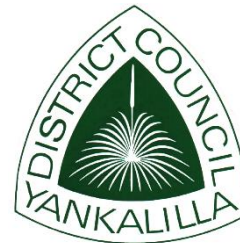
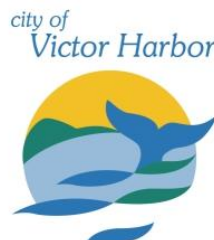


# 2030 Regional Transport Plan

Part A - Strategic Planning Review and Future Directions  
Final Report



Prepared by: Stantec Australia Pty Ltd for HDS Australia Pty Ltd on behalf of Southern & Hills Local Government Association

on 23/07/2021

Reference: 301401469

# 2030 Regional Transport Plan

## Part A - Strategic Planning Review and Future Directions Final Report

Client: HDS Australia Pty Ltd on behalf of Southern & Hills Local Government Association

on 23/07/2021

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Issue #: B

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# EXECUTIVE SUMMARY

## Regional Transport Overview

The key findings from the review of the policy documents from the State Government, local Councils in the Southern and Hills LGA Region and other stakeholders and the issues, challenges and opportunities from the discussions with the stakeholders are summarised as follows.

### Strategic Planning

The strategic policy review identified the following key challenges for the Region:

- Adelaide Hills and Mount Barker are part of Greater Adelaide with a focus on commuter and freight traffic on the South Eastern Freeway to metropolitan Adelaide.
- Fleurieu Peninsula is not well planned for in State Government plans and strategies.
- Kangaroo Island is a special challenge with access to the mainland critical for growth.

### Key Issues and Opportunities

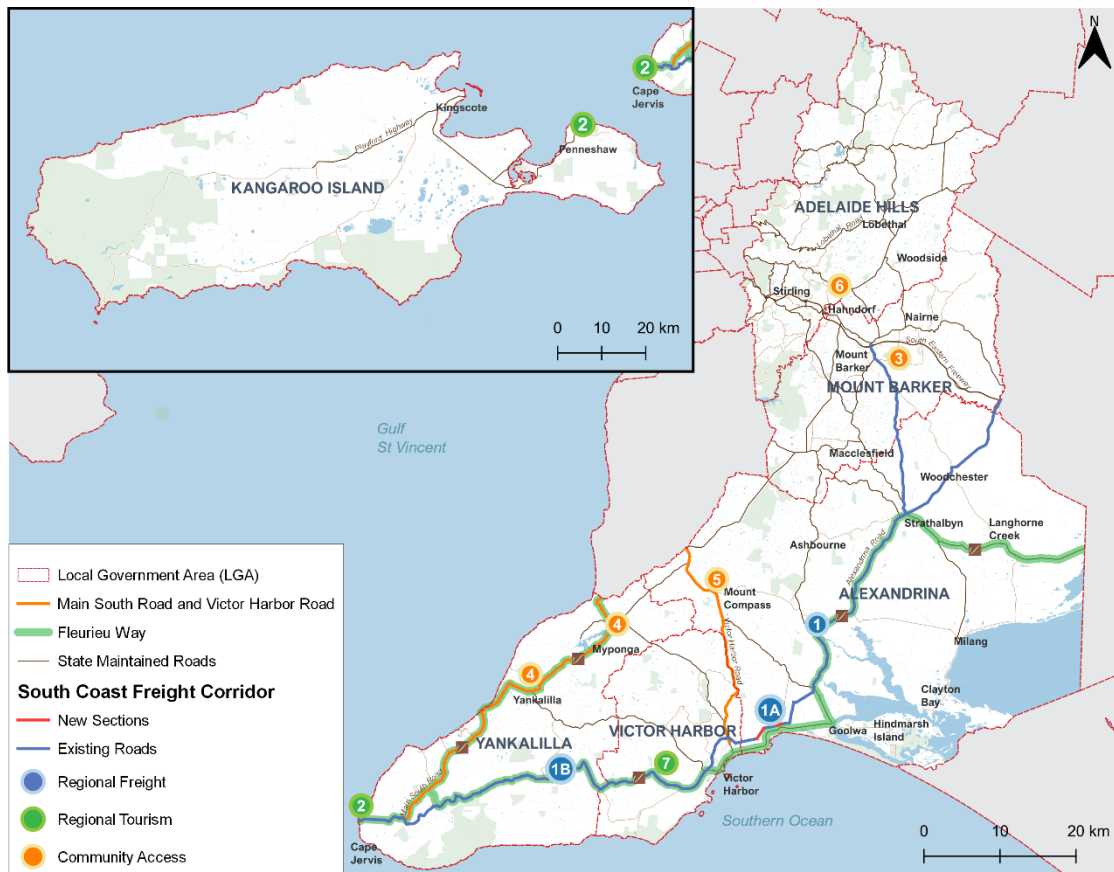
The key issues and opportunities affecting the demand for freight, tourism and community access are:

- Need for a higher quality, direct freight route between Cape Jervis and South Eastern Freeway via Victor Harbor, Strathalbyn and Callington.
- Freight movement capacity to Kangaroo Island via road and ferry with limitations to access the roads at Penneshaw and Cape Jervis.
- Incomplete southern bypass of Mount Barker to provide road access to developing suburbs and to allow for the provision of an improved bus and cycling network.
- Road safety on key routes including Cape Jervis to Adelaide via Yankalilla, Victor Harbor to Adelaide via Mount Compass and Victor Harbor to Mount Barker via Strathalbyn.
- Multiple brands for the regional tourist routes are confusing for visitors.
- Lack of data about freight demand and travel markets to conduct comprehensive transport planning and business case development for road network improvements.

# Future Directions for Transport in the Region

A list of proposed initiatives to improve freight, tourism and community access movements in the Region were developed after the review of the policies, transport demand and stakeholder discussions. These initiatives are shown in Figure E.1.

Figure E.1: Key Strategic Initiatives for the 2030 Regional Transport Plan



### Key Transport Initiatives

- 1** South Coast Freight Corridor between Cape Jervis and Callington as a strategic freight and tourism connection between Kangaroo Island and the South Eastern Freeway
- 1A** High priority for the Middleton bypass through Alexandrina Council to get support from Council and residents
- 1B** Designate Range Road for 26m B-Double trucks as part of the freight corridor
- 2** Improve the road access connections to the ferry termini for services to and from Kangaroo Island on the island at Penneshaw and Cape Jervis
- 3** Progressively plan and implement for the completion of the Heysen Boulevard to connect the southern suburbs of Mount Barker
- 4** Improve the safety of the Main South Road route through Yankalilla and Myponga as an important route between Adelaide and Cape Jervis
- 5** Improve the safety of Victor Harbor Road through Mount Compass between Willunga and Victor Harbor
- 6** Support the implementation of the Hahndorf road interchange project by DIT
- 7** Promote the Fleurieu Way as the key tourism route for the Fleurieu region with consistent and integrated branding
- 8** (Area-wide) Establish new sites for rest areas for trucks and tourists with information displays throughout the region

The key initiatives for freight, tourism and community access are provided under these sub-headings:

### Regional Freight Network Priority Projects

- South Coast Freight Corridor between Cape Jervis and Callington as a strategic freight and tourism connection between Kangaroo Island and the South Eastern Freeway.
- Consider as a secondary national freight corridor for Federal Government support and funding.

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- Plan as a high priority to build the Middleton bypass within Alexandrina Council with consultation for support from the Council and residents.
- Designate Range Road for 26m B-Double trucks as part of the freight corridor.
- Improve the road access connections to the ferry termini for services to and from Kangaroo Island on the island at Penneshaw and Cape Jervis.
- Develop the Kangaroo Island Freight Corridor from Gosse to Penneshaw, and to the ferry at Cape Jervis, as a secondary cross regional road to be gazetted for 26m B-Double trucks when the SeaLink ferry capability permits.
- Develop the Southern Vales Wine Freight Corridor as a secondary cross regional road to be gazetted as a 26m B-Double GML route from McLaren Vale to the South East Freeway at Mount Barker.
- Support the implementation of the Hahndorf township road interchange project and the related upgrades to roads and streets in Hahndorf and Mount Barker by the Department for Infrastructure and Transport (DIT) and the Mount Barker District Council.
- Improve the safety of the Main South Road route through Yankalilla and Myponga as an important route between Adelaide and Cape Jervis.
- Improve the safety of Victor Harbor Road through Mount Compass between Willunga and Victor Harbor.

### Regional Tourism Initiatives

- Promote the Fleurieu Way as the key tourism route for the Fleurieu region with consistent and integrated branding.
- Establish new rest area sites for trucks and tourists with information displays throughout the region, such as at Mount Compass, Yankalilla and between Strathalbyn and Victor Harbor.

### Community Access

- Progressively plan and implement for the completion of the Heysen Boulevard to connect the southern suburbs of Mount Barker.
- When the Middleton bypass road is connected as part of the South Coast Freight Corridor, redesignate Port Elliot Road (B37) between Waterport Road and Flagstaff Hill Road as a local collector road.

### Planning Requirements

The State Government is recommended to provide funds for a comprehensive freight and goods movements survey to collect existing travel demand and market data that would provide the basis for transport planning and business case development of improved freight networks.

