Movement and Transport Plan

2026–30



CITY OF HOLDFAST BAY

Contents

1 Introduction	**4**
1.1 Executive Summary	**4**
1.2 Transport Vision	**4**
1.3 Strategic Context	**5**
1.4 Movement and Transport Principles	**8**
1.5 Movement and Transport Focus Areas	**9**
2 How We Travel Today	**10**
2.1 About the City of Holdfast Bay	**11**
2.2 Community Feedback	**12**
2.3 Movement and Place	**12**
2.4 How We Use the Road Hierarchy	**18**

3 The Future of Travel	**20**
3.1 Future Demand	**21**
3.2 Transport Trends	**24**
4 Actions	**26**
4.1 Transport Planning	**27**
4.2 Walking and Cycling	**30**
4.3 Alternative Transport Options	**31**
4.4 Parking	**32**



1 Introduction

1.1 Executive Summary

The *Movement and Transport Plan* (the plan) lays the groundwork for meeting our city's future needs in relation to the safe, efficient and sustainable movement of people and goods between destinations.

As well as defining short to medium-term actions on movement and transport, this plan provides direction for long-term planning and decision-making to provide safe, efficient access for all, while supporting wellbeing, economic success and protecting the environment.

The plan is guided by five movement and transport principles: to be safe and accessible; to encourage active and sustainable travel; to develop an integrated network; to support productivity and business; and to leverage innovation and technology.

A movement and place approach has been used to develop the road hierarchy. As transport is not limited to optimising vehicular movements, the plan takes a holistic view of our city's transport system that considers the movement of people, goods and services.

Across the four focus areas of transport planning, walking and cycling, parking and alternate transport options, this plan will inform decision-making on how we can develop and manage the city's services and infrastructure to improve mobility and accessibility.

1.2 Transport Vision

City of Holdfast Bay's Strategic Vision 2050+

Protecting our heritage and beautiful coast, while creating a welcoming and healthy place for all in South Australia's most sustainable city.

Transportation plays a vital role in achieving our city's strategic vision.

Our Movement and Transport Vision for 2050+

Transport in the City of Holdfast Bay provides safe, efficient access for all, while supporting wellbeing, economic success and protecting the environment.

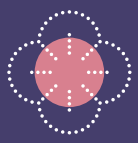
This plan will work towards this vision by applying the movement and transport principles through actions under the four focus areas.

1.3 Strategic Context

The *Movement and Transport Plan* is subject to national and state imperatives while aligned to the City of Holdfast Bay's strategic planning framework.

Movement and transport intersect with *Our Holdfast 2050+*, the city's strategic plan, across its focus areas of Wellbeing, Sustainability and Innovation, where a well-functioning, sustainable and integrated movement and transport system supports the wellbeing of our community and enables the economy to thrive.

This alignment provides strategic direction for the movement and transport vision, principles, focus areas and actions.



Wellbeing

Good health and economic success in an environment and a community that supports wellbeing.

People's health and wellbeing is at the heart of our city's future transport system where our residents and visitors feel safe, healthy and connected – no matter their age or abilities. Through planning that prioritises people, we create vibrant neighbourhoods and liveable places. This can be seen through a road hierarchy that values movement and place equally, to prioritise safe access for people to their destinations. Walkable streets, access to public transport and shaded routes all contribute to physical, mental, and social wellbeing.



Sustainability

A city, economy and community that is resilient and sustainable.

Sustainability means that we carefully manage our resources for the benefit of future generations. Given the transport sector's significant contribution to greenhouse gas emissions and the impact climate change is expected to have on our city, encouraging sustainable forms of transport is essential. Additionally, resilient climate design, including green elements, supports active neighbourhoods.



Innovation

A thriving economy and community that values life-long education, research, creativity and entrepreneurialism.

Innovation and technology is vital to a thriving economy and technology is used in how people and goods are transported, as well as how we manage the movement and transport network.

1 Introduction

Table 1 defines the relationship between the *Movement and Transport Plan* and key strategic documentation.

State and Federal Documents

Document	Description	Relationship
National Road Safety Strategy 2021–30	National commitment to the Safe System approach and to strengthen all elements of our road transport system through improvements under three key themes: safe roads, safe vehicles and safe road use. Speed management is embedded within all three themes.	2050 Vision Zero target, with a 2030 target to reduce fatalities by 50% and serious injuries by 30%. Local governments are responsible for funding, planning, designing and operating the road networks and footpaths in their local areas to provide safe roads.
South Australia's Road Safety Strategy	Developed to improve road safety for everyone living in and visiting our state. It will focus the South Australian Government's efforts on the things that will have the greatest impact on reducing lives lost and serious injuries on our roads.	Alignment of vision, strategic focus areas and targets: at least a 50% reduction in lives lost and at least a 30% reduction in serious injuries on South Australian roads by 2030.
The 30-Year Plan for Greater Adelaide	Outlines how Adelaide should grow to become more liveable, competitive and sustainable. It will guide the long-term growth of Adelaide and its surrounds until 2040.	Transport targets, policies and actions. Deliver a more connected and accessible Greater Adelaide.
South Australia's Transport Strategy 2025	Outlines a 30-year vision for South Australia's transport system, which sets future transport planning to enables prosperity, sustainability, and connectivity.	Council is informed by the state-level strategy and planning for integrated, sustainable transport. Aligning state strategic outcomes into planning and local actions.
Australian Road Rules (ARR)	A set of model laws designed to create a consistent framework for road safety and traffic regulation across Australia. They provide uniform rules for all road users and specify behaviour that supports safe and efficient use of roads.	Councils follow the Australian Road Rules by making sure local roads, signs, and parking comply with state laws based on these rules. Council does not set the rules but help apply them through safe road design and community education.
Austroads Guide to Traffic Management	Provides nationally consistent guidance on planning, operating, and managing road networks to improve safety, efficiency, and accessibility for all users.	Council uses the Austroads Guide to Traffic Management as best-practice guidance to plan, design, and manage local road networks in line with national standards.

