City of Marion Transport Plan 2021-2026

CITY OF MARION

The City of Marion acknowledges we are situated on the traditional lands of the Kaurna people and recognise the Kaurna people as the traditional custodians of the land.

Contents

A connected city

By 2029 it will be easier and safer to move around our city which will have accessible services and plenty of walking and cycling paths. New technology and community facilities will better connect our community.

Mayor's Foreword

Welcome to the City of Marion Transport Plan 2021-2026

It is expected the City of Marion's population will reach 100,000 before 2030.

Thinking about our growing population and their changing needs, Marion Council has reviewed our transport network.

This plan outlines how we can help people reach key destinations such as libraries and neighbourhood centres, railway stations, tram stops and business precincts.

It takes account of infrastructure for pedestrians, cyclists and scooter users. We will plant trees to enhance the appearance of streets and provide shade. We can also install bike lockers, drinking fountains and phone charging stations.

Council is always ready to work with the State Government on transport issues, especially on major projects such as the proposed South Road tunnel. We can also advocate for better public transport.

Yours faithfully

Kris Hanna
Mayor, City of Marion

Introduction

The purpose of the City of Marion Transport Plan is to develop an overarching and consolidated approach towards the management of transport and its impact on the local community, businesses and the environment. The Plan outlines the Council's desired transport and movement outcomes for the city, and the strategies and actions to achieve these over the next five years.

The Plan's key priority is to create a safe and efficient transport network by improving conditions for all road users (particularly pedestrians, cyclists and those using public transport) while also exploring future transportation modes. It strives to achieve the right balance for accommodating these priority users, while also addressing the need for parking, car accessibility and movability.

The Transport Plan will contribute to the outcomes of the City of Marion's community vision, in particular the themes of a liveable, connected and a prosperous city.

City of Marion

The City of Marion is a metropolitan council area located south-west of Adelaide CBD. The Council is diverse across it's geography with an older area in the northern portion of the Council being generally developed as residential areas in the 1940s, the 50s & 60s, and the newer areas in the south being established from the 1970s onwards (and still occurring today).

Large sections of the older areas are experiencing significant growth in traffic through the combination of increasing urban consolidation through in-fill developments, large scale developments such as the Tonsley Innovation Precinct, and other major transport destinations such as the Marion Regional Centre and Edwardstown Industrial Precinct.

Also, the road network is witnessing an increase of competing demands such as the movement of people and goods, alternative modes and access to property, and on-street parking. With the high demand for vehicular traffic, and increased density emerging new transport options and increasing pressure to develop active travel options, these are presenting complex challenges to design and build.

NORTH

- Older suburbs
- Grid-pattern
- Flatter topography
- Set-back from coast
- Some mixed use development
- Less open space and reserves
- Few large street trees, some in reserves
- Integration of industry (South Road)

SOUTH

- Newer suburbs
- Curved layout with cul-de-sacs
- Hillier topography
- Adjacent to coast
- Views to coast
- Nearly all residential land use
- More open space reserves
- Few large street trees, some large copses in reserves
- Views