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## Glossary of Abbreviations

ABS	Australian Bureau of Statistics, Australian Federal Government
DIT	Department for Infrastructure and Transport, South Australian Government
GML	Gross Mass Limits for freight routes
RWP	Roads Working Party, Committee for S&HLGA with representatives from Mount Barker District Council, Alexandrina Council, City of Victor Harbor, District Council of Yankalilla and Kangaroo Island Council
S&HLGA	Southern and Hills Local Government Association

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# 1. INTRODUCTION

## 1.1. Background

### 1.1.1. Regional Context

The Southern & Hills Local Government Association (S&HLGA) is a Regional Association of Councils under Part 4 of the Constitution of the Local Government Association of South Australia. S&HLGA was first formed in July 1969. It is now constituted as a Regional Subsidiary under Section 43 and Schedule 2 of the Local Government Act 1999, formed by Adelaide Hills Council, Alexandrina Council, Kangaroo Island Council, Mount Barker District Council, the City of Victor Harbor and the District Council of Yankalilla. Collectively, these six Councils have a population of 124,282 people (**Reference - S&HLGA**). Key statistics for each constituent Council, that are current as of 2018, are provided in Table 1.1.

Table 1.1: Key Statistics for the Six S&HLGA Constituent Councils

Council	Area (km <sup>2</sup> )	Coastline (km)	Roads (km)	Population (2018)	Total Operating Revenue	Number of Rateable Properties
Adelaide Hills Council	783	0	971	39,525	\$41,561,000	17,586
Alexandrina Council	1,812	25	1,361	26,541	\$44,320,000	18,849
Kangaroo Island Council	4,370	509	1,550	4,553	\$12,905,000	5,484
Mount Barker District Council	595	0	763	33,810	\$43,947,000	16,208
City of Victor Harbor	346	32	381	15,276	\$25,524,000	10,594
District Council of Yankalilla	750	86	513	4,577	\$14,174,000	5,521
<b>Total</b>	<b>8,656</b>	<b>652</b>	<b>5,539</b>	<b>124,282</b>	<b>\$182,431,000</b>	<b>74,242</b>

The number of electors and the State and Federal electoral districts and divisions respectively for the six constituent Councils are provided in Table 1.2.

Table 1.2: Electoral Information for the Six S&HLGA Constituent Councils

Council	Number of Electors (2018)	State Electoral District	Federal Electoral Division
Adelaide Hills Council	29,359	Bragg, Kavel, Heysen, Morialta, Waite	Mayo
Alexandrina Council	20,013	Finniss, Hammond, Heysen, Mawson	Mayo
Kangaroo Island Council	3,392	Mawson	Mayo
Mount Barker District Council	23,429	Hammond, Kavel	Mayo
City of Victor Harbor	12,004	Finniss	Mayo
District Council of Yankalilla	3,944	Finniss, Mawson	Mayo
<b>Total</b>	<b>92,141</b>		



In 2000, the S&HLGA formed a Roads Working Party (RWP), with membership comprising Managers or Directors from the Works / Technical Services areas within each constituent council, together with Regional Managers and transport strategy planners from the Department for Infrastructure and Transport (DIT). The initial task of the RWP was to prepare a regional transport plan within the context of state transport planning initiatives being developed around the same time.

The S&HLGA 2010 Transport Plan (**Reference 1**) was released in August 2001. This original plan examined the regional road network and its overall condition, including an examination of traffic volumes, major road safety concerns and public transport issues, plus rail, sea and air links. It undertook demand modelling covering key population centres, plus existing and expected future major freight movements for the wine, horticulture, livestock, grain and timber industries.

Four strategic transport goals were developed as part of the 2010 Transport Plan, namely:

- Goal 1 “Economic Development” – A transport system that supports the economic, industry and trade development of the S&HLGA.
- Goal 2 “Access” – An equitable and accessible transport network that allows for consistent and reliable travel.
- Goal 3 “Road Safety” – A safe transport network where the severity and risk of accidents are minimised.
- Goal 4 “Environment” – A transport network that minimises impacts on the environment and communities.

These goals remained relevant during development of the subsequent S&HLGA 2020 Transport Plan (**Reference 2**) and are still relevant today.

### 1.1.2. Overview of the Previous Project

The S&HLGA 2020 Transport Plan was initially issued in December 2011 with the 2015 Update (**Reference 3**) prepared in December 2016. In 2020, S&HLGA is conducting a review and update to the Regional Transport Plan with a focus on freight and people movement efficiency and safety and economic development in the region. The study area, referred to as the Region, includes the following Local Councils from north to south, as shown in Figure 1.1.

- Adelaide Hills Council
- Mount Barker District Council
- Alexandrina Council
- City of Victor Harbor
- District Council of Yankalilla
- Kangaroo Island Council

Figure 1.1: Study Area for the 2030 Regional Transport Plan



Changes to the freight and people movement in the Region since 2015 and new State Planning policies, such as the 20-Year Infrastructure Strategy released in June 2020 require a review of the S&HLGA 2020 Transport Plan. This strategic review and update to the Regional Transport Plan has a focus on freight and people movement based on future transport forecasts. Part B of the 2030 Regional Transport Plan contains a detailed update to the Regional Routes and Road Action Plans extending to 2030.

Major transport routes in the S&HLGA Region include:

- Route M1 on the South Eastern Freeway (Princes Highway)
- Route A13 on Victor Harbor Road between Willunga and Victor Harbor
- Route B23 on Playford Highway between Kingscote and Penneshaw on Kangaroo Island
- Route B23 on Main South Road between Cape Jervis and Seaford through Yankalilla
- Route B37 on Range Road west of Victor Harbor, Alexandrina Road between Strathalbyn and Goolwa, and Long Valley Road and Wellington Road between Strathalbyn and Mount Barker
- Inman Valley Road in Yankalilla and Port Elliot Road between Victor Harbor and Goolwa
- the ferry services between Cape Jervis and Penneshaw.

Bushfire recovery plans from the 2019/2020 bushfires in parts of the Adelaide Hills and on Kangaroo Island have identified significant damage to parts of the regional road network, including the tourism and freight routes. These routes may require special funding for major repairs. The State Government

with Regional Development Australia – Adelaide Hills, Fleurieu and Kangaroo Island and the local Councils have an emergency relief fund that may be allocated to these road repairs.

### 1.1.3. Scope and Approach

The purpose of developing the 2030 Regional Transport Plan is to update and review the strategic context sections of the previous Transport Plan, liaise with the Roads Working Party (RWP) and other relevant stakeholders and provide an update to Regional Routes and Road Action Plans, drawings, assessments and regional road funding priorities for 2021-22. The following tasks were undertaken in the preparation of this strategy policy review, transport demand analysis and identification of the future transport directions:

- Review of the relevant planning documents
- Conduct key stakeholder discussions about existing and future economic development and transport infrastructure plans
- Research the transport demand and movement patterns in the study area for freight, tourism and community access routes

## 1.2. Overview of State and Local Government Strategies

The relevant State-wide planning policies and the economic development strategies for each Council in the Region were reviewed with regards to transport. The strategic priorities that are relevant to freight, tourism and community access and transport movements were identified as:

- **Regional Freight** for primary industries that are located in the Region and goods to the Region to service the residents and businesses
- **Regional Tourism** for daily and short-stay visitors and for interstate and international visitors
- **Community Access** for commuter and local trips

A summary of the State Government strategic policies that are relevant to transport and economic development for freight, tourism and community access in the Region is provided in Table 1.3

**Table 1.3: Relevance to Transport in the Region from State Government Strategic Policies**

Document	Key Strategy/priority
South Australian Visitor Economy Sector Plan 2030, Tourism SA (Reference 4)	The SATC Tourism Plan has anticipated that regional tourism in South Australia could grow to \$5.1 billion by the year 2030.
20-Year State Infrastructure Strategy, Infrastructure SA, May 2020 (Reference 5)	The 20-Year State Infrastructure Strategy Plan has identified that a large part of the road network is in poor condition that could compromise safety. Road maintenance programs need to be more fully funded and safe-system principles should be incorporated to improve road safety.
South Australian Climate Change Action Plan, Department for Environment and Water, December 2020 (Reference 6)	This Action Plan is relevant for the Region with the emerging market for private electric vehicles to provide more electric charging stations in regional areas.

Document	Key Strategy/priority
<p><b>Climate Change Adaptation Plan, Resilient Hills and Coasts, Southern and Hills LGA, 2016 (Reference 7)</b></p>	<p>All six Councils in the Region contributed to and supported the policies in the plan prepared in 2016</p> <ul style="list-style-type: none"> <li>Provides a range of adaption options to address the impacts of climate change on the community, the built environment and government assets, including infrastructure for roads and ports</li> </ul> <p>The policies were developed well before the 2019-2020 bushfire disasters in the Adelaide Hills and on Kangaroo Island that had a significant effect on tourism, economic development and logging.</p> <p>The priority adaptation options related to transport are:</p> <ul style="list-style-type: none"> <li>Identify points of vulnerability in the road network by developing a roads database</li> <li>Design road infrastructure for increases in extreme events, such as bushfires, storms and floods</li> <li>Apply more frequent bitumen resealing and use of alternate road sealing surfaces to protect against stormwater damage</li> </ul>

Prior to 2020, the region typically attracted over 200,000 tourists each year. The region contributes to 32 per cent of the South Australian dairy cattle industry.

Key challenges for the Southern and Hills LGA in the Region are:

- Population growth in Mount Barker with commuters to Adelaide and with retirees moving to the coastal areas in Alexandrina, Victor Harbor and Yankalilla
- Limitations to the freight network capacity, in particular from Kangaroo Island
- Telecommunications and mobile telephone connections due to the topography
- Road safety issues with the heavily wooded tree roadside vegetation
- Risks to tourism and visitors with the impacts of the COVID-19 pandemic and the bushfires in the Adelaide Hills and Kangaroo Island

Currently, a significant portion of the State's road network is in substandard condition and has the potential to compromise the safety of road users. The condition of these roads also prevents the expansion of the Restricted Access Vehicle (RAV) network along strategic freight corridors. To facilitate the expansion of the RAV network and improve safety for road users across the state, road maintenance programs need to be fully funded and incorporate the safe-system principles. Expansion of the RAV network will require shoulder sealing, rest areas, overtaking points and road surface improvements to be undertaken and maintained.

