a network of Transit Oriented Developments (TODs) throughout Adelaide, including Noarlunga Centre.

More recent announcements by State and Federal governments have brought the extension of the rail line to the Seaford area closer to fruition, and work has begun on identifying a rail corridor to Aldinga. This follows extensive advocacy by Council and others and the extension and electrification of the rail service will prove a significant turning point for the development of the City.

MAYOR'S INTRODUCTION

Transport strategies will be complex, as the City covers a very large and diverse geographic area. Our communities are of different character and at different stages of establishment, and occur across urban, peri-urban, rural, coastal, natural, historic, and holiday/tourism settings. The urban area is elongated along a dynamic coastline and is segmented by several creeks and rivers. It is a low density city with centres yet to be well developed – typical of many cities on the urban fringe.

Our transport systems have generally developed an orientation north-south to take people away from the City and into Adelaide – illustrated by the tidal flow of the Southern Expressway. A reorienting of our systems to better serve our main centres, including Noarlunga Regional Centre, and other employment areas will assist economic development within the City.

This Strategy is part of a suite of planning initiatives associated with the City of Onkaparinga Community Plan 2028: Strategic Directions for our Communities, which has the goal of 'Strong Vibrant Communities' and a focus to 2013 of 'Sustainable Growth'. The Strategy complements the Road Network Plan 2005 and the Recreation Trails Strategy 2008-2013.

For good reason, the Strategy includes the term 'integrated'. This not only refers to the need to effectively integrate different modes of transport and land use, but the need to integrate the

different roles and resources between spheres of government, non-government organisations and the private sector. This will include support from areas such as health, recreation, tourism and environment as well as more recognised avenues of transport funding.

Council will continue to develop local transport systems such as the local roads network, walking/cycling environments and community transport, and will advocate for the City as a whole in areas such as public transport and freight networks.

Our communities, too, have a critical role in understanding and lobbying for integrated transport systems that help create a more liveable, prosperous and environmentally-friendly City.

We have collaborated with consultants Infraplan from Adelaide and Geoff Anson and Associates from Melbourne who have directed technical and consultation input, and helped shape strategies.

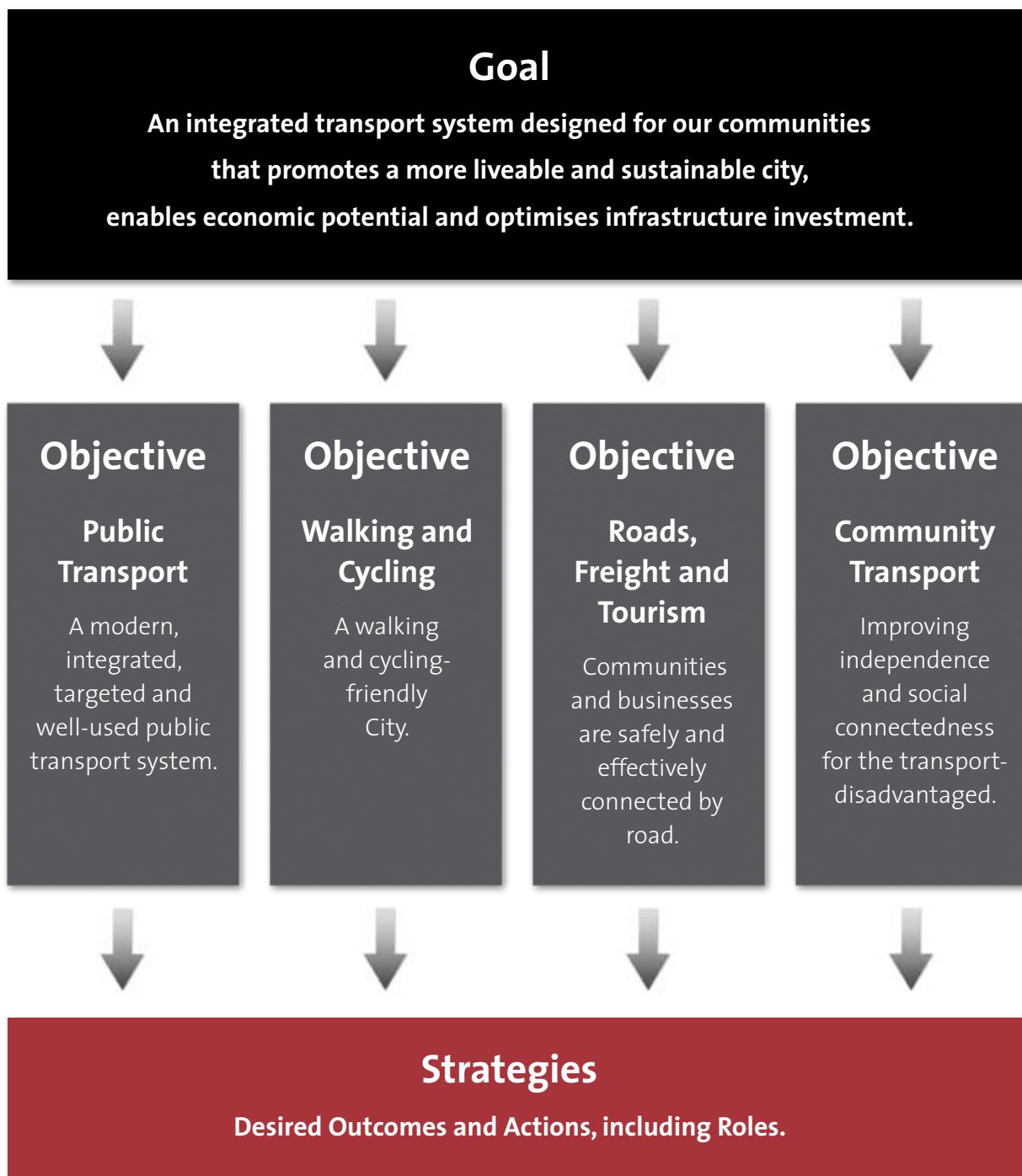
This is a dynamic period of change for the City and I look forward to our collective commitment to delivering on the City of Onkaparinga Integrated Transport Strategy 2008-2013.