Destinations

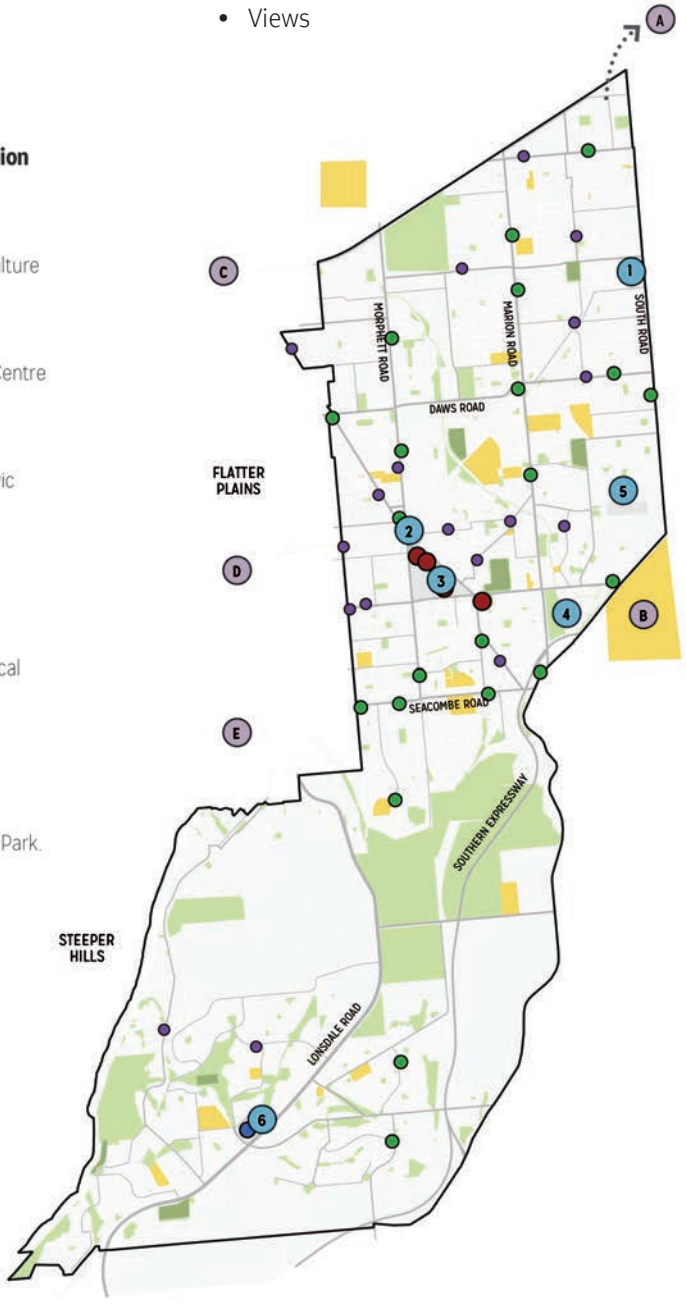
Key destinations within the City of Marion include:

1. Castle Plaza Shopping Centre
2. Marion Aquatic Centre and Marion Culture Centre (MCC);
3. Westfield Marion and Civic Centre;
4. Warriparinga Living Kaurna Cultural Centre and Wetland. Marion Holiday Park;
5. Tonsley Park Redevelopment;
6. Hallett Cove Shopping Centre and Civic Centre;