City of Holdfast Bay Documents

Document	Description	Relationship
Our Holdfast 2050+	Council's shared vision for 2050+ and key strategies to support achieving the vision.	Provides high level community outcomes. Informs our movement and transport principles.
Asset Management Plans	Long-term plans outlining how the organisation will manage its infrastructure and other assets to an agreed standard of service.	The service levels for condition, function and utilisation for our road assets ensure we provide safe and fit for purpose roads. The road hierarchy will inform service levels.
Environmental Strategy 2020–2025	Sets the direction for Council's activities and resource allocation as we strive to protect and enhance the region's environment for future generations.	Provides direction in terms of Council's strategy for the environment.
Carbon Neutral Plan 2030	The Carbon Neutral Plan outlines the path to eliminate, reduce and offset emissions generated by the City of Holdfast Bay by 2030.	Provides direction to ensure actions consider climate change mitigation, such as the fleet transition plan.
Disability Action and Inclusion Plan	Council's strategic commitment to accessibility and inclusion, so that people with disability can have the same opportunities to participate in community life and enjoy a high quality of living.	Provides principles and an action plan to ensure everyone can access our places and move through our city. Alignment of actions.
Open Space Strategy	Articulates a long-term vision for the provision of high-quality, distinctive and vibrant open spaces and public realms across the city that support active and connected communities and visitors.	Guides the place hierarchy for our open space destinations. The strategy emphasises coastal areas and streets as important aspects of open space.
Economic Activation Plan	A plan to deliver actions through five key economic strategic focus areas: business capacity building, investment attraction and growth, innovation and digital evolution, regional collaboration and Adelaide's premier seaside destination.	Guides the place hierarchy for our key economic destinations.

Table 1: Strategic Documentation

1 Introduction

1.4 Movement and Transport Principles

These principles align with the objectives and aspirations of *Our Holdfast 2050+* and provide a framework for future transport-related decision-making.

Safe and Accessible

A people first approach where safety is paramount when considering all transport modes and systems.

Accessibility is a fundamental human right. Our commitment to apply accessible design principles to all council projects, programs and services is outlined in our *Disability Action and Inclusion Plan* and specific objectives within *Our Holdfast 2050+*.

Active and Sustainable

Encouraging active travel by promoting safter walking and cycling, micro-mobility, and improving access to public transport supports general health and wellbeing, as well as aging well. Given the city's demographics, healthy and active aging is a key need in our community.

If an increasing number of journeys involve walking or cycling as the primary means of travel, a local road network will need to support and prioritise access for people who walk and cycle.

Encouraging clean and green transport is also essential, given the transport sector's significant contribution to greenhouse gas emissions and the impact that climate change is expected to have on our city.

The use of street trees and other green interventions in our movement corridors can provide biodiversity, improved amenity, and resilience to climate change through increase shade and lower temperatures.

Integrated Network

In planning for our city's future transport network, we must consider future land use and development.

A hierarchy for the transport of people and goods provides guidance to allocate the use our limited (and contested) street space and budgets against competing demands. New development must be concentrated in areas well served by public transport and connected within the city by good walking and cycling infrastructure.

An integrated movement and transport network goes beyond the movement of motor vehicles, supporting strategic objectives of community wellbeing, economic success and environmental protection.

Supporting Productivity and Business

A well-planned network for businesses and freight ensures efficient access for local businesses, including their employees, suppliers and customers, and will promote future prosperity.

Providing for effective movement of freight vehicles and business traffic through the city will also improve conditions for local businesses and the broader community.

Innovation and Technology

By using technology wisely, we can transport people and goods more efficiently and with less environmental impact.

Wellbeing
Sustainability
Innovation

1.5 Movement and Transport Focus Areas

This plan has four focus areas designed to guide transport-related programs and activities in the City of Holdfast Bay. Each is informed by the movement and transport principles.

Transport Planning

This focus area includes transport and land use planning to identify solutions for all types of movement and improve the vibrancy of our neighbourhoods to create connected liveable places. Transport planning integrates with Council's strategic objectives supporting wellbeing, economic success and protecting the environment.

An understanding of the transport network facilitates an approach to transport improvements, enabling our neighbourhoods to function locally and as part of the greater network.

Encouraging active, sustainable, inclusive modes of transport, will require our neighbourhoods and precincts to be designed to facilitate walking, cycling, shared and green transport wherever possible.

Walking and Cycling

Active transport, such as walking and cycling, is the healthiest and most sustainable mode of transport. As well as significant environmental benefits, active transport contributes positively to health and wellbeing outcomes for our community and enables people to age in place.

This focus area looks to facilitate safe and efficient active transport throughout our city.

Alternative Transport Options

Facilitating access to a variety of connected transport options to meet the current and future needs of our community.