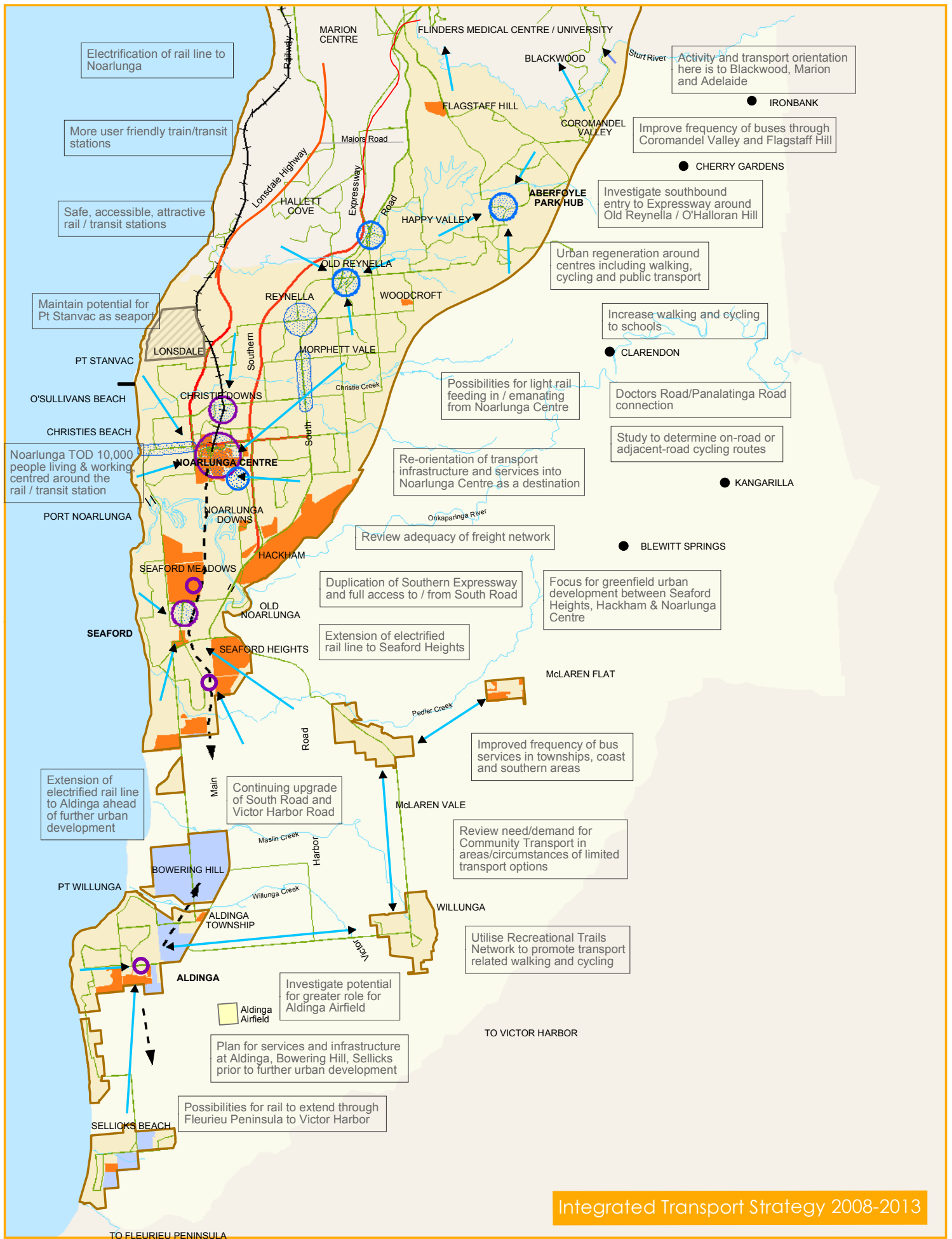


Mayor Lorraine Rosenberg



TRANSPORT GOAL AND OBJECTIVES





Electrification of rail line to Noarlunga

More user friendly train/transit stations

Safe, accessible, attractive rail / transit stations

Maintain potential for Pt Stanvac as seaport

Noarlunga TOD 10,000 people living & working centred around the rail / transit station

Extension of electrified rail line to Aldinga ahead of further urban development

Plan for services and infrastructure at Aldinga, Bowering Hill, Sellicks prior to further urban development

Possibilities for rail to extend through Fleurieu Peninsula to Victor Harbor

Activity and transport orientation here is to Blackwood, Marion and Adelaide

Improve frequency of buses through Coromandel Valley and Flagstaff Hill

Investigate southbound entry to Expressway around Old Reynella / O'Halloran Hill

Urban regeneration around centres including walking, cycling and public transport

Increase walking and cycling to schools

Possibilities for light rail feeding in / emanating from Noarlunga Centre

Re-orientation of transport infrastructure and services into Noarlunga Centre as a destination

Review adequacy of freight network

Duplication of Southern Expressway and full access to / from South Road

Extension of electrified rail line to Seaford Heights

Focus for greenfield urban development between Seaford Heights, Hackham & Noarlunga Centre

Improved frequency of bus services in townships, coast and southern areas

Review need/demand for Community Transport in areas/circumstances of limited transport options

Utilise Recreational Trails Network to promote transport related walking and cycling

City of Onkaparinga

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Legend

- Centre regeneration
- Future greenfield urban development areas
- Greenfield urban development areas
- Desired TOD or TOD style development - rail based.
- Proposed rail extension (indicative alignment only south of Seaford Heights)
- Transport orientation to centres
- Urban boundary
- Arterial roads / Expressway
- Main roads
- Railway
- Bus routes
- Bridge

Integrated Transport Strategy 2008-2013



STRATEGIC CONTEXT

This section:

- » discusses the current transport system
- » reviews relevant regional, State and Federal strategic initiatives and their implications for the Strategy