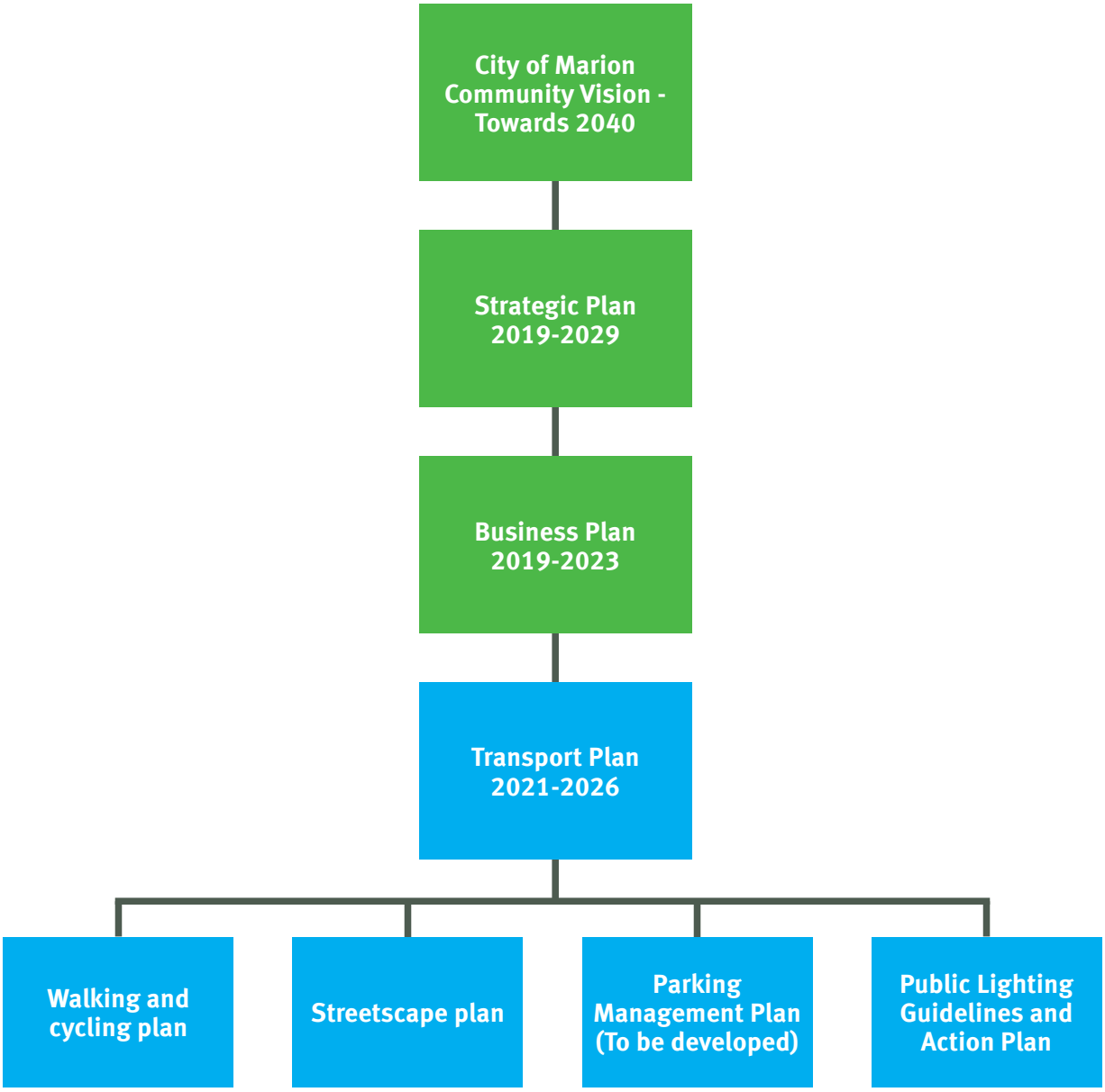
- Neighbourhood destinations;
- Local centres;

A. Adelaide CBD
B. Flinders University and Flinders Medical Centre;
C. Glenelg Beach + Jetty Road Shopping Precinct;
D. Brighton Beach and Jetty;
E. Seacliff Beach and Brighton Caravan Park.

- Major centres;
- Schools and child care facilities;
- Key reserves / open spaces;
- Key sport and recreation; and



Strategic Framework



To ensure the delivery of the Community Vision – Towards 2040 the City of Marion has a Strategic Management Framework in place. This is a suite of plans to provide a strategic direction and operational focus to achieve the goals and outcomes.

Other Corporate Strategies and Plans

- Carbon Neutral Plan
- Smart CoM Strategic Plan
- Transport Asset Management Plan
- Energy Efficency and Renewable Energy Plan
- Disability Access and Inclusion Plan

Guidelines

- Streetscape Guideline
- Road Hierarchy
- Footpath Hierachy (To be developed)
- Verge Development Guildelines

Related Policies

- Climate Change
- Environment Policy
- Streetscape
- Equality, Access & Social Inclusion

Services

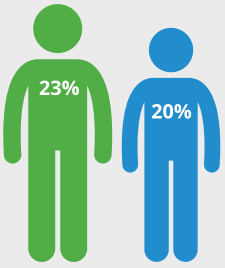
- Community Bus Service
- Volunteer Transport Service

The City of Marion Transport Plan sets the outcomes and actions for the next 5 years. It outlines a set of initiatives, aimed to be safe and efficient and achieve our Connected Community Vision.