The economic development strategies for each Council with the relevance to transport with regards to freight, tourism and community access in the Region are summarised in Table 1.4.

**Table 1.4: Economic Development Strategies by Council in the Region**

Council	Relevance to Transport in the Region
<b>Adelaide Hills Council</b>	<ul style="list-style-type: none"> <li>• Need for a B-Double or large transport vehicle route through the northern Adelaide Hills</li> <li>• Proposed freight route through northern Adelaide Hills via Lobethal to reduce number of trucks on South Eastern Freeway and Portrush Road</li> <li>• Tourism is a key driver for economic growth</li> <li>• Need for tourist route upgrades as new attractions and businesses develop</li> <li>• Bus/coach parking and public toilets in tourist areas, such as Birdwood, Crafrers and Stirling</li> <li>• Peak period traffic congestion and safety for commuters on the South Eastern Freeway</li> <li>• Need for higher frequency peak period bus services</li> <li>• Need for expanded park-and-ride facilities</li> <li>• Encourage a local taxi-style transport service</li> </ul>
<b>Mount Barker District Council</b>	<ul style="list-style-type: none"> <li>• Provide sufficient land for employment with effective access to freight networks</li> <li>• Increase tourism activity and the benefits by adding value with food and wine</li> <li>• Enhance and develop regional tourism product</li> <li>• Add value to existing industries in the agricultural sector and tourism and for export growth</li> <li>• Invest in improving road access to major industrial parks and business operators</li> </ul>
<b>Alexandrina Council</b>	<ul style="list-style-type: none"> <li>• Connectivity between townships within Alexandrina Council and to the major towns of Victor Harbor, Mount Barker and Murray Bridge</li> <li>• Accessibility to metropolitan Adelaide</li> <li>• Continued improvement to roads, particularly roads that cater for heavy vehicles.</li> <li>• Agriculture is a significant industry in Alexandrina with a need to ensure businesses can continue to transport their goods safely and efficiently</li> <li>• With limited public transport, most trips are by private vehicle</li> <li>• Improved bus services to improve connections between towns in Alexandrina and with the regional centres located beyond the municipality</li> <li>• Improved road signage, particularly to the key tourism assets in Alexandrina</li> </ul>
<b>City of Victor Harbor</b>	<ul style="list-style-type: none"> <li>• High reliance on tourism revenue with \$163M, followed by agriculture at \$37M and building and construction at \$25M in the 2015/2016 budget</li> <li>• Undertake a review of all major entrance corridors into Victor Harbor and identify short term amenity improvements</li> <li>• Develop a masterplan for the Adelaide Road entrance corridor</li> <li>• Research opportunities for Victor Harbor to be a cruise ship destination including a needs and opportunity assessment</li> <li>• \$31M provided by the State Government for the Granite Island Causeway and associated infrastructure that enables water-based activity (committed DIT project for 2021)</li> </ul>
<b>District Council of Yankalilla</b>	<ul style="list-style-type: none"> <li>• Improve access to the community centres of Yankalilla and Normanville via Main South Road</li> <li>• Freight and tourism require efficient road access to Cape Jervis for the ferry to Kangaroo Island</li> <li>• Need to enhance Myponga through streetscaping and become a tourism gateway</li> <li>• Poor standard of some roads is a constraint to the district's economic development for farmers transporting produce and safety issues for residents</li> <li>• Sections of road are needed for 26m B-Double access for the farming community</li> <li>• Main South Road through Normanville is identified as a 'blackspot' in need of upgrading with the Council providing land to support the intersection redesign</li> <li>• Yankalilla has a relatively low income and elderly population who would benefit with regular bus services to Seaford with trains to Adelaide and other destinations in the Region</li> </ul>
<b>Kangaroo Island Council</b>	<ul style="list-style-type: none"> <li>• Tourism with agriculture is key revenue generator for the economy on Kangaroo Island</li> <li>• Kangaroo Island produces local art for sale for visitors locally, interstate and overseas</li> <li>• Agriculture and primary industry is based on a wide variety of produce including potatoes, figs, Ligurian honey, canola, prime lambs and shellfish</li> <li>• The food and beverage industry is at the heart of the Kangaroo Island experience</li> </ul>

Council	Relevance to Transport in the Region
	<p><b>Economics for Local Residents and Businesses</b></p> <ul style="list-style-type: none"> <li>• Cost of housing and living for permanent residents and businesses on Kangaroo Island is significantly higher than on the mainland due to the transport and freight cost</li> <li>• Small business, shops and trades are essential for economic growth on Kangaroo Island</li> <li>•</li> </ul>

### 1.3. Vision, Objectives and Principles

#### 1.3.1. Vision Statement

Based on the strategic policies, a vision statement for the 2030 Regional Transport Plan was developed with discussions with the key Council stakeholders as supporting and promoting:

*Regional Economic Development for Freight, Tourism and Community Access with a Safe and Efficient Transport System*

#### 1.3.2. Objectives and Goals

The key objectives for the S&HLGA region are to provide a transport network that supports regional economic development, provides for efficient traffic, people and freight movements and delivers a safe road system throughout the region for local trips in the towns, between the towns within the region and for interregional and interstate travel. These three strategic objectives are shown in Figure 1.2.

Figure 1.2: Key Objectives for the 2030 Regional Transport Plan



## 2. REGIONAL POLICY REVIEW AND DEMAND ANALYSIS

### 2.1. Regional Freight

#### 2.1.1. Strategic Freight Transport Policy Review

An overview of planning documents related to freight transport movements, routes and demand in the Region is provided from the relevant agencies in Table 2.1.

Table 2.1: Relevant Freight Transport Policies and Projects

Report, Agency and Date	Relevance to Regional Freight Movements
<b>Moving Freight 2019, South Australia's Freight Transport Infrastructure, South Australian Freight Council, July 2019 (Reference 8)</b>	<ul style="list-style-type: none"> <li>• A safe and efficient freight transport network requires government and community acceptance</li> <li>• Infrastructure network planning is needed to provide long term confidence and certainty</li> <li>• The State's infrastructure assets, policies and regimes must facilitate a multi-modal balance</li> <li>• With lower budgets for regional road maintenance, an Accelerated Maintenance Regime is needed.</li> <li>• South Australia requires an urgent lift in maintenance spending on the economic corridors that provide crucial links for communities and their markets.</li> <li>• Lack of survey data and statistics about freight movements, demand and travel markets.</li> </ul>
<b>Integrated Transport and Land Use Plan, Department of Planning, Transport and Infrastructure, July 2015 (Reference 9)</b>	<p>The Integrated Transport and Land Use Plan (ITLUP, 2015) prepared by the former Department of Planning, Infrastructure and Transport was released in 2015. It is no longer State Government policy, but many of the initiatives for the Region have been actioned or are still relevant to be implemented.</p> <p>The proposed solutions for the Adelaide Hills and Fleurieu region were included as part of Greater Adelaide and projects for Kangaroo Island were provided separately.</p>
<b>Hahndorf Township Strategic Traffic Planning Study, Department for Infrastructure and Transport, 2021</b>	<p>The traffic study outcomes with three interchange options were released for public comment in April 2021. Further planning and investigations for the Hahndorf Township Improvements and Access Upgrade Project will continue in 2021 with the construction likely to begin in late 2023.</p> <p>Related to the DIT Hahndorf Township Traffic Study is the Hahndorf Main Street Revitalisation project by Mount Barker District Council. Council endorsed the masterplan in November 2020.</p>
<b>GlobeLink Scoping Study, KPMG and AECOM for the Department of Planning, Transport and Infrastructure, December 2019 (Reference 10)</b>	<p>The GlobeLink scoping study was prepared for the former Department of Planning, Transport and Infrastructure. In January 2020, the State Government abandoned all of the transport options, including the long-term road links that would have provided benefits for traffic congestion and safer freight movements on the South Eastern Freeway.</p> <p>The report includes statistics for freight demand to Adelaide for State-wide analysis that are not relevant for the S&amp;HLGA Region.</p>

## Existing Road Upgrade Projects in the Region

In 2020, the Department for Infrastructure and Transport (DIT) developed a forward program of works for road upgrade projects in the Region on the State-maintained roads that includes:

- Pavement and rehabilitation to sections
- Shoulder treatments
- Major upgrades with road widening and intersection design changes

## South Australia – 2020-21 Budget Projects

The following projects for major road network upgrades in the Region were included in the 2020-21 State Government budget with a Federal Government contribution of \$200M for the Hahndorf project:

- Hahndorf Township Improvements and Access Upgrade \$250M (\$200M Federal funding)
- Main South Road Duplication Stage 2 - Aldinga to Sellicks Beach \$170M
- South Eastern Freeway Safety Upgrade \$35M
- Victor Harbor Road Upgrade \$12M

## Timber Plantation Industry

A specially-designed port at Smith Bay was designed and planned to support the timber plantation industry with an environmental impact statement that was submitted for planning approvals in 2019. However, in June 2021, the State Government rejected the application for the 100% privately funded port for construction and operation.

## 2.1.2. Existing Freight Road Network in the Region

The existing freight road network in the region is shown in Figure 2.1 with the industrial sites including only one major regional industry and freight logistics and distribution centre in Mount Barker. The Adelaide Hills region is crossed east-west with the South Eastern Freeway which is the key freight route between Adelaide and Melbourne. With the high traffic volumes on the freeway, it has significant traffic congestion and road safety issues, in particular west of Mount Barker. The Mount Barker Industrial Area is the only major regional industrial and logistics centre in the entire Region.