- » outlines the community and stakeholder engagement process
- » outlines Council's role in transport-related activities for the City

The Current Transport System

Transport systems cater for the transport needs of communities across all modes (road, rail, air and sea), all land uses (urban and rural), and all transport tasks (passenger and freight). The following elements comprise the current system in the City of Onkaparinga.

Road Network

The road network is the predominant transport feature within the City with around 1,700 kilometres of road servicing 518 square kilometres. Comprising Primary Arterial, Secondary Arterial, Distributor, Collector and Local roads, it is utilised by cars, buses, cyclists, and for freight. Residents rely heavily on private vehicles, with only 7.4% of people travelling to work on public transport. This is one of the lowest percentages of all Local Government areas in metropolitan Adelaide.

Rail

The Noarlunga rail line services the central western part of the City and plays an important role in the transport system. We have been

advocating to electrify and extend the line from Noarlunga to Seaford Heights and then to Aldinga, and for the line to have the capacity to carry freight in the future.

Bus

The bus system, to various degrees, covers the urban and township areas, feeding into centres and taking people out of the City to Marion, Flinders University/Medical Centre and into Adelaide.

There are two 15 Minute Go Zones from Seaford to Noarlunga Centre and at Old Reynella, and a Roam Zone around Aberfoyle Park. Designated Park-n-Ride facilities are established at Noarlunga Centre, Old Reynella, Reynella East and Aberfoyle Park.

Cycling and Walking

The City contains a network of suburban footpaths and a range of recreational trails being developed in accordance with the RTNSAP.

Sea

The Port Stanvac facility was originally established to service the Mobil oil refinery. Currently the refinery, including the port, remains moth-balled awaiting a 'close permanently or re-open' decision from Mobil in 2009. A major desalination plant has been proposed for the site, with a pilot plant approved.

The O'Sullivan Beach boat launching facility provides access for commercial and recreational boating interests.