City of Marion

Population

Projected growth
(2016 to 2036)



City of Marion
(from 86,618 to 106,338)

Greater Adelaide
(from 1,295,714 to 1,554,857)

Median age

39
City of Marion

40
Greater Adelaide

Older residents
(aged 65 and over)

17.3%
City of Marion

17.2%
Greater Adelaide

Key Stats

Council Area
55 km²

Road Length
480 km

Footpath Length
832 km

Shared Path Length
32 km

Schools
23

Open Spaces
291

32
Comunity Facilities
(Including Libraries, Neighbourhood Centres & Halls)

Train Stations
13

Tram Stations
8

Bus Stops
500

Households & Development

49%
of City of Marion households own 2 or more vehicles

15.6%
of households earn an income of $2,500 or more per week

Construction growth
on dwellings constructed between FY2016/17 and FY2018/19)

City of Marion
(from 757 to 850)

12%
increase

Employment

Local Businesses in the City of Marion
5,204

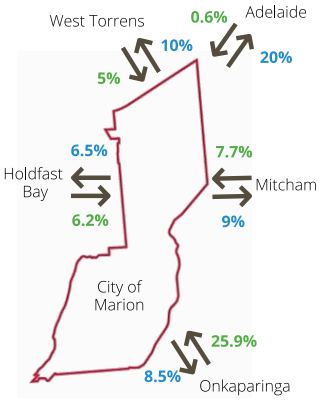
Local Jobs in the City of Marion
25,183

$3.6 Billion
The City of Marion's Gross Regional Product

Journey to work
(mode)

	(Public Transport)	(Car)	(Cycling)	(Walking)
City of Marion	10.9%	64.7%	0.9%	1.3%
Greater Adelaide	8.5%	64.7%	1.1%	2.1%

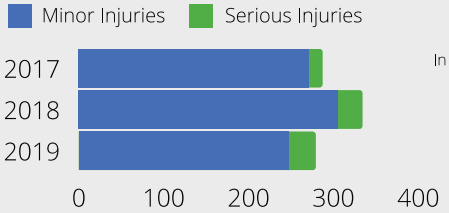
Journey to work
(Residents place of work / Workers place of residence)



Trends

Safety

40% Increase
In crashes involving pedestrians within the City of Marion from 2017 to 2019



6 Fatalities within the road network in City of Marion in the last 3 years

Future of Transport

45% Increase
In electric vehicle car sales in Adela between July 2019 to July 2020

3 EV Charging Stations in the City of Marion

Data sources: ABS Census 2016, Office of the Valuer-General and City of Marion Development Services Team

Principles for a Changing Transport System

Destination Centred

A transport system that supports the activation of destinations including community facilities, shops, schools, business precincts, transport hubs.

OAKLANDS CROSSING

Oaklands Train Station is an example of how the transport network supports a highly utilised destination. The accessible walking and cycling connections separated from the road network have provided a safer environment. This includes enhancing the area through trees and vegetation planting to make a cooler and more attractive place.

Image source: aspect-studios.com

The development of transport infrastructure to facilitate the movement of people and goods to destinations is a key factor in the success of a place to do business, visit and live. Key destinations need to be welcoming, efficient and safe to ensure the use of infrastructure and services provided.

Collaborating with the State Government (Public Transport, Education and Infrastructure departments), businesses and local community within Marion are crucial to ensure key destinations are designed 'fit for purpose' and utilised effectively. With a key focus for designing for pedestrians, cyclists and those using public transport while also considering emerging transportation modes and the need for parking and movability.

The key outcomes and actions that would deliver a destination centred transport system are:

Outcome 1	Public Transport areas as welcoming people places
Action 1.1	Plan and upgrade key movement links to 13 railway stations and 8 tram stops. Including reviewing parking demand and identifying 'Park and Ride' solutions
Action 1.2	Facilitate complementary land use and deliver high-quality design of public spaces (including greening) around railway stations to encourage connectivity with, and use of public transport
Action 1.3	Advocate for upgrades of stations/platform areas
Action 1.4	Identify and upgrade infrastructure around highly utilised bus stops (e.g. Seaview High School bus zone on Seacombe Road)
Action 1.5	Advocate for improved public transport and/or park and ride facilities throughout the City of Marion at underserviced locations (e.g. Laffers Triangle from the south to Flinders/Tonsley/ Westfield Precinct and onwards to CBD by public transport)
Outcome 2	Attractive & Accessible Business Districts
Action 2.1	Review and upgrade the Transport Network within the Edwardstown Industrial precinct
Outcome 3	Schools and other Community Facilities that encourage active travel
Action 3.1	Work with Schools & DIT to identify opportunities for improvements in local streets near schools (e.g. car parking, drop off/pick up, wide footpaths)
Action 3.2	Install amenities that support the destination zones (e.g. bike lockers, drinking fountains, device charging locations, etc.)
Note some actions listed above will require community consultation before adopting/endorsing	