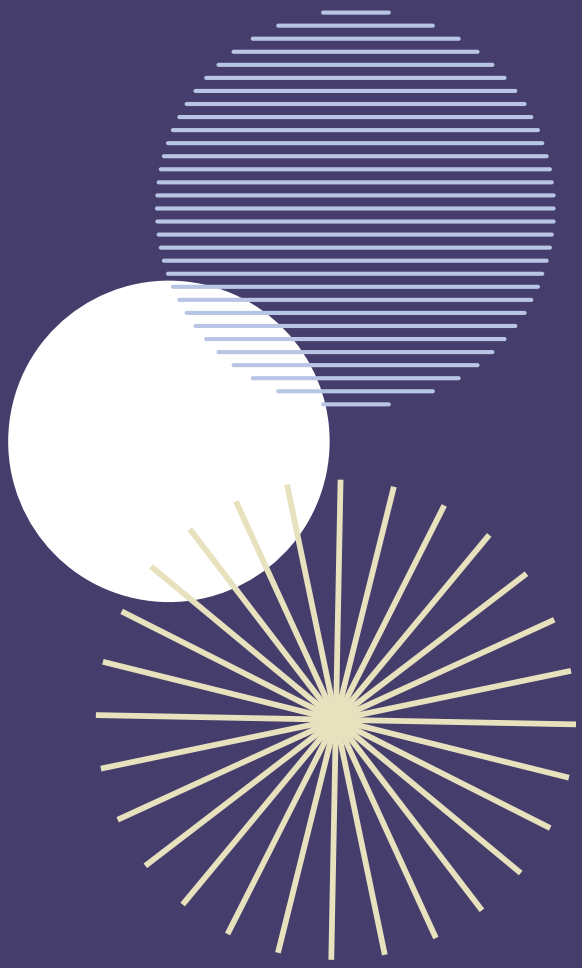
The future of transport is characterised by a shift from ownership to user-ship, with a focus on mobility. Alternative transport options are defined as any type of transport that reduces dependency on single occupancy private vehicles, and include:

- Public transport (trains, trams, buses, and community transport services)
- Shared transport (trips undertaken via ride-sharing, car-sharing and other innovative transport options)
- Micro-mobility transport (shared bikes, Personal Mobility Devices (PMDs) including e-scooters, electric bikes or similar).

Parking

This focus area covers on-street parking and off-street parking to facilitate accessible destinations. In particular high-demand places and balancing the competing demands of commuter, visitor, residential and business parking needs.

2 How We Travel Today



2.1 About the City of Holdfast Bay

First
SA coastal council to recognise a climate emergency in 2019

9km
of coastline

14.6km²
comprises City of Holdfast

2.5km
wide

1,083,000
people visited Holdfast Bay

600,000+
people attended Holdfast Bay hosted events

Total population (2024):
39,308
52.3% females
47.7% males

Most common age group:
60–69 yrs
5,633 people (15%)
Older population

Median age:
48

10,088
employees that live outside the City of Holdfast Bay

13,646
residents working outside of the City of Holdfast Bay

4,252
people living and employed within the City of Holdfast Bay

Vehicle usage:
Private car is the most common travel method for journeys to work (80%). Public transport accounts for 8.5% and active travel (walking and cycling) 5%. Others worked from home.

178km
of roads

29,000
cars owned

4 bridges

313km
of footpaths and shared paths

20
off-street public car parks

3
train stops

5
tram stops

111
bus shelters

4 community buses

15
Metro Adelaide bus routes with approximately 200 stops

Figure 1: City of Holdfast Bay Statistics

2 How We Travel Today

2.2 Community Feedback

Across a series of engagement programs over the last four years, community and stakeholder input has shaped our priorities. The following themes have been consistently brought forward by our community:

1. **Traffic and Congestion** – particularly along Brighton Road and at local schools; poor network performance leads to a perception of rat-running along the local road network.
2. **Parking** – parking management, particularly during peak times at destinations including Glenelg, Brighton, foreshore stations, and along the Esplanades.
3. **Access** – east-to-west travel can be challenging.
4. **Active Travel** – connectivity issues and conflict between pedestrians, cyclists and motor vehicles deter use of active travel; enhanced wayfinding and design treatments to improve amenity and safety; improved facilities.
5. **Public Transport** – contrasting levels of connectivity and access to public transport throughout the city.
6. **Brighton Road** – creates a barrier between the city's east and west sides; requested improvements for walking and cycling.
7. **Local Road Network** – traffic calming, road space utilisation and reduction in speed limits.

This feedback has been used to directly inform our principles, focus areas and actions. Community feedback will continue to inform implementation of our actions.

2.3 Movement and Place

The way we design our roads determines people's quality of life, interactions and experiences. It is important to understand how we travel today and how the movement and transport network operates in its current state. To demonstrate this, the network is displayed in a hierarchy using the movement and place approach.

The movement and place approach recognises that roads serve dual functions as both essential corridors for moving people and goods, and important public hubs of social exchange and activities. By recognising and supporting the role of streets as destinations, we can reduce the need to travel, provide options for travel and design safer roads to maximise safe access for people.

There is a natural tension between these two functions, with movement corridors aiming to minimise travel time and destinations aiming to attract and retain people within a place.

Not all roads can be popular destinations, just as not all streets can prioritise motor vehicle movement.

The hierarchy recognises the multiple functions and the competing demands between movement and place on our roads. The movement and place categories group roads to serve different roles and functions across different places.

There are six road hierarchy categories, each with unique roles and functions. The categorisation provides a framework for a well-planned and efficient transport network; it also serves as a practical guide for council to balance competing demands across the transport network and provide a consistent approach suitable to the road's function within the network.

Movement classifications communicate the role the road plays as a strict transport link and are defined as M1 to M5, as outlined below:

Movement	Category	Description
M1	Arterial Road	Mass movement of people and/or goods on routes with a state or national-level movement function
M2	Distributor Road	Important secondary role in the movement of motor vehicles, people and goods within and through the area
M3	Collector Road	Moderate movement of people and/or goods on routes connecting suburbs or provides primary access to places
M4	Local Road	Connecting properties to the collector/distributor network
M5	Lane/Cul-de-sac	Provide access for immediate properties only

Table 2: Movement Classifications

Place classifications communicate the role a place plays within the city and are defined as P1 to P5, as outlined below:

Place	Category	Description
P1	State	Place of state or national significance with tourism drivers and attracting interstate attendance
P2	Regional	Place of regional significance (e.g. coastal, sporting, commercial) and attracting visitors from outside the council area
P3	Community	Place of neighbourhood significance over multiple suburbs (e.g. recreational, high schools, retail precincts)
P4	Local	Place of local significance within a suburb
P5	Residential	Place of street level or block significance including all remaining residential areas