STRATEGIC CONTEXT

Air

The Aldinga Airfield has a predominantly recreational/tourism focus and offers a range of specialist aviation services including scenic and aerobatic joy flights, charter flights and a light aircraft flying school. There are smaller airstrips at Seaford Meadows and Clarendon (CFS).

Links to Regional, State and Federal Planning

The following recent strategic initiatives and a summary of their relevance to the Integrated Transport Strategy are shown below.

Regional/Council

CITY OF ONKAPARINGA COMMUNITY PLAN 2028: STRATEGIC DIRECTIONS FOR OUR COMMUNITIES

- » develop 'new-industry' local jobs
- » create an aware and prepared low-greenhouse-gas-emissions-City
- » build social connectedness and vitality
- » extend and electrify the rail line to Aldinga
- » create TODs, regenerate older centres, focus balanced residential development predominantly north of Seaford Heights

CITY OF ONKAPARINGA ROAD NETWORK PLAN 2005 AND PRELIMINARY REVIEW 2008

- » establishes the network based on classic hierarchy and functional use classifications
- » articulates future road network upgrades

- » foreshadows analysis of current trends and their impact on the road network with particular regard to economic and population growth
- » provides current and future capacity, freight route condition and deficiency assessment

CITY OF ONKAPARINGA RECREATIONAL TRAILS NETWORK 2007–2012

- » a network of 58 interconnected shared-use recreational trails
- » four nationally significant trails, seven regional trails, 47 local trails
- » Stage 1 development to 2012, with further stages to be developed thereafter

CITY OF ONKAPARINGA CLIMATE CHANGE STRATEGY 2008–2013

- » create a low-emissions City
- » prepare for the introduction of a carbon trading scheme
- » advocates for Statewide study on impacts of peak oil and vulnerability of transport systems
- » foreshadows sea level rise and impact on coastal infrastructure

CITY OF ONKAPARINGA DRAFT RESIDENTIAL INFILL AND CHARACTER DEVELOPMENT PLAN AMENDMENT

- » seeks to create medium density housing and walkable neighbourhoods in and around centres



STRATEGIC CONTEXT

SOUTHERN ADELAIDE ECONOMIC DEVELOPMENT PLAN (WITH CITY OF MARION AND THE SAEDB)

- » recognises loss of large manufacturing
- » develop sustainable local jobs in the advanced manufacturing, health, environmental, tourism, wine, food sectors
- » undertake an employment lands study and freight task review
- » proposes industrial use for Pt Stanvac

FLEURIEU PENINSULA REGION INTEGRATED STRATEGIC TOURISM PLAN (FPRISTP)

- » develop partnerships for infrastructure
- » refocus the marketing effort towards high-yield visitors around food, wine and lifestyle
- » re-invigorate current tourism products
- » increase regional income by \$23.3 million and generate 450 extra jobs by 2011

State

SOUTH AUSTRALIAN STRATEGIC PLAN (SASP)

Whilst a better transport system contributes to many of the Plan's targets, the following (summarised) targets are directly or significantly reliant on improved transport outcomes:

- » T3.6: Increase (double) the use of public transport to 10% of all metro weekday passenger use by 2018
- » T3.5: Limit the State's greenhouse gas emissions to 108% of 1990 levels during 2008-2012 and reduce to 60% by 2050

STRATEGIC INFRASTRUCTURE PLAN FOR SOUTH AUSTRALIA

- » encourage the shift to rail transport for passenger and freight movement
- » improve the State's competitiveness through efficient freight transport networks and improved international links
- » ensure South Australia receives a fair share of Australian Government funding commensurate with our population and transport network responsibilities

PLANNING STRATEGY FOR METROPOLITAN ADELAIDE, DEC 2007

- » recently expanded Urban Boundary to now include large land holdings at Hackham and Bowering Hill (north of Aldinga)
- » integrate transport and land use planning
- » facilitate transit-oriented development around suitable centres
- » maximise accessibility to and use of the public transport system to reduce the need for private motor vehicle travel
- » encourage walking and cycling, particularly around centres
- » protect freight routes
- » develop an effective freight network
- » reduce energy requirements for transport
- » create local jobs, minimising distance to work

STRATEGIC CONTEXT

- » protect/create vistas along tourism routes, connect tourism destinations

METROPOLITAN ADELAIDE INDUSTRIAL LAND STRATEGY 2007

- » indicates a shortage of industrial land in the south that exacerbates north bound travel from the City

TACKLING CLIMATE CHANGE: SOUTH AUSTRALIA'S GREENHOUSE STRATEGY 2007-2020

- » from SASP, establishes aims, targets and strategies on how to reduce the impact of climate change
- » reduction of car dependency and increased use of public transport identified