Integrated and Effective

A transport system that integrates and improves the attraction of different modes of transport to support seamless travel linking people with destinations.

RAILWAY TERRACE, EDWARDSTOWN

Railway Terrace streetscape is an example of how a road can be redesigned to cater for multiple transport modes while also creating a safe and green environment. This includes bi-directional separated bike path, indented parking bays and footpaths.

The efficient movement of people and goods is critical to the function of our city. Economic growth and productivity are powered by efficient transport.

Promoting and encouraging 'First/Last mile' transport options such as walking, bikes, e-scooters, public transport and pooled ride-sharing services are key to an effective transport system. Fifty percent of commuters in capital cities live within 10 km of their workplace (25-30% within 5 km), yet driving a car is still the primary option. Prioritising alternatives to private cars will allow more room for amenities such as street furniture, wide paths and trees.

The key outcomes and actions that would create an integrated and effective transport system are:

Outcome 4	Encourage Alternative Transport Modes
Action 4.1	Implement the walking and cycling guidelines (including a cycle link as a continuation of Morphett Road to southern Marion)
Action 4.2	Support businesses to encourage ride-sharing or vehicle sharing partnership opportunities
Action 4.3	Explore E-Bike and/or E-Scooters services (e.g. Tonsley Precinct)
Action 4.4	Encourage public transport options (e.g. social media, website, etc.)
Outcome 5	Efficient Road Network
Action 5.1	Develop the Parking Management Plan
Action 5.2	Work with developers (where appropriate) to achieve the best possible outcomes to parking and accessibility
Action 5.3	Undertake an annual proactive monitoring program of Traffic Data of the local road network to ensure network is operating as designed
Outcome 6	Well Planned Transport Network
Action 6.1	Implement the Tonsley-Flinders Integrated Traffic and Parking Strategy
Action 6.2	Explore opportunities through State Government for major projects to implement facilities that can improve the transport network (e.g. East-West connections for the proposed North-South Corridor project)
Action 6.3	Advocate for opportunities through State Government to improve the transport network within the City of Marion (e.g. Majors Road, Diagonal Road Crossing, Warracowie Way & Tram Crossings)
Note some actions listed above will require community consultation before adopting/endorsing	

Sustainable and Safe

A transport system that supports a shift to sustainable modes of travel, water sensitive urban design, and prioritises safety through traffic management and safe crossings for all users regardless of ability.

STURT RIVER LINEAR PARK

The Sturt River Linear Park is a shared use trail that meanders along the Sturt River, past historic buildings, significant fauna and environmental sites, as well as important local features within the City of Marion. It provides a safe walking and cycling connection through the city which connects to local parks and wetlands.

Cities which support convenient, comfortable and safe transport have healthier populations and a more equitable society. Streets designed for people ultimately attract investment and promote economic growth.

The National Road Safety Strategy Action Plan has identified a priority action to reduce speed limits to 40km/h or lower in pedestrian and cyclist places. Road users who are not protected by a vehicle are extremely vulnerable in collisions. The risk of death or serious injury increases significantly over impact speeds of 30 km/h. The City of Marion area has seen an increase in car crashes involving pedestrians by 40% in 2017 to 2019 (2017 – 17, 2019 – 24).