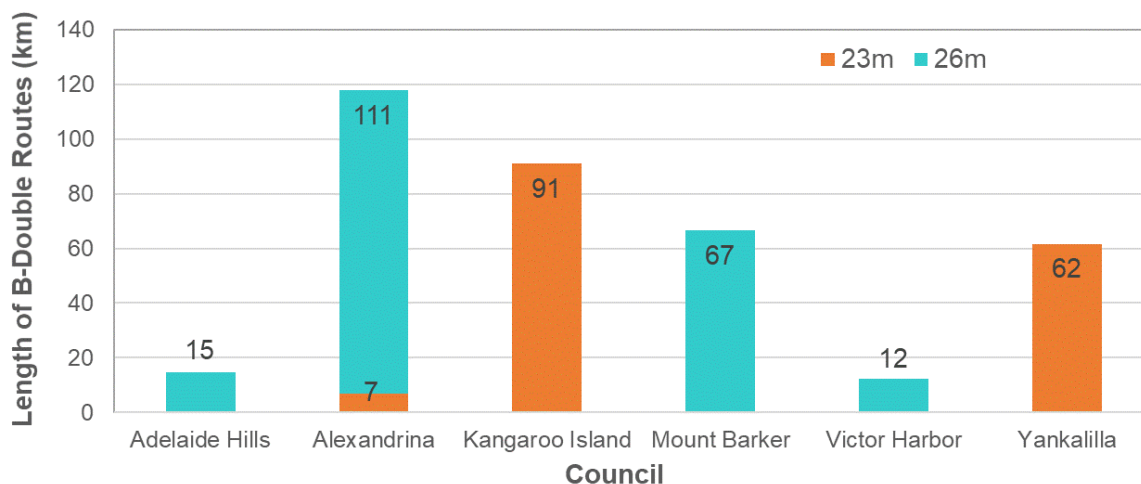


Figure 2.1: Existing Freight Road Network



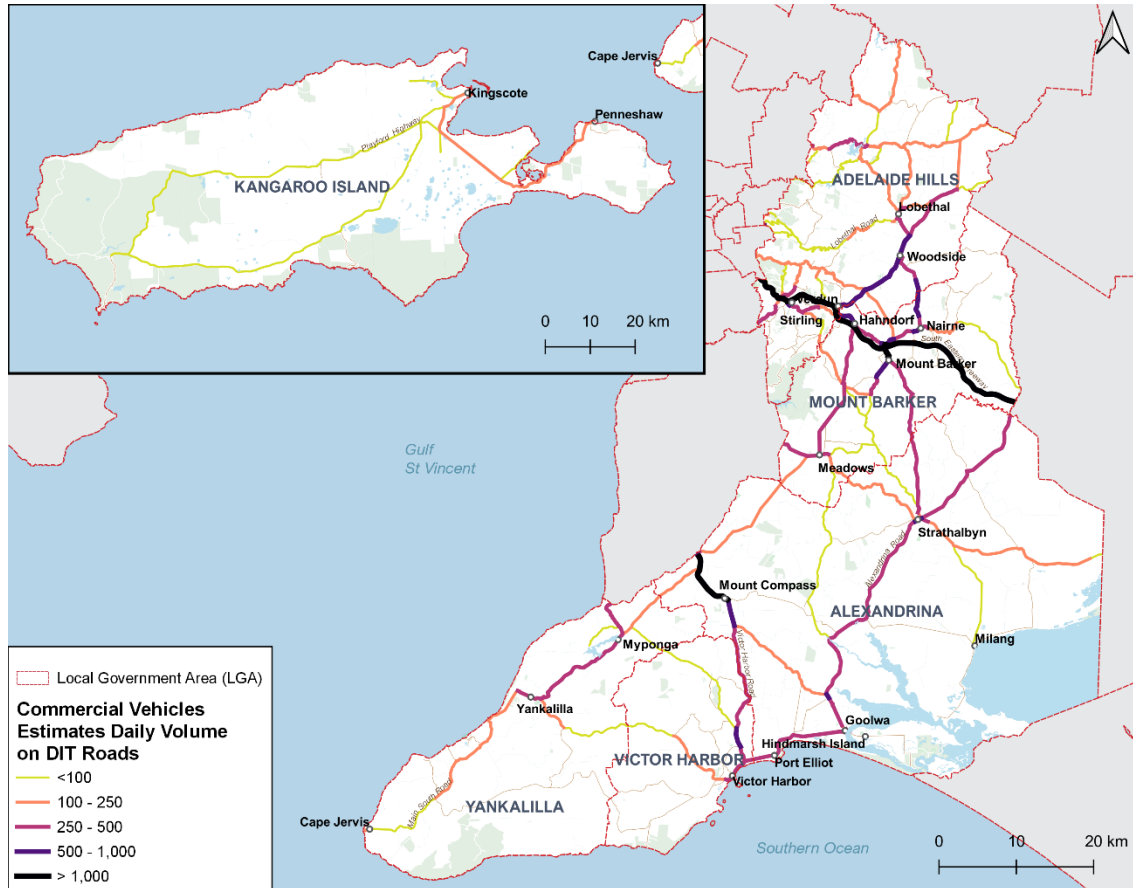
The total length of the General Mass Limits (GML) routes for 23m and 26m B-Double vehicle routes in the Region for each Council are calculated in Figure 2.2. Kangaroo Island and Alexandrina Councils have the greatest total length of 23m and 26m B-Double routes respectively. The City of Victor Harbor and Adelaide Hills Council have the least length of roads for B-Double vehicles.

Figure 2.2: Length of 23m and 26m B-Double Routes by Council in the Region



The daily volumes of commercial vehicles on the road network in the Region is shown in Figure 2.3.

Figure 2.3: Daily Volumes for Commercial Vehicles on the Road Network in the Region

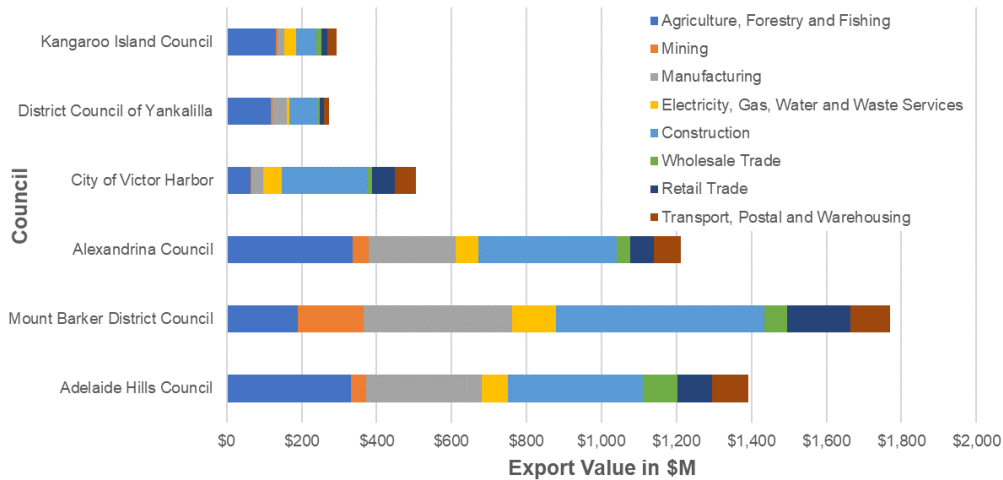


### 2.1.3. Regional Freight Demand

As of 2019, a total of 11,486 registered businesses were in the Region with agriculture, forestry and fishing, and the construction sector contributing to over 37 per cent of all businesses in the Region.

The export values by industry type and Council are shown in Figure 2.4. The Adelaide Hills, Alexandrina and Kangaroo Island Councils have the highest demand for agriculture, forestry and fishing activity with \$197M, \$230M and \$109M respectively that would likely generate large vehicle freight movements, albeit with low volumes of trucks from the Region. The Councils of Adelaide Hills, Alexandrina and Mount Barker have the highest demand for manufacturing activity with \$204M, \$171M and \$264M respectively that would likely generate a larger number of small to medium-sized trucks for freight movements from the Region.

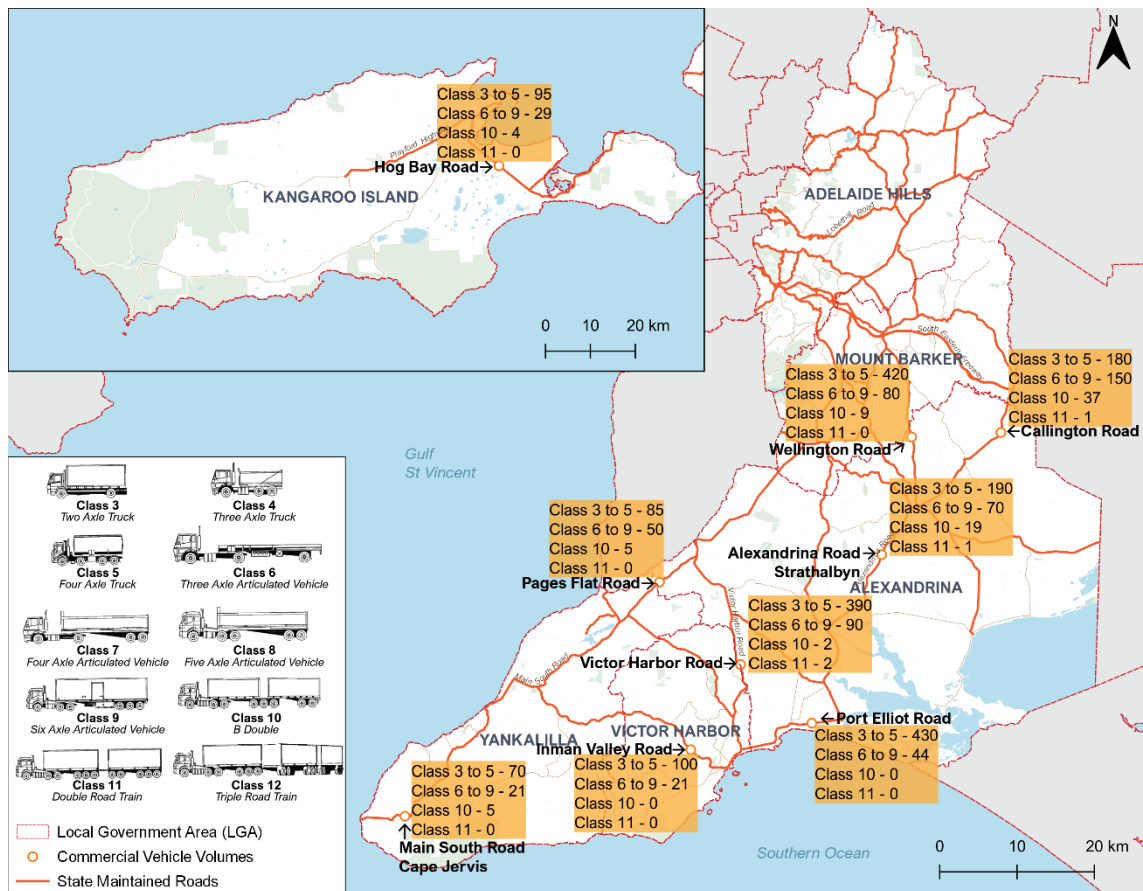
Figure 2.4: Export Values by Industry Sector and Council in the Region