SAFETY IN NUMBERS: A CYCLING STRATEGY FOR SOUTH AUSTRALIA 2006-2010

- » more people cycling safely more often in South Australia, with an aim to double cycling trips by 2015
- » cycling is embraced throughout the community as an activity that contributes significant health, environmental, economic and social benefits for all South Australians

SOUTH AUSTRALIAN ROAD SAFETY STRATEGY AND ACTION PLAN

- » incorporate latest design and safety standards
- » road users educated in appropriate behaviour
- » alternative to private vehicle use provided
- » safer roads, speeds, road users, vehicles

Federal

The Federal government has indicated its intention to focus on urban planning issues, including transport and public transport systems. This includes:

- » establishment of a Major Cities Unit to coordinate federal government priorities and funding into cities' development
- » establishment of Infrastructure Australia which will develop an Infrastructure Priority List by March 2009
- » increased funding for SA Councils disadvantaged in terms of road funding
- » additional funds for Auslink Roads to Recovery and Black Spot programs
- » Australian National Cycling Strategy 2005-2010, developed to encourage and facilitate increased cycling in Australia
- » National Heavy Vehicle Safety Strategy 2003-2010 has a focus on reducing the number of fatal and serious injury crashes involving heavy vehicles
- » National Road Safety Strategy, which has a vision of safe road use for the whole community
- » The National Greenhouse Strategy promotes a comprehensive approach to tackling greenhouse issues



STRATEGIES

Community and Stakeholder Engagement

A two-step community and stakeholder engagement process was undertaken. Firstly to better understand critical issues and formulate directives, and then to seek comment on draft strategies. This included a wide range of government agencies, other Councils, interest/community groups and individuals.

Our Role

Council has both direct and indirect roles in the provision of an effective transport system for the City. We are responsible for local transport systems including the local road network, cycling and walking environments, transport and land use planning and Development Plan Amendments, and community transport.

We will adopt a strong leadership, advocacy and initiator/facilitator role in promoting improvements to the transport system for our communities, and will underpin this with appropriate research and information.

We will seek out partnerships where available or potential exists, and will provide easily-accessible information on issues and services.

The following Strategies are arranged under each of the four Objectives. Key Issues are identified, including current actions in the area, and contextual matters considered.

Like the Community Plan 2028, each Strategy has an Outcome that relates to a 20 year perspective and outlines Actions for implementation over the next five years.

Our Roles in these Actions are identified.

Many of these Strategies are able to be integrated into Council's wider development initiatives, and this will be further outlined in the associated Implementation Plan and progress will be reviewed in 2011.



STRATEGIES

Public Transport

○ Objective

A modern, integrated, targeted and well-used public transport system.

○ Key Issues

The critical need to electrify and extend the Noarlunga line to Seaford Heights and then Aldinga has been addressed in the Community Plan 2028.

Residents rely heavily on private vehicles, with only 7.4% of people travelling to work on public transport. This is one of the lowest percentages within the Adelaide metropolitan area.

Engagement with our communities and stakeholders highlighted a range of issues including:

- » low frequencies of public transport services particularly in outlying areas
- » timetabling problems, particularly getting into Noarlunga Centre
- » difficulty in getting good integration between bus and train, and walking/cycling and train
- » perceived lack of safety around rail stations, particularly after business hours and after dark
- » difficulty in getting good servicing for employment land eg. Lonsdale, particularly in responding to times for shift work
- » the preference for train rather than bus travel because of lesser crowding and delays over a long journey

» poor state of the trains eg. dirty windows, vandalism

» lack of access to public transport increases social exclusion

Many of the bus services into Noarlunga Centre do not arrive at times conducive for normal work starts and finishes (including late night shopping) and often take a circuitous route to get there.

Tourist destinations are not well served as generally destinations on the coast and McLaren Vale area are dispersed and are easy-reach day-trip destinations by car from Adelaide.

Go Zone, with buses leaving every 15 minutes in peak commuter times, were extended from Seaford into Noarlunga Centre in April 2008.

In November 2007 the Federal government announced its intention to become more involved in urban development, including more funding into public transport.

In June 2008, the State government committed to the electrification of the Noarlunga rail line and has stated its intention to extend the line to the Seaford area should it receive contributing funds from the Federal government. An investigation to identify a rail corridor to Aldinga began at this time also.