The key outcomes that would create a sustainable and safe transport system are:

Outcome 7	Safe Transport Networks
Action 7.1	Deliver footpath widening in high priority locations across the footpath network
Action 7.2	Identify problem areas and create program for all crossings and kerb ramps to be DDA Compliant by 2030
Action 7.3	Minimise footpath obstructions and encroachments to free up more space for walking (e.g. reduce sign pollution and other obstructions)
Action 7.4	Apply for Black Spot grant funding where available
Action 7.5	Deliver and complete the DDA Bus stops and shelter compliance program by December 2022
Outcome 8	Fewer non-essential vehicles within the Council Area
Action 8.1	Identify gaps in public transport service levels and advocate for solutions to enable mobility in Marion
Note some actions listed above will require community consultation before adopting/endorsing	

Smart and Future Focused

A transport system that is adaptive and flexible, responding to technological change, evidence-based data, and emerging trends.

TONSLEY AUTOMOUS VEHICLE

South Australia is recognised as a national leader in future transportation systems and technologies with the State Government leading the nation in creating a legislative framework to support autonomous vehicle technology. Tonsley has been the testing grounds for the driverless vehicle that aims to assist in the development of a market- ready autonomous delivery vehicle.

Image source: tonsley.com.au

As our population increases, and transport, parking and movement challenges become more complex there are real opportunities for technology and data to provide innovative solutions for our communities changing needs. Our streets, public places and road network must be adapted to meet the travel demands of the future while ensuring we continue to put people first in an innovative, liveable, prosperous and connected Marion.

Smart Places are the neighbourhoods we live, work and learn in, parks and facilities we gather in and places we recreate in. They harness information, technology and infrastructure to support our community to flourish.

The key outcomes that would create a smart and future-focused transport system are:

Outcome 9	Utilising Technology to provide transport network benefit
Action 9.1	Explore Smart City technology to gather data to support decision-making relating to infrastructure and services, for apps to access real-time GPS multimodal travel choice/travel time/route and pickup decision making by users for wayfinding and real-time signage
Action 9.2	Install Smart Parking Sensors in key destination and problem areas where demand is appropriate
Action 9.3	Identify and install wayfinding and digital interactive screens at key locations within the city
Outcome 10	Support Zero-Emission Transport Initiatives
Action 10.1	Work with private suppliers to install electric vehicle charging stations throughout the city to support the growing use of electric modes of transport
Action 10.2	Transition Council's Fleet to a renewable energy fuel source in accordance with the Carbon Neutral Plan
Outcome 11	Sustainable Infrastructure
Action 11.1	Encourage the use of recycled materials for transport infrastructure to support a circular economy
Note some actions listed above will require community consultation before adopting/endorsing	

Amenity and Character

A transport system where streetscapes provide amenity through contributing to the character of neighbourhoods and business precincts.

COVE CIVIC CENTRE

The Cove Civic Centre is located on Ragamuffin Drive, Hallett Cove which is a shared urban space for pedestrians, cyclists and drivers. The site represents an example of how infrastructure and the environment can blend together to promote visibility and connectedness.

Attractive streets foster vibrant communities, contribute to robust economies and healthy environments, and reinforce walking and cycling and social activity. Well designed and used streets are important in defining 'Sense of Place' and local character.

The City of Marion's approach to streetscape design focuses on a balanced view embracing people, environment and place. Vehicle movements are no longer considered the only function of streets and understanding the multitude of functions, providing civic and community destinations, facilitating activity, enhancing local walking and cycling movement and contributing to the local environment.

The key outcomes that would create amenity and character within the transport system are:

Outcome 12	Attractive Streetscaping
Action 12.1	Delivery of the 15 year Streetscape program
Action 12.2	Install amenities that support the use of active transport modes where appropriate (e.g. bike lockers, drinking fountains, park benches, etc.)
Action 12.3	Identify and provide interactive infrastructure (e.g. education paths & games within paving) that promotes active travel
Outcome 13	Cooler Urban Environment
Action 13.1	Delivery of the 10 year Treescaping program
Action 13.2	Lower the urban heat within transport corridors through tree planting and green infrastructure
Action 13.3	Implement WSUD treatments along streets where appropriate
Note some actions listed above will require community consultation before adopting/endorsing	

Partners and Collaboration

A transport system that is developed based on collaborative partnerships with regional, state and national governments and the private and education sector.