Table 3: Place Classifications

2 How We Travel Today

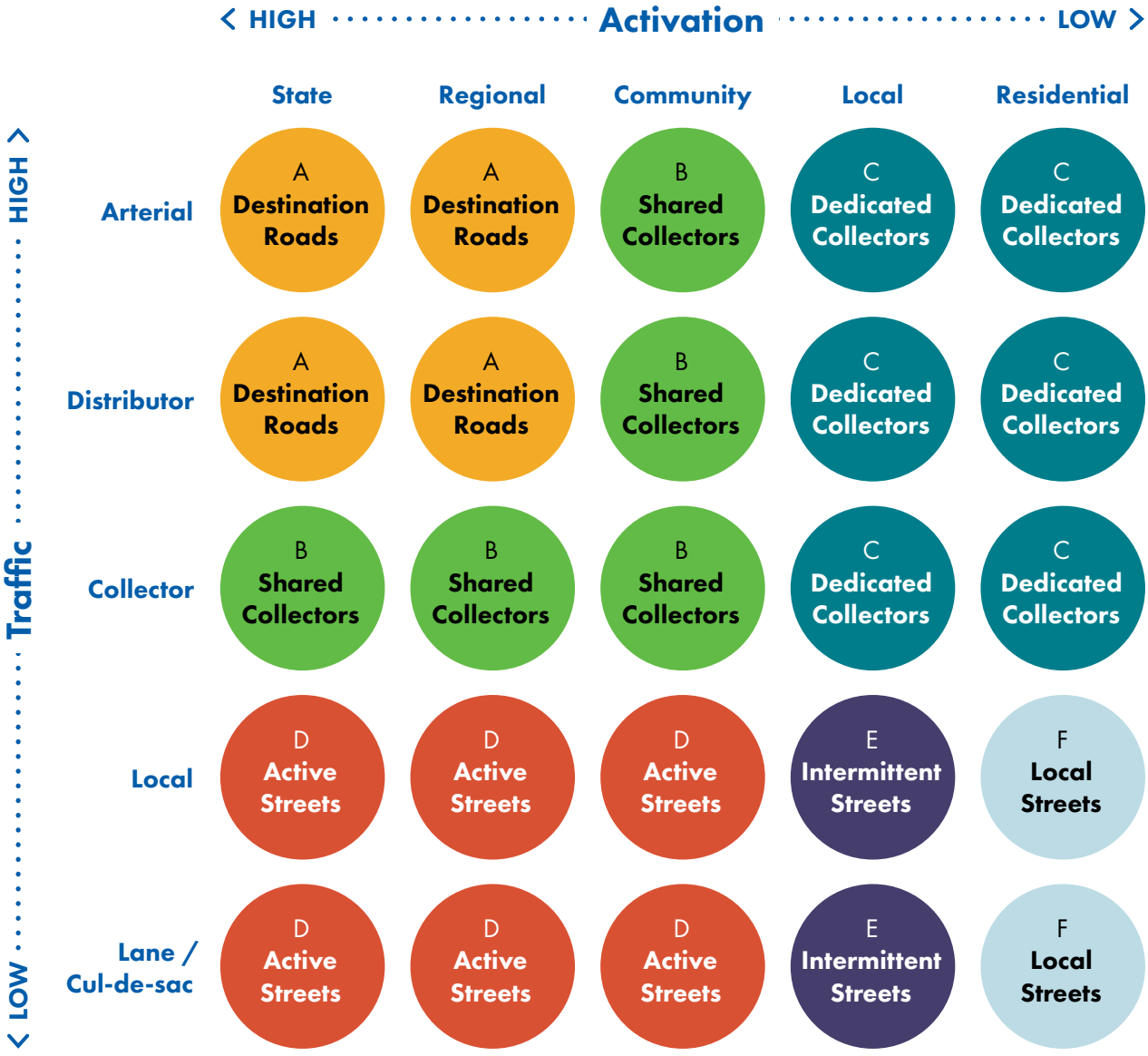


Figure 2: Movement and Transport Classifications

A **Destination Roads**

Destinations roads are our highest activated places with equally high demand for movement. These places are the vibrant city hubs where we must manage the high traffic volumes while accommodating the high pedestrian numbers.

B **Shared Collectors**

These areas are either highly activated places with high demand for pedestrian activities and connections to the primary transport networks or balancing the primary transport network with access to services including retail, recreational and education.

C **Dedicated Collectors**

These are our movement corridors, providing safe, reliable and efficient movement of people and goods between regions and strategic centres.

D **Active Streets**

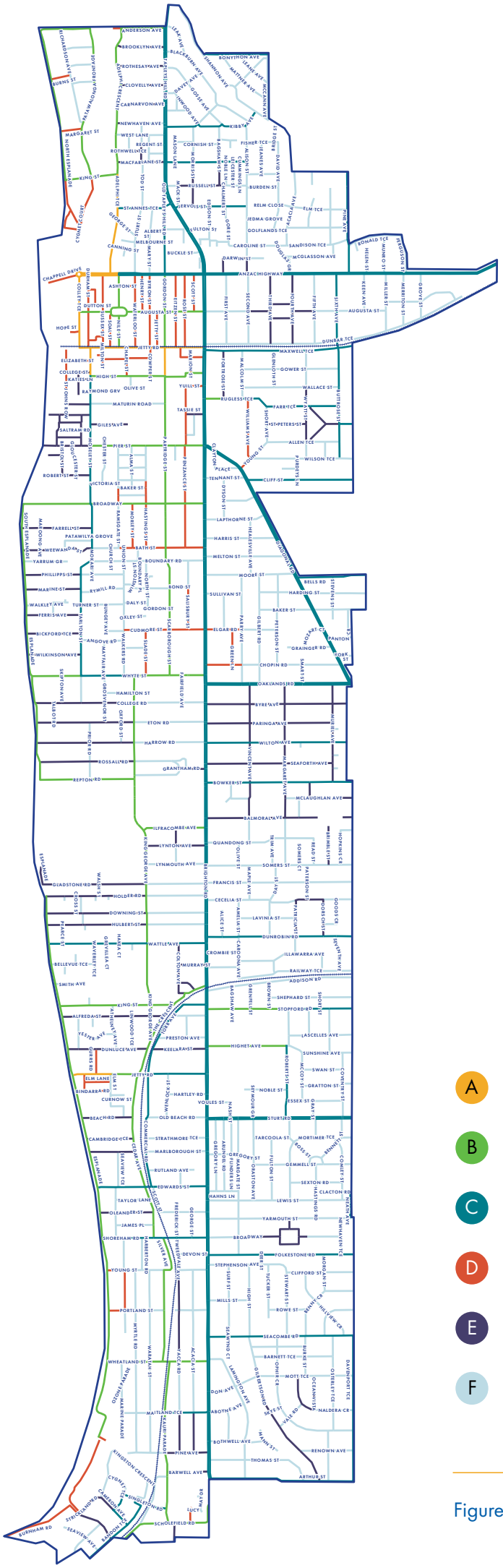
These are streets with high demand for pedestrian activities and lower levels of motor vehicle movement.