PUBLIC TRANSPORT

		Twenty (2028)		Five (2013)	
		Desired Outcome	Our Role		Our Action
STRATEGIES	The rail line is extended to Aldinga and electrified to form a focus for new communities as they develop	•Leadership •Advocate •Initiator/facilitator	A.1	» Implement actions relating to the extension and electrification of the rail line, development of TODs and urban regeneration shown in Strategies 1.3, 1.4, 1.6 respectively in the Community Plan 2028.	
	Townships, hills areas and southern areas are well serviced by bus	•Advocate •Initiator/facilitator	A.2	» Work with the PTB to review and improve bus services to areas with inadequate frequency or coverage, including McLaren Flat, McLaren Vale, Willunga, Aldinga, Sellicks Beach, Happy Valley, Morphett Vale, Flagstaff Hill, Coromandel Valley and small townships.	
	Noarlunga Centre is the focal point for a vibrant regional economy (see D4, D5 also)	•Leadership •Advocate •Initiator/facilitator	A.3	» Advocate for more timely and direct connection of residential areas with Noarlunga Centre (and Christie Downs) by bus.	
			A.4	» Advocate for and/or initiate an investigation as to the possibilities of light rail as a viable integrated transport element for the City, particularly feeding into Noarlunga Centre and connecting to the coast via Beach Rd.	
	User friendly transit stations	•Advocate •Initiator/facilitator •Regulator	A.5	» Consistent with the principles applying to Transit Oriented Development (TOD) and Crime Prevention Through Environmental Design (CPTED), work with DTEI to improve the safety, accessibility and functionality of stations and station precincts through: <ul style="list-style-type: none"> • introducing residential, social and commercial activity and associated built form around transit stations • developing more efficient parking strategies • providing opportunity for casual and active surveillance through good urban design. 	
			A.6	» Advocating to DTEI for an active security presence at stations in non-peak periods.	
			A.7	» Advocating for contributory funding for bus shelters from DTEI and Minister for Transport.	

STRATEGIES

Walking and Cycling

○ Objective

A walking and cycling-friendly City.

○ Key Issues

This Strategy focuses on transport-related walking and cycling rather than recreational activity. That is, walking and cycling that is for non-discretionary domestic and work-related trips, rather than leisure-related walking and cycling for social, health and recreational reasons. Walking includes travel by wheelchairs, pushers, gophers and the like. Recreational cycling and walking strategies are covered by the RTNSAP.

Creating environments conducive to cycling and walking creates a considerable increase in the liveability of urban areas through the reduction of traffic, noise and air pollution. It also creates a more affordable means of travel, reduces greenhouse gas, improves health and fitness, and helps develop a more socially interactive neighbourhood.

Whilst the City's built environment is not well geared for cycling and walking, there are many urban areas around centres where topography is suited to the activity. The (shared-use) Recreational Trails Network is being developed and generally connects into larger centres.

There are also social and other issues constraining walking and cycling eg. stranger-danger poses a threat to walking for children; cycling is not a preferred transport option for many teenagers.

Development of urban environments to encourage 10-15 minute cycling and walking trips:

Increased activity, accessibility

- » Increase residential densities to at least 20 dwellings per hectare on average, and higher closer to the centre node

Direct routes

- » Create direct routes to popular, frequent destinations
- » Resolve barriers such as wide busy roads, car parking lots, public parks
- » Legible signage, intuitive navigation
- » Footpaths on both sides of the road

Safe environments

- » Calm motor vehicle traffic - streets and walkways framed by buildings and trees, narrow lanes, on-street parking, resolve long wide straight stretches of road (cycling lanes on roads with speeds >40kmh)
- » Routes overseen with informal surveillance from windows, verandahs, balconies and other pedestrians
- » Good lighting
- » Surfaces are even and walkways suitable for wheelchairs, pushers, gophers
- » Open-style front yards as transition zones
- » Security for bikes at destinations

Interest

- » Rest and interest points, including landscaping, water features, shade trees, parks, art and interpretation
- » Encounters with neighbours and the activity of others
- » Landscaped/vegetated verges and parks that provide a habitat for birds and insects and a variety of smells, sounds and views