Source: id Economic Profiles based data by Australian Bureau of Statistics (ABS) in 2019

The daily number of commercial vehicles by vehicle class at key locations on State Government roads in the Region are shown in Figure 2.5. Only 26 heavy vehicles per day were in the classified counts on the road leading to Cape Jervis and 55 heavy vehicles per day on Main South Road north of Myponga. The B-Double routes in Mount Barker have the largest daily volume of heavy vehicles in the Region.

Figure 2.5: Commercial Vehicles at Key Locations in the Freight Road Network in the Region



Source: Classified vehicle volumes, Department for Infrastructure and Transport, 2016 to 2019

## 2.2. Regional Tourism

### 2.2.1. Regional Tourism Strategies

The three tourism regions in the S&HLGA Region are:

- Adelaide Hills Tourism Region which includes the Adelaide Hills Council and Mount Barker District Council.
- Fleurieu Peninsula Tourism Region which comprises all of Alexandrina Council, the City of Victor Harbor, District Council of Yankalilla and the southern part of the City of Onkaparinga.
- Kangaroo Island with the Kangaroo Island Council.

The South Australian State Tourism strategy for 2030 is summarised in Table 2.2 with key points relevant to tourism movements and routes in the Region.

**Table 2.2: Transport-related Items in the State Tourism Visitor Sector Plan 2030**

#### Relevance to Tourism Movements and Routes in the Region

Roads play an important role in enabling the dispersal of visitors safely to all corners of the State. At present, 74 per cent of the State's road network is rated at one or two stars out of five, significantly below the national target of 80% above three stars. Improving the self-drive visitor experience and safety is required via:

- sealing specific routes and upgrading some unsealed roads to broaden regional appeal for new visitor markets
- road widening, shoulder sealing, passing lanes and fixing bottlenecks on popular regional routes, and
- road-related infrastructure, including new or enhanced parking bays and pull-out areas.

Targeted investment in South Australian touring routes is needed, particularly for the Epicurean Way, Southern Ocean Drive and the Mighty Murray Way, to facilitate trip planning, encourage visitation and build engagement with wine regions.

Updating, repairing and extending visitor-related signage is also a priority across all regions, particularly on major touring routes, and should comprise:

- directional signage
- signage welcoming visitors to a region or town
- interpretive and information signage for regional points of interest

Water-related infrastructure, such as jetties, wharves, boat ramps and navigation aids, are critical assets that activate tourism experiences. Ongoing maintenance and upgrades can be a challenge for local communities and Councils.

The visitor experience at both Penneshaw and Cape Jervis for tourists accessing Kangaroo Island is limited, and some of the marine infrastructure in poor condition. This is unlikely to meet the expectations of high-value tourists.

Key initiatives in the State tourism plan that are related to transport for visitors are:

- Improve signage along tourist routes (on and off road) and to particular points of tourism interest including for cyclists and walkers.
- Improve roadside rest areas to provide greater amenity and cater for larger tourist vehicles to support safer driver behaviour.
- Upgrade existing and provide additional walking and cycling facilities to support active tourism and connect tourist attractions in our cities and towns.
- Improve the information available on regional bus services.
- Maintain and improve the outback road network.
- Sustain regional air access and secure new air charter opportunities.
- Develop more cruise ship opportunities.
- Attract more international air services to Adelaide.
- Continued investment in passenger facilities and amenity improvements at ports called on by cruise ships.

2.2.2. Existing Tourism Routes in the Region

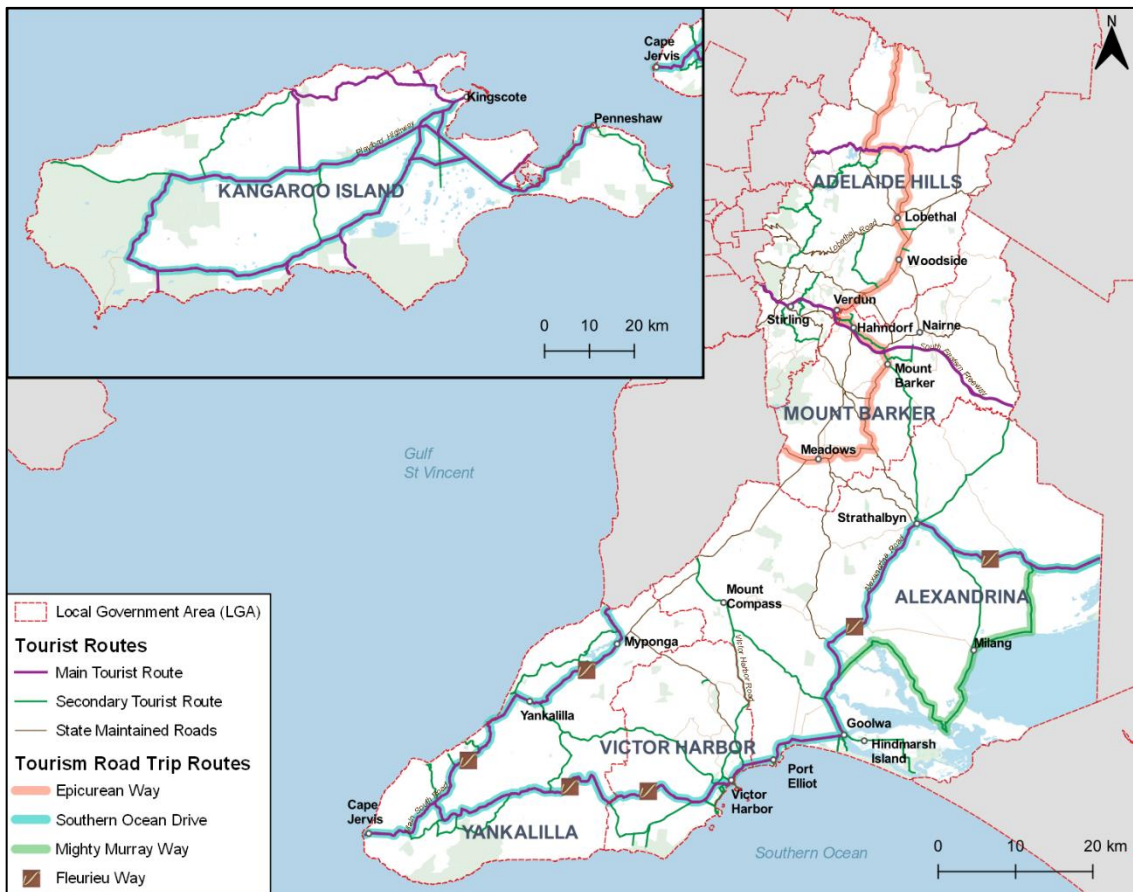
Four tourism drives or road trips are branded with visitor information maps and signage along the routes with the brand colours and logos shown in Figure 2.6.

Figure 2.6: Branded Tourism Drives in the Region



The existing tourism routes in the region that includes the four branded drives and 11 other tourist drives for shorter local trips that overlap the branded routes are shown in Figure 2.7.

Figure 2.7: Existing Tourism Routes in the Region



2.2.3. Regional Tourism Demand

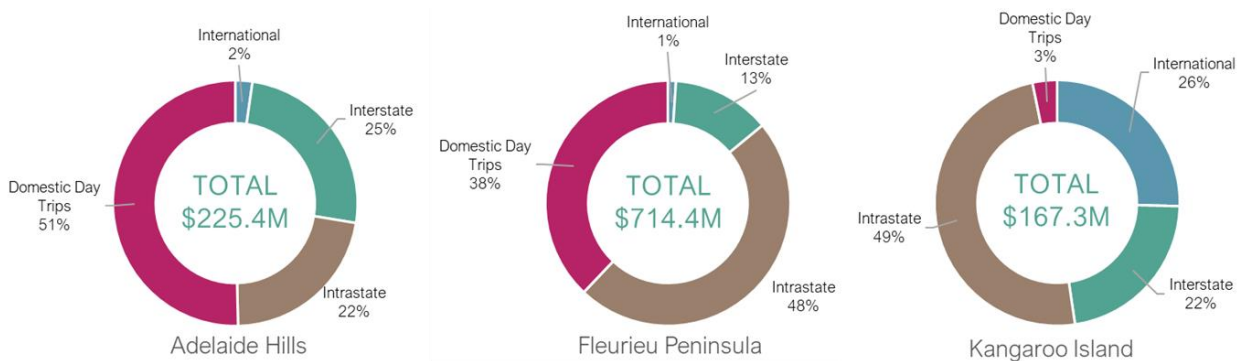
The tourism attractions in the region are shown in Figure 2.8 with a wide range of activities for day trips and longer stay visitors in the six Council areas. Each Council has a local tourism plan tailored to their area with visitor information centres and flyers that supplement the Tourism SA brochures and maps.