E **Intermittent Streets**

The function of intermittent streets changes at different times of the day, usually with low level vehicle movements with intermittent activity demands. They typically surround schools or reserves.

F **Local Streets**

Local streets provide safe and desirable residential access for all ages and abilities. This category also includes access laneways.



A **Destination Roads**

B **Shared Collectors**

C **Dedicated Collectors**

D **Active Streets**

E **Intermittent Streets**

F **Local Streets**

Figure 3: Movement and Place Road Hierarchy

Functions	Destination Roads (A)	Shared Collectors (B)	Dedicated Collectors (C)	Active Streets (D)	Intermittent Streets (E)	Local Streets (F)
Single traffic lane (two-directional) maintained (on-street parking managed for one lane)				✓	✓	✓
Minimum two traffic lanes maintained (on street parking managed to maintain two lanes)	✓	✓	✓			
Prioritised bicycle lanes	✓	✓	✓			
Shared bicycle facilities (on-street cycling)	✓	✓		✓	✓	✓
Local Area Traffic Management Treatments (speed management)	✓	✓	✓	✓	✓	✓
Local Area Traffic Management Treatments (traffic displacement)				✓	✓	✓
Pedestrian facilities (protected/priority crossings)	✓	✓	✓	✓	✓	
Encourage public transport	✓	✓	✓			

Figure 4: Road Hierarchy Treatment Matrix

Yellow tick denotes school crossing

Figure 4 outlines how our roads function within the road hierarchy and the priorities for each movement and place category within our limited road space. These functions inform the treatments we apply to our roads including parking facilitation and restriction, local area traffic management devices, line marking, signage, and behavioural enforcement such as smart signage, inspections and speed cameras. Although the hierarchy provides us with this consistent approach, all treatments are reviewed on their merits considering local/unique factors such as available road space.

2 How We Travel Today

2.4 How We Use the Road Hierarchy

The movement and place approach recognises and supports the multiple roles and functions of our roads. The movement and place categories group roads to serve distinct roles and functions across the network, generating the road hierarchy.

The road hierarchy can be used as a practical tool to inform decision-making, safe design and treatments across all four transport focus areas.

Transport Planning

Transport planning ensures our roads are fit for purpose, that each plays its role within the network and is designed in line with the movement and transport principles.

The road hierarchy provides a framework for a well-planned and efficient transport network, moving from a street response to a network response when assessing a road. This ensures our neighbourhoods function at a local and network level.

Area/precinct reviews are driven from the road hierarchy, considering movement and place, to ensure our roads are safe, fit for purpose, provide suitable services for their function and integrate with the surrounding and greater network.

Walking and Cycling

The road hierarchy provides the foundation for a council-wide walking and cycling plan. From it, a cycling network will be developed that defines appropriate, safe and efficient routes for cycling to popular destinations.

Planning and infrastructure options will also be developed within the walking and cycling plan, to facilitate safe movements.



Parking

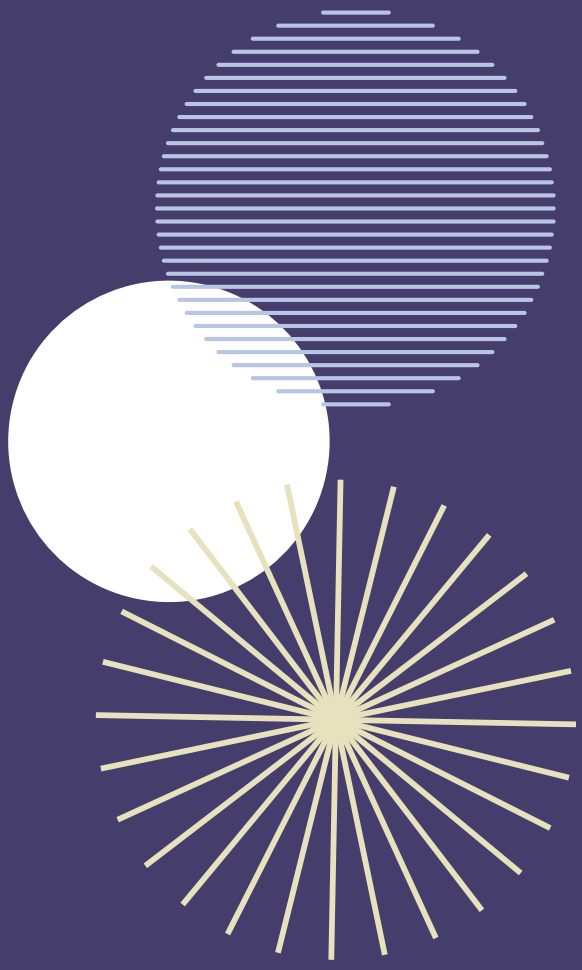
Both the road hierarchy and the dimensions of the road itself, inform the appropriate allocation of on-street parking with respect to movement and place to ensure equitable and consistent decision-making.