WALKING AND CYCLING

Twenty (2028)		Five (2013)	
Desired Outcome	Our Role		Our Action
STRATEGIES	Increased walking and cycling within and around centres	<ul style="list-style-type: none"> •Leadership •Regulator •Owner/ custodian 	B.1 » Ensure the development of walking and cycling-friendly environments in greenfield residential and centre developments.
			B.2 » Develop walking and cycling friendly urban environments in conjunction with the regeneration of older areas and development of TOD-style centres outlined in the Community Plan – Noarlunga Centre, Noarlunga Downs, Christies Downs, Beach Rd, Morphett Vale, Reynella, Old Reynella, Seaford District Centre, Aberfoyle Park. <i>See Features of urban environments that encourage 10-15 minute cycling and walking trips, previous page. A connection into the Recreational Trails Network is also required for each of these centres.</i>
		•Information provider	B.3 » Encourage the adoption of cycling and walking as a transport option by promoting recreational opportunities associated with the Recreational Trails Network and other be-active/healthy weight type initiatives. (See Action 1.15 in RTNSAP re developing a promotion plan. This to also include leveraging opportunities from the Tour Down Under cycling classic).
		•Leadership	B.4 » Undertake a study to determine on-road or adjacent-road cycling routes within the city between residential areas and centres/service areas and between townships, particularly to be done in conjunction with road upgrades into the future, and determine a strategy for implementation.
	Walking and cycling to schools is increased	<ul style="list-style-type: none"> •Leadership •Initiator/ facilitator •Part funder 	B.5 » Work with DTEI’s Community Education and Programs section and the Department for Education to investigate effective measures that increase walking and cycling to schools.

STRATEGIES

Roads, Freight, Tourism

○ Objective

Communities and businesses are safely and effectively connected by road.

○ Key Issues

Roads within the City are classified as arterial, distributor, collector and local roads. They are also classified in a range of functional networks including freight, commuter, tourist, public transport, bicycle and pedestrian.

The local road network is developed and maintained by Council and the arterial road network by State government. Federal government funding flows into both.

The strong north/south flow of commuter and business traffic out of the City in the morning and back in the evening, and the road network to support this, creates a difficulty accessing centres within the City.

There are only three main bridges over the Onkaparinga River – at Old Noarlunga, Pt Noarlunga and Clarendon. This constrains traffic movement and the first two of these road crossings will be under considerable pressure from significant urban development south of the river.

The global issues and impacts of rising fuel prices/peak oil, the need to reduce the City's greenhouse gas emissions and importance of effective local distribution networks to minimise 'food miles' are particularly relevant to our region.

The freight component of the road network is vital to all South Australians. It plays an essential role in

supporting the economy by enabling business to access materials, to move intermediate products between production areas, and to transport goods to markets and other freight interchanges.

It expands the State's economy by making it possible for southern area businesses to export goods intra/inter-state and overseas.

An efficient, integrated and responsive freight transport system is needed to enable business to respond to changes in community needs and the structure of the economy, and to support growth in the economy with its associated benefit of increased employment.

The City of Onkaparinga is also used as a through route for freight and tourism to and from the Fleurieu Peninsula and Kangaroo Island. It is important to minimise the impact that this activity may have on communities in the City, and vice versa.

DTEI design standards require that any future rail extensions will have the capacity to carry freight.

An employment lands study scheduled for 2009 will review supply of employment-related land.

A decision on closing or reopening Mobil's Pt Stanvac oil refinery (341ha) will be made in 2009. Should it not continue as a refinery, there is significant potential to use this land for other economic and employment purposes. This will require a review of local transport systems and wider linkages.

The Aldinga Airfield offers a range of specialist recreation and tourist aviation services, and a new service of more recent times is transport to the State's northern mining areas.



ROADS, FREIGHT, TOURISM

Twenty (2028)		Five (2013)		
Desired Outcome	Our Role		Our Action	
STRATEGIES	A road network that is efficiently managed and maintained	<ul style="list-style-type: none"> •Owner/ custodian •Advocate •Part Funder 	C.1	» Implement the actions within the Road Network Plan 2005 and its Preliminary Review 2008. This will include: <ul style="list-style-type: none"> • analysis of current trends and their impact on the road network with particular regard to economic and population growth • capacity and deficiency assessments, including safety/black spot auditing • updating design standards and speed limits
	Effective north-south access between the City of Onkaparinga and the rest of Adelaide and the Fleurieu Peninsula	<ul style="list-style-type: none"> •Advocate •Initiator/ facilitator 	C.2	» Continue to work with other groups to advocate for the duplication of the Southern Expressway, the upgrading of Main South Rd south of Old Noarlunga, Victor Harbor Rd, and Main South Rd north of Darlington.
			C.3	» Advocate for effective road connections between our industrial areas at Aldinga, Seaford, Lonsdale and Hackham to Outer Harbor and northern Adelaide industrial areas.
			C.4	» Work with the PTB and tourism industry to investigate improved tourist bus services into Willunga, McLaren Vale and coastal areas.
	Noarlunga Centre is the focal point for a vibrant regional economy (see A3, A4 also)	<ul style="list-style-type: none"> •Leadership •Advocate •Initiator/ facilitator •Owner/ custodian 	C.5	» Review the road network/urban design to improve road links to Noarlunga Centre from the northeast (Happy Valley, Reynella, Woodcroft, Morphett Vale including joining Panalatinga Rd to Doctors Rd) and from the southeast (Huntfield Heights, Hackham) and work with State government to achieve this.
			C.6	» Advocate for south-bound access to the Expressway around the Old Reynella/O'Halloran Hill area, and for full access from/to Main South Rd at Hackham.
	A freight network that is able to meet the demand and potential of a growing and evolving regional economy	<ul style="list-style-type: none"> •Leadership •Advocate •Initiator/ facilitator 	C.7	» Initiate a study to investigate the adequacy of the freight network to serve the region's economic potential and develop a strategy to address any gaps. To be done in conjunction with the SAEDB, State and Federal agencies, the freight industry and business communities.
			C.8	» Ensure local transport systems and wider linkages are well-integrated in any future redevelopment of Pt Stanvac.
	Sea and air modes increase their contribution to the transport network	<ul style="list-style-type: none"> •Leadership •Initiator/ facilitator 	C.9	» Include the potential for the use of Pt Stanvac as a seaport, as part of future planning for this area, in conjunction with the SAEDB.
			C.10	» Include the potential for Aldinga Airfield to have a greater role in the region's transport system as part of future strategic planning for the Aldinga area.