Figure 2.8: Regional Tourism Attractions



The total value of tourism goods and services consumed by visitors by visit types for the three tourism regions for 2018-2019 are shown in Figure 2.9.

Figure 2.9: Tourism Consumption by Visitor Type for the Three Tourism Regions (2018-2019)



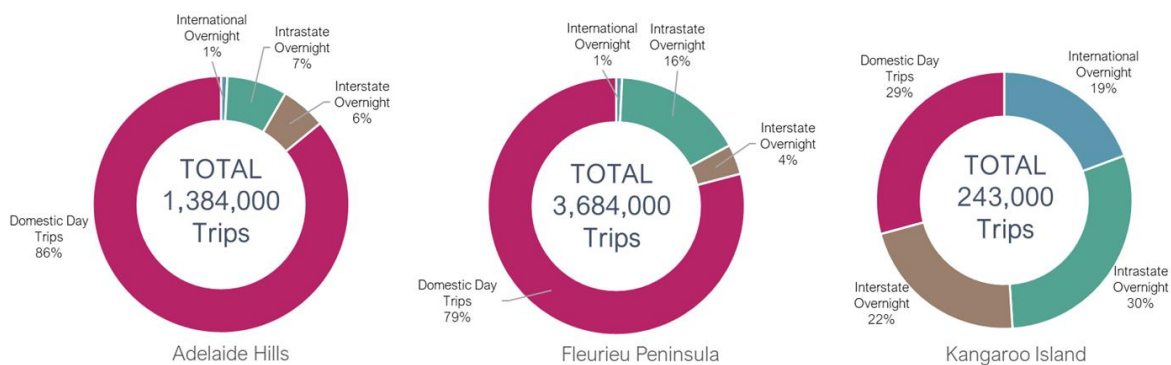
Source: <https://www.tra.gov.au/Economic-analysis/Economic-Value/Regional-Tourism-Satellite-Account/regional-tourism-satellite-account>  
 Figures created by GTA using data obtained from Regional Tourism Satellite Account, Tourism Research Australia

Based on the tourism consumption breakdown, some of the key points are as follows:

- For Adelaide Hills and Fleurieu Peninsula regions, domestic day trips and intrastate overnight stays are the two main contributors
- For Adelaide Hills region, domestic day trips accounts for half of the total tourism consumption
- Intrastate overnight stays account for 49 per cent of total tourism consumption for Kangaroo Island
- International overnight stays at Kangaroo Island accounts for 26 per cent of the total tourism consumption, however it only accounts for 2 per cent and 1 per cent for the Adelaide Hills and Fleurieu Peninsula regions respectively

The Regional Tourism Profiles available from Tourism SA provide statistics on the visitor trips, profiles and influences for the tourism regions in South Australia. The average tourism demand for 2017-2019 for the Adelaide Hill Tourism Region, the Fleurieu Peninsula Tourism Region and the Kangaroo Island Tourism Region are shown in Figure 2.10.

Figure 2.10: Annual Visitor Trips for the Tourism Regions in the S&HLGA Region



Source: <https://www.tra.gov.au/Economic-analysis/Economic-Value/Regional-Tourism-Satellite-Account/regional-tourism-satellite-account>  
 Figures created by GTA using data obtained from Tourism SA Regional Tourism Profiles

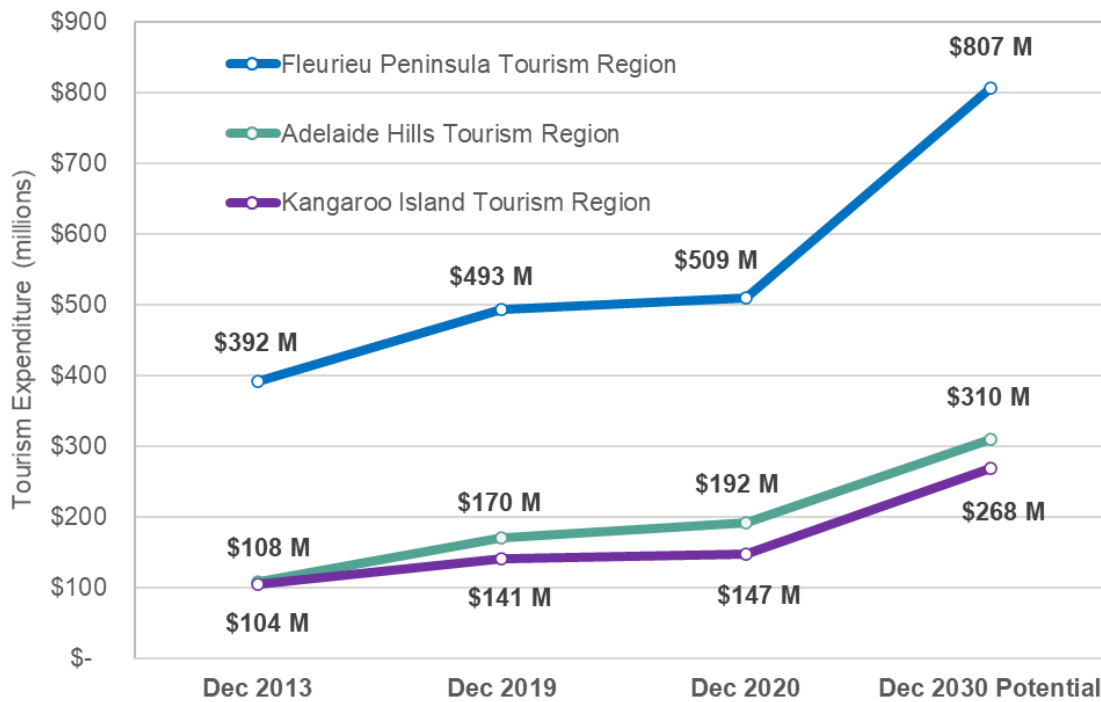
The region attracts a total of approximately 5.3 million trips annually. The key information on tourism trips are as follows:

- Domestic day trips accounts for the largest number of trips for Adelaide Hills (86 per cent) and Fleurieu Peninsula (79 per cent) Tourism Regions.
- For Kangaroo Island Tourism Region, the number of Intrastate overnight trips and domestic day trips accounts for a total of 59 per cent of the total tourism trips.

The visitor expenditure in 2013 and 2019 and the forecast totals for 2020 and 2030 were obtained from Tourism SA's The Value of Tourism factsheets. The changes in visitor expenditure over the years and the predicted 2030 visitor expenditure is shown in Figure 2.11. The forecast totals for 2020 and 2030 in the figure were based on the expectations of regional contribution to the \$12.8B target in 2030 as envisaged in the South Australian Visitor Economy Sector Plan 2030.

Unfortunately, due to the COVID-19 pandemic, the tourism market and demand for travel to the region has been impacted. In the 2030 timeframe, the recovery from the bushfires of 2019/20 and COVID-19 may continue to affect tourism activity in the region.

Figure 2.11: Tourism Expenditure in the Region from 2013 to 2030



Source: The-Value-of-Tourism, South Australian Tourism Commission, 2020

## 2.3. Community Access

### 2.3.1. Overview of Local Government Planning

The relevant policies and projects from the Local Councils in the region are summarised in Table 2.3.

Table 2.3: Relevant Local Government Planning for Transport in the Region

Council	Relevance to Transport in the Region
Adelaide Hills Council	<p>Peak period traffic congestion and safety on the South Eastern Freeway is addressed with a managed motorway upgrade between Crafers and Stirling</p> <p>In 2019, DIT completed the upgrade for 34 km of the road network between Palmer and Lobethal to enable South Australia’s Restricted Access Vehicle (RAV) network to be extended from the existing Adelaide Hills freight route.</p> <p>The freight route was upgraded to accommodate Higher Productivity Vehicles (HPV) up to 26m B-Double and Performance-Based Standards Level 2A (PBS L2A) heavy vehicle combinations.</p> <p>The works on the freight route upgrade included:</p> <ul style="list-style-type: none"> <li>• junction upgrades to enable HPVs to undertake safe turning movements</li> <li>• upgrade of existing culverts and bridge structures</li> <li>• safety improvements with road widening, shoulder sealing, hazard protection and vegetation removal</li> <li>• upgrading slow vehicle turnouts</li> </ul>