For safe and efficient road movement, compliance with the Australian Road Rules is required for on-street parking. The road hierarchy informs where regulatory treatments such as line marking and signage can be applied to manage on-street parking to ensure safe and efficient movement and that access to private property is maintained for the road corridor.

Alternate Transport Options

This focus area covers public, shared and micro-mobility transport. The road hierarchy provides guidance on the appropriate routes to use for each form of transportation to balance multiple forms of transport and demands within our limited space. This informs our levels of service to facilitate alternate forms of transport.

3 The Future of Travel





3.1 Future Demand

This section of the plan discusses external factors impacting our city and its transport network into the future. These range from the global impacts of climate change to forecasting our city's demographics. It is crucial to understand these demands when planning today's transport network so we can provide sustainable movement and transport options into the future.

The following table outlines how these demands impact transportation and how we have incorporated these factors into the plan via movement and transport principles (Sections 1.4) and actions (Section 4).

3 The Future of Travel

Demand	Current State	Future State
Climate change	Global temperatures have increased on average by 1.1 °C since the 1800s (United Nations, 2022). In 2019, Council recognised the world is in a state of climate emergency and there is an urgent need to act to avoid the most catastrophic impacts of climate change.	The consequences of these changes to the climate include increased risk, severity and prevalence of bushfire, extreme heat events, sea level rise, flooding and drought, and an increasing loss of biodiversity.
Population growth	Current population is 37,543 (2021). Increase in subdivisions: › one property into two › multi-unit dwellings › multi-storey accommodation	Plan to accommodate 43,000 people by 2036.
Visitor growth	1.1 million visitors. 600,000+ people attended local events.	Target return to visitation and expenditure to pre-COVID-19 levels of 1.4 million visitors and $265 million in tourism expenditure annually (2023).
Economic development	Number of businesses: 3,573 (ABS 2023). 9% increase from 2017 (3,271).	Projecting continued growth in businesses within the city.
Equity of access and inclusion	45% of the city's population requires support to participate in community life including, 6% with disabilities and 26% over 65 with restrictive long-term health conditions.	The development of the *Disability Access and Inclusion Plan* represents our commitment to help ensure social inclusion and access for all our residents and visitors into the future.

Table 4: Future Demand

Impact to City of Holdfast Bay	Impact to Transport	Principle/Action	
The impacts of a changing climate are already affecting our city. It is essential Council acts in the best interests of the community to prepare for, adapt to and mitigate the effects of climate change, and work to reduce our impact on climate change.	Road transport represents 30% of the city's community emissions. The community is moving towards electric vehicles, active transport and alternate transport options. Localised heat island effects discourage active transport.	Principles: › *Active and sustainable*	Action: › *Walking and Cycling Plan*
Increased demand and utilisation of our transport network, resulting in increased congestion and increased demand on resources, including public spaces.	Increased number of vehicles increases demand for parking and traffic control. Increased demand for active transport, public transport and alternate transport.	Principles: › *Safe and Accessible* › *Integrated Network*	Actions: › *Parking Policy* › *Walking and Cycling Plan* › *Safe Schools Program* › *40km/h speed limits* › *Brighton Road corridor*
Increased demand and utilisation of our tourism precincts. Higher peaks during summer and events.	Increased demand for parking in tourism areas. Increased demand for safer and accessible pedestrian movements.	Principles: › *Safe and Accessible* › *Integrated Network* › *Productivity and Business*	Actions: › *Parking Policy*
Increased demand and utilisation of our economic precincts. Increase in quantity and size of events. Increase in short-term accommodation across the city. More businesses opening in traditionally residential areas.	Increased demand for parking in commercial areas unless there is a change in transport model or economic area design. Increased demand for loading and goods delivery at commercial premises.	Principles: › *Productivity and Business*	Actions: › *Parking Policy*
Increased demand to support inclusive access to existing and new services.	Requirements to meet standards. Facilities and services need to be universally accessible by design.	Principles: › *Safe and Accessible*	Actions: › *Walking and Cycling Plan* › *Road network safety plan* › *Public transport service improvements*

3 The Future of Travel

3.2 Transport Trends

Tracking how transport systems evolve is essential to ensure the network can respond to changing demands and use. These trends are to be considered for long-term integrated transport planning.

Walkability (less than 1km)

Large parts of our city are suitable for walking with predominantly flat terrain, a good network of bus, tram and train stops, and shopping centres and outdoor activity areas at various locations. Incidental exercise is a core ingredient to aging well, which enables people to age in place.

There are a few smaller areas that are less well connected and may be beyond 400–800m walking distance from transit, public open space or 1km from a primary school.

Cycling (less than 3km)

Cycling has become more prevalent in recent years as different types of bicycles have become available to suit a broader range of abilities and purposes.

Cyclist safety is one of the primary issues that must be addressed to improve cyclability within our city. Improved cyclability also includes integrating bikes with public transport and ensuring there is adequate bicycle parking and other facilities at destination points.

Electric Vehicles (EVs)

Supporting the adoption of EVs by facilitating the installation of EV charging stations as part of the city's *Environment Strategy 2020–2025*, is one way we encourage a transition to zero emissions.

Shared Transport

Shared transport refers to vehicles where many people use the asset, none of whom necessarily own the asset. Examples include public and community transport, ride-share services (Uber), taxis, pedicabs, car-share options such as FlexiCar or micro-mobility (shared bicycles, e-scooters).

Mobility hubs are being created in Europe and North America to co-locate and connect different travel options, providing an alternative to private car ownership.