STRATEGIES

Community Transport

○ Objective

Improving independence and social connectedness for the transport-disadvantaged.

○ Key Issues

An important element of social equity is to ensure all people have access to a transport network of an appropriate standard.

Limited transport options contribute significantly to social exclusion by restricting access to activities that enhance people's lives, such as work, learning, health care, food shopping and leisure activities.

Those who merit specific consideration and can be defined as being transport-disadvantaged include people:

- » with physical and some mental disabilities
- » who are frail, often older-aged, people
- » without a car, distant from suitable public transport and without social support. This may include young people
- » lacking confidence in social settings, eg. people unable to understand or communicate effectively in English

Within the City, the distances to southern, rural and township areas are a challenge. Taxis are not an option in these areas. A loss of public transport bus services in these areas was the result of a rationalisation of services in 2006.

A new Community Transport service was proposed in conjunction with the State government's Passenger Transport Board in the draft Southern Region Integrated Transport Strategy 2006. This included a dial-a-ride feature and proposed utilising public transport buses in non-peak times, but was not progressed past initial trials.

The Community Transport service moved to the Field Operations Centre at Seaford Meadows, from Noarlunga Centre, in June 2008 and continues to collaborate with other service providers. This will include supporting the Willunga District Community Transport which provides a limited service in that area, and the Noarlunga Volunteer Transport Service and Red Cross Medical Transport which provide a medical-based service around the City's central area and to Flinders Medical Centre.

Current services are not route-based but respond to demand, and run through the northern and central parts of the City twice a week. An expansion into southern areas will occur in 2008/09. The service is also patronised by not-for-profit groups such as Probus, Rotary, Lions, etc and also provides a service to some retirement complexes.

Demand is increasing and will always exceed capacity and prioritising of needs/routes is a constant feature. Recruiting and managing adequate numbers of suitable volunteer drivers continues to be a critical issue.

The fleet currently comprises three 25-seater buses, one 20-seater bus and two 11-seater buses. The trend is to replace larger buses with smaller buses to develop a more flexible and efficient fleet.



COMMUNITY TRANSPORT

Twenty (2028)		Five (2013)	
Desired Outcome	Our Role		Our Action
STRATEGIES	A responsive and targeted Community Transport service that equitably covers needs across the City	<ul style="list-style-type: none"> •Leadership •Initiator/ Facilitator •Direct service provider 	D.1 Review demand and needs (with particular regard to City-wide access and equity), determine gaps, and develop criteria for priority use of the service that is matched with resource capacities.
			D.2 Develop and pursue volunteer recruiting and training strategies.
			D.3 Develop further partnerships and funding opportunities, such as HACC funding, Local Government Association support, etc.
	Well-planned communities that cater for the needs of the transport-disadvantaged	<ul style="list-style-type: none"> •Leadership •Regulator 	D.4 Ensure greenfield and infill urban planning caters for groups of people more likely to be transport-disadvantaged by providing residential opportunities near service centres and public transport.

Across-Mode Strategies

The following strategies are pertinent across all transport modes.

ACROSS-MODE STRATEGIES

Twenty (2028)		Five (2013)	
Desired Outcome	Our Role		Our Action
STRATEGIES	Effective implementation across all transport modes	<ul style="list-style-type: none"> •Leadership •Initiator/ Facilitator •Information provider 	E.1 Proactively pursue relevant funding and partnership opportunities for Actions within this strategy.
			E.2 In conjunction with DTEI, provide community information on sustainable transport practices.
			E.3 Investigate use of alternative fuel options for the region (eg natural gas, hydrogen).



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