Council	Relevance to Transport in the Region
Mount Baker District Council	<p>The Strategic Asset Management Plan 2020 has road funding allocated for 368km of sealed roads and 455km of unsealed roads. The transport assets are monitored every four years through a scheduled condition assessment program.</p> <p><b>Heysen Boulevard, Mount Barker</b></p> <ul style="list-style-type: none"> <li>• Incomplete road network to residential growth areas in southern suburbs of Mount Barker</li> <li>• Limits residential development and bus network</li> <li>• Would provide a southern bypass of town centre</li> </ul> <p><b>Mount Barker Town Centre Catalyst Project</b></p> <p>In December 2020, Mount Barker District Council announced Burke Urban as the developer to design and build the new community town square project with a new library, innovation hub and civic office. The project will generate significant private investment with over 4,000 m<sup>2</sup> of office space, a hotel, residential units and a market shed for artisans and food and beverage outlets. When completed, this site will be a major attraction for local trips in Mount Barker.</p>
Alexandrina Council	<ul style="list-style-type: none"> <li>• Detailed asset management and renewal program</li> <li>• Road network infrastructure includes roads, bridges and car parks</li> <li>• Significant funding for streetscape projects</li> </ul>
City of Victor Harbor	<ul style="list-style-type: none"> <li>• Population forecast to grow to 17,900 by 2030</li> <li>• Need for improved transport networks, particularly for the Victor Harbor to Adelaide Road as it is very important to the local economy as a major commuter, tourist and freight route</li> <li>• Provide for better roads and footpaths as a priority</li> <li>• Improve the management of car parking and traffic in the town centre</li> <li>• Consider other sources to fund road infrastructure</li> </ul> <p><b>Recent local infrastructure projects from DIT are:</b></p> <ul style="list-style-type: none"> <li>• Victor Harbor roundabout upgrade in the city centre that was completed in 2020</li> <li>• Granite Island Causeway upgrade in 2021 for safety and to promote tourism</li> </ul>
District Council of Yankalilla	<ul style="list-style-type: none"> <li>• Yankalilla is the gateway between Kangaroo Island and Adelaide via Main South Road to Cape Jervis; the traffic volume on Main South Road south of Yankalilla is 900 vehicles/day with 10.5 per cent heavy vehicles (Source: Location SA, 2016)</li> <li>• Yankalilla has many unsealed roads that limit efficient access for farmers to get to markets</li> <li>• Safety and amenity issues along Main South Road through Yankalilla and Normanville</li> <li>• High volume and high-speed traffic environments have likely caused 290 road traffic accidents from 2013–17 comprising 45 per cent with minor injury, 25 per cent serious injuries and three fatalities</li> <li>• Yankalilla relies on cost effective road infrastructure with a low ratepayer basis</li> <li>• Issues with safe and efficient road access to the ferry services at Cape Jervis</li> <li>• Public and private transport infrastructure is funded and provided by others (SeaLink)</li> <li>• Poor quality public transport access to Adelaide</li> </ul>
Kangaroo Island Council	<ul style="list-style-type: none"> <li>• Ferry crossing should be upgraded in status as it is a critical link for freight, tourism and the local community</li> <li>• No freight movement statistics available</li> <li>• Need for local road network to be upgraded for larger trucks and safer visitor trips, including interstate and high proportion of international tourists prior to 2020</li> <li>• Improve road access to the ferry services at Penneshaw</li> <li>• Improve road access to Kangaroo Island airport</li> <li>•</li> </ul>

### 2.3.2. Existing Community Access Routes

The existing community access routes in the region are shown in Figure 2.12.

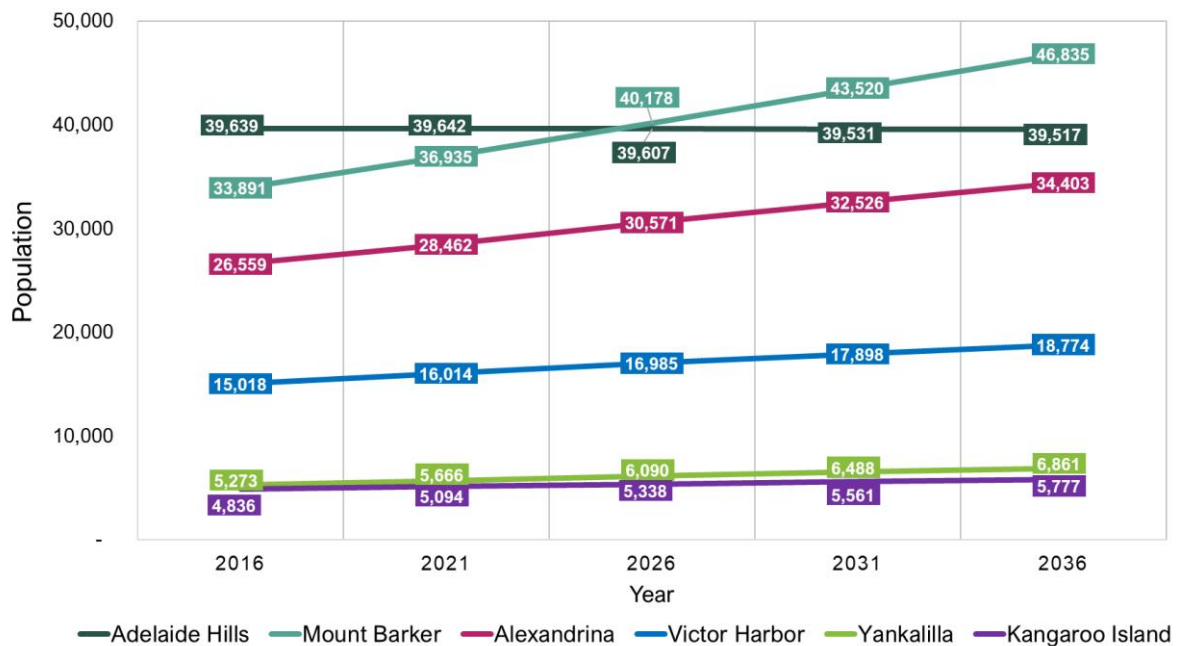
Figure 2.12: Community Access Routes in the Region



### 2.3.3. Demand for Community Access

The projection of future population in the region is shown in Figure 2.13. The projection is based on the *Population Projections for South Australian Local Government Areas* released in December 2019 by the Department for Infrastructure and Transport (DIT). The dataset includes the baseline 2016 Census population and the projections for year 2021, 2026, 2031 and 2036 based on the medium series of South Australian regional projections. Although the medium series is anticipated to be the most likely outcome, the projection only represents the possible future population based on the assumptions of continued population growth and current and likely government policies.

Figure 2.13: Population Growth Projection 2016-2036 by Council



Based on the population projections, the following conclusions are provided:

- Population in Adelaide Hills Council is not expected to have growth between 2016 and 2036. A slight decrease in population is expected.
- Population in Mount Barker is expected to grow by approximately 38 per cent (13,000) by 2036 compared to the 2016 baseline.
- Alexandrina, Victor Harbor, Yankalilla and Kangaroo Island are all expected to have an increase in population in 2036 compared to 2016 baseline, by approximately 30 per cent (7,800), 25 per cent (3,800), 30 per cent (1,600) and 20 per cent (950) respectively.

The existing hospitals and major medical service centres in the region by type and location are listed in Table 2.4. Most of the populated centres in the region have health facilities, except for Goolwa that is serviced by the hospitals in Victor Harbor, and Penneshaw that is serviced by the hospital in Kingscote. Residents in Yankalilla must travel to Noarlunga for the closest regional hospital.

Table 2.4: Hospitals and Major Medical Centres in the Region

Name	Service Type	Town or Locality	Local Government
Gumeracha District Soldiers' Memorial Hospital	Public Acute	Gumeracha	Adelaide Hills
Stirling District Private Hospital	Private Acute	Stirling	Adelaide Hills
Mount Barker District Soldiers' Memorial Hospital	Public Acute	Mount Barker	Mount Barker
Strathalbyn and District Health Service	Public Acute	Strathalbyn	Alexandrina
South Coast District Hospital	Public Acute	Victor Harbor	Victor Harbor
South Coast Private Hospital	Private Acute	Victor Harbor	Victor Harbor
Kangaroo Island Health Service	Public Acute	Kingscote	Kangaroo Island

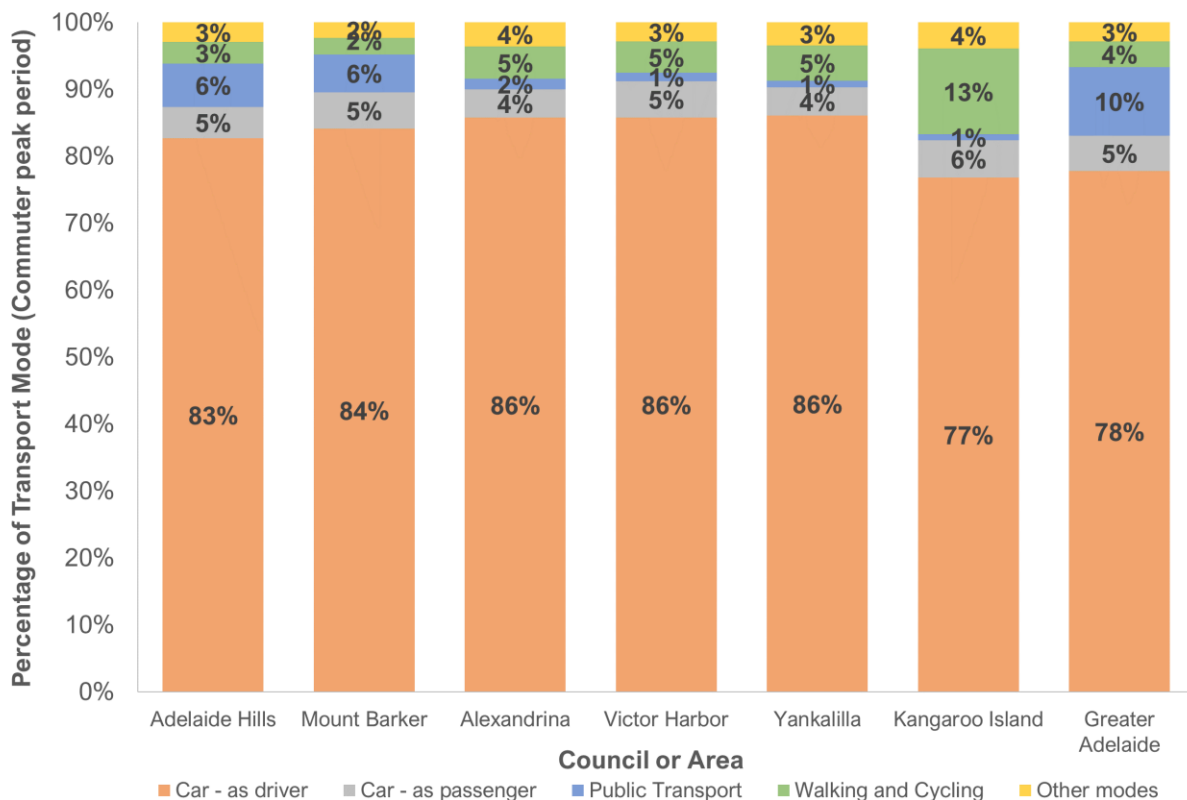
The public schools in the region include four ‘Reception to Year 12’ schools, two high schools, 14 primary schools and 16 private schools. The ‘Reception to Year 12’ schools and high schools are listed in Table 2.5.