WAY2GO PROGRAM

The new shared pathway connections to Woodend Primary School, Sheidow Park was managed by Marion and funded by the State Government and was completed in 2019 through the Way2Go Program. The joint initiative promotes and encourages students to actively travel to and from school all year round.

We are wise with more minds, through experience, sharing of resources, and funding. We value partnerships with government, businesses, community and researchers to collaboratively solve problems and identify opportunities.

Working in partnership with other road authorities, transport providers, businesses and other stakeholders is important to the operations of an efficient transport network. To achieve the actions and initiatives sought out in this plan for a future transport network requires the collaboration of multiple stakeholders.

The key to change and transition to a future transport network is to involve the community at every stage to promote the social, environmental and financial benefits for the community.

The key outcomes that would encourage partners and collaborations within the transport system and transport initiatives are:

The key outcomes that would create a smart and future-focused transport system are:

Outcome 14	Great Relationships
Action 14.1	Work with local schools to provide information to improve awareness of road safety and traffic laws

Grouped Action Plan

Principle	Outcome / Action		Funding	21/22	22/23	23/24	24/25	25/26
Destination Centred	1	Public Transport areas as welcoming people places						
	1.1	Plan and upgrade key movement links to 13 railway stations and 8 tram stops. Including reviewing parking demand and identifying 'Park and Ride' solutions	Sites to be individually selected, scoped and cost estimations reviewed	•	•	•	•	•
	1.2	Facilitate complementary land use and deliver high-quality design of public spaces (including greening) around railway stations to encourage connectivity with, and use of public transport	Sites to be individually selected, scoped and cost estimations reviewed	•	•	•	•	•
	1.3	Advocate for upgrades of stations/platform areas	Within existing resources	•	•	•	•	•
	1.4	Identify and upgrade infrastructure around highly utilised bus stops (e.g. Seaview High School bus zone on Seacombe Road)	Sites to be individually selected, scoped and cost estimations reviewed	•	•	•	•	•
	1.5	Advocate for improved public transport and/ or park and ride facilities at Laffers Triangle for under-serviced commuters from the south to Flinders/Tonsley/Westfield Precinct and onwards to CBD by public transport	Within existing resources		•	•		
	2	Attractive & Accessible Business Districts						
	2.1	Review and upgrade the Transport Network within the Edwardstown Industrial precinct	Within Existing Resources to review. Project to be scoped and cost estimations reviewed	•	•	•	•	•
	3	Schools and other Community Facilities that encourage active travel						
	3.1	Work with Schools & DIT to identify opportunities for improvements in local streets near schools (e.g. car parking, drop off/pick up, wide footpaths)	Sites to be individually selected, scoped and cost estimations reviewed	•	•	•	•	•
	3.2	Install amenities that support the destination zones (e.g. bike lockers, drinking fountains, device charging locations, etc.)	Future destination sites to be reviewed when upgrading for the opportunity to install amenities	Ongoing				

Principle	Outcome / Action		Funding	21/22	22/23	23/24	24/25	25/26
Integrated and Effective	4	Encourage Alternative Transport Modes						
	4.1	Implement the walking and cycling guidelines (including a cycle link as a continuation of Morphett Road to southern Marion)	Subject to project scope	•	•	•	•	•
	4.2	Work with businesses to encourage ride-sharing or vehicle sharing partnership opportunities	Within Existing Resources	•	•	•	•	•
	4.3	Encourage E-Bike and/or E-Scooters services (e.g. Tonsley Precinct)	Within Existing Resources	•	•	•	•	•
	4.4	Encourage public transport options (e.g. social media, website, etc.)	Within Existing Resources	•	•	•	•	•
	5	Efficient Road Network						
	5.1	Develop the Parking Management Plan	Within Existing Resources	•				
	5.2	Work with developers (where appropriate) to achieve the best possible outcomes to parking and accessibility		Ongoing				
	5.3	Undertake an annual monitoring program of traffic data of the road network to ensure network is operating as designed	$20,000 /year	•	•	•	•	•
	6	Well Planned Transport Network						
	6.1	Implement the Tonsley-Flinders Integrated Traffic and Parking Strategy	Subject to project scope	•	•	•	•	•
	6.2	Explore opportunities through State Government for major projects to implement facilities that can improve the transport network (e.g. East-West connections for the proposed North-South Corridor project)	Within Existing Resources	•	•	•	•	•