Personal Mobility Devices (PMDs)

PMD's or Micro-Mobility Vehicles are lightweight, non-motorised vehicles such as bicycles, scooters and skateboards, as well as light EVs like gophers, golf carts, e-bikes, and e-scooters. PMD's can make short trips quick and easy; some can also improve access for people with mobility impairments.



Mobility as a Service

Mobility as a Service (MaaS) refers to the integration of various forms of transport services into a single mobility service accessible on demand. MaaS offers a variety of mobility options through online service platforms (an app) integrating services, information, payment and ticketing.

Autonomous Vehicles

Autonomous vehicles are an example of an emerging technology that has the potential to transform transport, with many successful global trials underway. If implementation is well designed, autonomous EVs could ease congestion, improve travel efficiency and safety, and improve access for people who cannot drive themselves.

4 Actions

To realise the outcomes for each focus area, short to medium-term actions have been defined.

Each action has been strategically aligned to both the road hierarchy and movement and transport principles, to ensure we move towards our transport vision.



4.1 Transport Planning

Integrated transport planning of our land use will improve the vibrancy of our neighbourhoods through movement options including walking, cycling, public transport and shared services.

Transport planning is essential to ensure roads are fit for purpose at both a local and network level. Improvements may include:

- Increasing active travel by prioritising pedestrians and cycling
- Targeted road safety improvements including Local Area Traffic Management
- Lowering speed limits
- Wayfinding and curating points of interest to encourage active transport
- Channelling vehicles to safe and efficient corridors via the road hierarchy
- Reclaiming streets for people to occupy
- Improving street amenities such as paths, seating, lighting, vegetation, shade and water
- Encouraging mixed-use development to localise goods and services
- Pedestrianising precincts.

Improvements will be guided by the road hierarchy, movement and transport principles, and relevant masterplanning.

While council has limited scope to control urban development, we continue to influence through advocacy, partnerships, and modelling sustainable development approaches on our own properties.

4 Actions



Local Area Traffic Management (LATM)

Local Area Traffic Management (LATM) is a planning and design process focused on improving safety within specific neighbourhoods or precincts. These are used to:

- Make our streets safer
- Reduce vehicle speeds
- Manage traffic flow
- Facilitate walking and cycling needs
- Reduce parking congestion.

LATMs consider the broader traffic network, providing solutions tailored for the local context, rather than addressing a single street in isolation, which may transfer traffic impacts to adjacent streets.

Community consultation is embedded in the LATM process to confirm understanding of local issues and seek feedback on recommendations. This enables the community to influence traffic outcomes within their local neighbourhoods. LATM outcomes may include:

- Speed limits
- Traffic management around schools
- Traffic infrastructure (speed humps, slow points, raised intersections, etc)
- Crossing infrastructure (crossing points, refuges)
- Cycling infrastructure on and off-road
- Parking control (timing, restrictions, paid parking).

Speed Limits

The default speed limit in Adelaide is 50 km/h. However, it is becoming a widely accepted approach to implement 40 km/h areas, particularly in residential suburbs and high-activity precincts, to improve safety for vulnerable road users, reduce crash severity, and promote calmer traffic environments.

A reduced speed limit has proven to reduce the likelihood of crashes and their severity by providing more reaction time for drivers and pedestrians alike, increasing safety for all street users and aligning to broader state strategies for public health and liveability.

Council-wide community engagement was undertaken in 2021–22 on the concept 40km/h area speed limits. From 434 participants, there was a marginal net support for a 40 km/h area speed limit in some form.

To implement a 40 km/h speed limit in an approved area, Council must define the specific parameters, implementation, costs, and anticipated benefits for state government approval.

Community consultation for the proposed area is required, after which Council must formally adopt the proposal and approve the necessary budget through the annual business plan. The State Government is the final authority for any speed limit changes.

Given the varied community feedback and safety improvement outcomes, the proposed action is to undertake community consultation specifically on a city-wide 40 km/h speed limit. This proposal would exclude all state government managed roads, which currently have a 60 km/h limit.

The consultation and approval process outlined above must be completed before any speed limit changes can be implemented.

Action	Outcome	Role	Priority
Develop and deliver a safe school's traffic management program.	Improved safety and accessibility at educational facilities while encouraging active transport.	Delivery	High
Undertake community consultation for a 40 km/h speed limit city-wide.	Improved safety for local streets. Implementation is subject to the outcomes of community consultation, council approval, and state government approval. Funding for a potential city-wide speed limit initiative will be considered as part of Council's annual business plan and budget process.	Delivery	High
Partner with state government on Brighton Road corridor improvements including traffic flow, walking and cycling, and placemaking.	Improved function of primary north-south corridor. Improved east-west connectivity. Improved amenity and place.	Partner	High
Deliver an annual program of local area traffic management (LATM) studies to improve local traffic networks.	LATM studies to be prioritised and funded through the Annual Business Plan (ABP). Recommended actions from LATM studies to be delivered through the ABP.	Delivery	High
Develop a road network safety plan.	Network-based risk analysis to provide information for infrastructure investment prioritisation to improve road safety outcomes.	Delivery	Low

Table 5: Transport Planning Actions

4 Actions

4.2 Walking and Cycling

Active transport, such as walking and cycling, is the healthiest and most sustainable mode of transport. Walking and cycling objectives include:

- Supporting a transition to active transport for short, local trips (of less than 1km for walking, and less than 3km for cycling)
- Improving safety through lighting, removing obstacles, creating safe crossing points, and considering how micro-mobility transport options can be used safely on footpaths
- Addressing safety needs of different types of cyclists, including leisure, sport, and commute
- Defining a network of priority cycle routes (north-south and east-west).