Principle	Outcome / Action		Funding	21/22	22/23	23/24	24/25	25/26
Sustainable and Safe	7	Safe Transport Networks						
	7.1	Deliver footpath widening in high priority locations across the footpath network	Within Existing Budget	•	•	•	•	•
	7.2	Identify problem areas and create program for all crossings and kerb ramps to be DDA Compliant by 2030	Within Existing Budget	•	•	•	•	•
	7.3	Minimise footpath obstructions and encroachments to free up more space for walking (e.g. reduce sign pollution and other obstructions)	Within Existing Budget	•	•	•	•	•
	7.4	Apply for Black Spot grant funding where available	Sites to be individually selected, scoped and cost estimations reviewed	•	•	•	•	•
	7.5	Deliver and complete the DDA Bus stops and shelter compliance program by December 2022	Within Existing Budget	•	•			
	8	Fewer non-essential vehicles within the Council Area						
	8.1	Identify gaps in public transport service levels and advocate for solutions to enable mobility in Marion	Within Existing Resources	•				

Principle	Outcome / Action		Funding	21/22	22/23	23/24	24/25	25/26
Smart and Future Focused	9	Utilising Technology to provide transport network benefit						
	9.1	Explore Smart City technology to gather data to support decision-making relating to infrastructure and services, for apps to access real-time GPS multimodal travel choice/travel time/route and pickup decision making by users for wayfinding and real-time signage	Within Existing Resources - Individual technologies will be identified and cost estimated at future upgrade projects	•	•	•	•	•
	9.2	Install Smart Parking Sensors in key destination and problem areas where demand is appropriate	Sites to be individually selected and reviewed for cost estimations	•	•	•	•	•
	9.3	Identify and install wayfinding and digital interactive screens at key locations within the city	Sites to be individually selected and reviewed for cost estimations	•	•	•	•	•
	10	Support Zero-Emission Transport Initiatives						
	10.1	Work with private suppliers to install electric vehicle charging stations throughout the city to support the growing use of electric modes of transport	Within Existing Resources	•	•	•	•	•
	10.2	Transition Council's Fleet to a renewable energy fuel source in accordance with the Carbon Neutral Plan	Within Existing Resources			•	•	•
	11	Sustainable Infrastructure						
	11.1	Encourage the use of recycled materials for transport infrastructure to support a circular economy	Within Existing Budgets	•	•	•	•	•

Principle	Outcome / Action		Funding	21/22	22/23	23/24	24/25	25/26
Amenity and Character	12	Attractive Streetscaping						
	12.1	Delivery of the 15 year Streetscape program	$2.2 million /year	•	•	•	•	•
	12.2	Install amenities that support the use of active transport modes where appropriate (e.g. bike lockers, drinking fountains, park benches, etc.)	Sites to be individually selected and reviewed for cost estimations	Ongoing				
	12.3	Identify and provide interactive infrastructure (e.g. education paths & games within paving) that promotes active travel	Sites to be individually selected and reviewed for cost estimations	•	•	•	•	•
	13	Cooler Urban Environment						
	13.1	Deliver the 10 year Treescaping program	$400,000 /year	•	•	•	•	•
	13.2	Lower the urban heat within transport corridors through tree planting and green infrastructure	Within Existing Resources	•	•	•	•	•
	13.3	Implement WSUD treatments along streets where appropriate	Sites to be individually selected, scoped and cost estimations reviewed	•	•	•	•	•
Partners and Collaboration	14	Great Relationships						
	14.1	Work with Local Schools to provide information to improve awareness of road safety and traffic laws	Within Existing Resources	•	•	•	•	•

City of Marion
Transport Plan
2021-2026

Designed by CoM Marketing and Communications 2022