Action	Outcome	Role	Priority
Create a *Walking and Cycling Plan* (WCP) to identify and prioritise the walking and cycling network and project for delivery.	The WCP will provide a prioritised program of on-ground works to improve our city's walking and cycling network.	Delivery	High
Implement *Sturt River Linear Park Masterplan* – Pine Avenue to Tapleys Hill Road.	A highly important link that will provide numerous transport, recreation, and ecological benefits for the community.	Delivery	Medium
Investigate improvements to the Esplanade and coast path to improve function and safety for active travel.	Improved accessibility and safety along our coast.	Delivery	Medium

Table 6: Walking and Cycling Actions

4.3 Alternative Transport Options

While public transport such as buses, trams and trains are the responsibility of the state government, council plays an important role in advocating for improved services and consistency of access.

The tram service to Glenelg is well used by commuters and visitors. However, competing vehicle and pedestrian traffic, along with multiple intersections along Jetty Road, creates ongoing challenges. The *Jetty Road Glenelg Masterplan* explores potential options for their resolution.

With 2020 ABS data showing that approximately 80% of our city's workforce comes from adjacent council areas, we will investigate opportunities to broaden our community bus service and provide other transport options in partnership with nearby councils.

The future of transport is characterised by:

- A shift from ownership to user-ship
- A focus on mobility
- A transition from combustion engines to electric motors.

Mobility as a Service (MaaS) will drive the evolution of public and shared transport by coordinating a variety of transport options and services around the needs of the individual. We will work with state government agencies to improve public transport links with new transport modalities, such as Personal Mobility Devices (PMDs).

Our community bus service will be reviewed periodically to explore potential integration with on-demand technologies.

Action	Outcome	Role	Priority
Advocate for improved public transport services, links, station comfort and amenity, and real-time transport information.	Improved public transport patronage.	Advocate / Ongoing	High
Improvements to rail synchronisation and optimisation (state government).	Improved traffic flow through Brighton Road.	Advocate	Medium
Develop a framework for new alternate transport technology.	Consistent approach to new transport initiatives.	Delivery	Low
Pursue opportunities to support MaaS trials.	Review opportunities for the feasibility of MaaS trials within the city.	Facilitate	Low

Table 9: Alternative Transport Options Actions

4 Actions

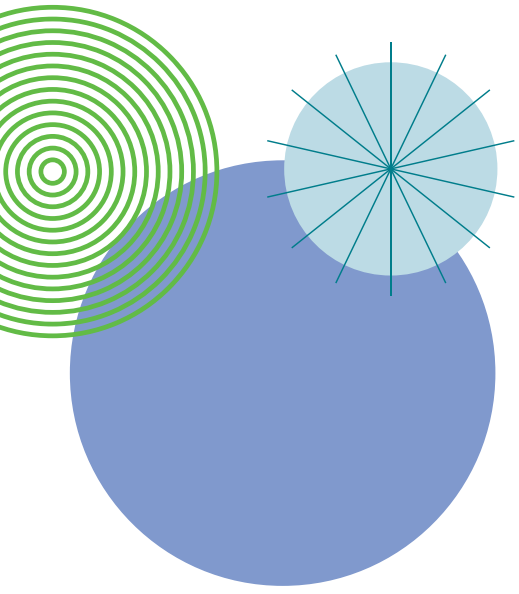
4.4 Parking

On-street parking is common within our city and is supported where it can be performed in accordance with the Australian Road Rules. In line with the movement and transport principles, preserving on-street parking will not take a higher priority than road safety measures, and on-street parking will be in accordance with the road hierarchy, to preserve traffic corridors where needed for effective transport.

The Road Hierarchy Treatment Matrix (Figure 4) outlines the transport functions for each of the six movement and place road hierarchy categories. The below table outlines the allocated on-street parking available in line with the Australian Road Rules, relative to the road dimensions for each of the transport functions.

	Single traffic lane (one-way)	Single traffic lane (two-directional)	Two traffic lanes	Two traffic lanes (with bike lanes)
No on-street parking	0–5.1m	0–6.0m	0–8.1m	7.5–9.6m
One side on-street parking	5.1–7.2m	6.0–7.2m	8.1–10.2m	9.6–13.2m
Two sides on-street parking	7.2m+	7.2m+	10.2m+	13.2m+

Table 7: On-Street Parking for Road Width



There must be a minimum of a 3.0m width lane next to a parked vehicle, median treatment or solid centreline. One-sided on-street parking can be facilitated through a dedicated street side, a controlled staggered arrangement, or an uncontrolled staggered arrangement for single traffic lanes.

Regulatory controls such as line marking and signage can be used to assign parking locations, limit parking to specific locations or times, or in exceptional circumstances – reinforce existing road rules. Regulatory controls are installed following the *DIT Pavement Marking Manual and Code of Technical Requirements*. The Australian Road Rules are the first measure of control, and where the road rules already provide adequate parking guidance, education is the preferred option before additional controls are added.

When implementing changes to regulatory controls, community consultation is undertaken to inform/educate or consult, to ensure the outcomes are appropriate and understood.

Development of a parking policy and procedure is the first action for this focus area, aiming to:

- Provide fair and equitable access
- Optimise the use of on-street parking to best meet the needs of users
- Ensure the management of on-street parking is clear, transparent and equitable.

The parking policy and procedure will provide further guidance for on-street and off-street parking, in line with the movement and transport principles and road hierarchy, as well as demand management strategies to ensure appropriate parking applications for the area including measures such as time limits, time restrictions and ticketed parking.

Action	Outcome	Role	Priority
Develop a council-wide parking policy and procedure.	Consistent approach to parking. Future actions will be driven by the policy and procedure.	Delivery	High
Communication and education to be delivered with changes to parking arrangements.	Informed residents and road users of Australian Road Rules.	Delivery / Ongoing	Low

Table 8: Parking Actions



CITY OF
HOLDFAST BAY

Brighton Civic Centre
24 Jetty Road
Brighton, SA 5048

Post
PO Box 19
Brighton, SA 5048

8229 9999
mail@holdfast.sa.gov.au

holdfast.sa.gov.au