Table 2.5: ‘R-12’ Schools and High Schools in the Region

School Name	Type	Suburb	Local Government
Eastern Fleurieu R-12 School	Reception to Year 12	Strathalbyn	Alexandrina
Kangaroo Island Community Education	Reception to Year 12	Kingscote	Kangaroo Island
Mount Compass Area School	Reception to Year 12	Mount Compass	Alexandrina
Yankalilla Area School	Reception to Year 12	Yankalilla	Yankalilla
Mount Barker High School	High School	Mount Barker	Mount Barker
Victor Harbor High School	High School	Victor Harbor	Victor Harbor

The mode share of commuter work trips in the Councils in the Region and compared to Greater Adelaide are shown in Figure 2.14. In Adelaide Hills and Mount Barker, 6 per cent of people travel to work by public transport, whereas in Fleurieu and Kangaroo Island there are only a small amount of people take public transport to go to work. There is a higher percentage of people in Kangaroo Island who walk or cycle to work. Most of the work trips in the region are car-based.

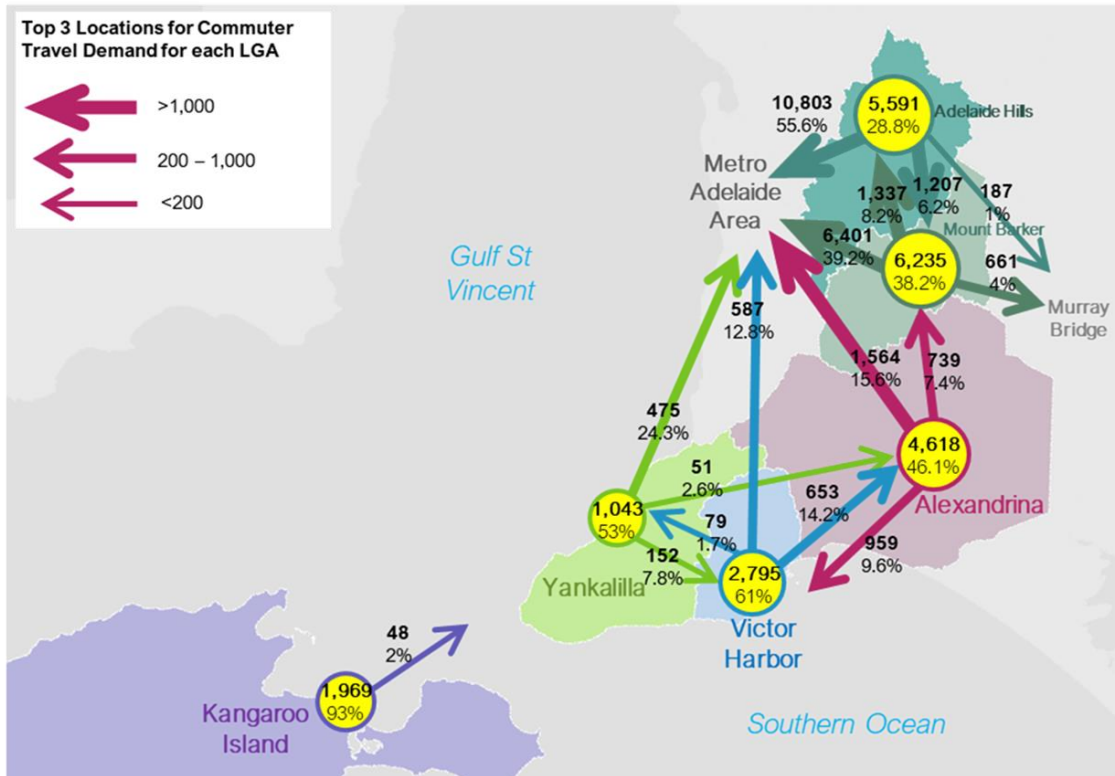
Figure 2.14: Mode of Travel of Work for the Commuters in the Region



Source: Journey to Work census data, ABS census, 2016

The key travel desire lines from each of the Councils in the region are shown in Figure 2.15. The Councils in the southern part of the Region have a high level of residents who work in the Council area with Kangaroo Island, Victor Harbor and Yankalilla having 93 per cent, 61 per cent and 53 per cent live and work within the Council area respectively.

Figure 2.15: Regional Passenger Travel Desire Lines



## 2.4. Other Transport Modes

In this section, the other transport modes in the region that include public transport, cycling, sea transport and air transport are discussed with a high-level overview from other transport plans and strategies. The recommendations for these other transport modes are provided in the 2030 Regional Transport Plan because they could influence the strategic road network decisions.

### 2.4.1. Regional Public Transport

The issues for regional public transport were comprehensively addressed in the 2019 Adelaide Hills-Fleurieu Peninsula Regional Public Transport Study. (Reference 11) The recommendations from this study are still relevant and have been lodged with the State Government. Public transport for local trips, intraregional trips, commuter trips to metropolitan Adelaide and interstate coach services are not therefore a key focus of the 2030 Regional Transport Plan.

Public transport services to the Adelaide Hills – Fleurieu Peninsula region are inadequate based on the stakeholder and community feedback survey and submissions and from a review of similar regional areas in Australia with the following common themes:

- Except for during the peak periods to and from Adelaide CBD, the frequency of bus services is generally very low or not available, and consequently most bus services are poorly patronised.
- Network coverage is only good in the Adelaide to Mount Barker corridor, but elsewhere throughout the region, in the towns and between towns, it is very poor.
- Park n Ride capacity is significantly exceeded in the Adelaide Hills and Mount Barker.
- Issues with fare inequity with different metro and regional fares throughout the region and with ticketing systems that are not integrated.
- Poor integration between service providers, even though Keolis Downer is the operator of LinkSA and SouthLink bus services. SeaLink is mostly providing services for the Kangaroo Island travellers through Yankalilla. Most Councils provide their own community transport services for those who have mobility issues, but this is not a service available for all residents.
- Public transport information on the websites, signage, visitor information centres and in tourist information is incomplete, poor quality and not integrated.
- The amenity and the access to bus stops is generally poor and not attractive.
- Public transport within the region is significantly underfunded per capita when compared to other jurisdictions.

Population growth and changing demographics will create more issues for transport with public transport as a poor alternative for choice users. The new developments are not being planned as communities to be ready for public transport services. Public transport is currently not supporting economic growth in the region.

Three key projects that are significant to promote regional development are described as follows:

- For the entire region, undertake a comprehensive review of the bus service contracts and network to integrate the metro and country bus services to provide a customer-focused public transport system by redesigning the bus routes and services based on integrated bus planning principles through extensive community consultation.
- For the Hills zone, implement a Bus Rapid Transport (BRT) between Adelaide and Mount Barker that includes:
  - Additional capacity and locations for Park n Ride activity, in particular at the Verdun Interchange and to alleviate the parking demand issues at Crafers.
  - Alternative locations for the Dumas Street Park n Ride in Mount Barker.
  - A redesign of the entire bus network in the Hills zone.
  - Bus and traffic priority measures along Glen Osmond Road during the peak periods.
- For the Coasts zone, implement an intertown bus route between Victor Harbor and Goolwa with a regular service frequency.

The key public transport initiatives to improve public transport in the region are shown in Figure 2.16.

Figure 2.16: Key Public Transport Initiatives for the Adelaide Hills – Fleurieu Peninsula Region



Source: Adelaide Hills – Fleurieu Peninsula Public Transport Study, GTA Consultants for Regional Development Australia, Adelaide Hills, Fleurieu and Kangaroo Island, May 2019

### 2.4.2. Regional Cycling

Tourism and recreational cycling networks (both on-road and off-road) have an important role in the transport network with on-road routes and off-road bike trails throughout the region. Several councils have addressed cycling requirements in the following plans:

- Mount Barker, Littlehampton and Nairne Trails Plan, Oxigen for the Mount Barker District Council, July 2011 (**Reference 12**).
- Victor Harbor Bicycle Strategy (draft report), May 2016 (**Reference 13**).
- Yankalilla Council Draft Tracks and Trails Strategic Action Plan, May 2020.

Dedicated on-road full time or school hours bicycle lanes exist in some of the towns, with parking controls and line-marking. Encouraging more local cycling is an issue with the safety risks of bike lanes, lack of a connected cycling network and crossing points near or along high volume and high-speed roads. Recreational tours in the Fleurieu are operated by Fleurieu Cycling Tours.

Longer distance riding opportunities, usually associated with recreation and cycle tourism, are currently provided via dedicated off-road bicycle and shared paths, such as the existing Encounter Bikeway from Goolwa to Encounter Bay, the Carrickalinga to Normanville shared path and several trails in and around Mount Barker. Routes such as the Coast to Vines provide access routes from Adelaide to the edge of the study area but do not currently extend into the study area. Several short local sections of bike routes exist within Mount Barker.

The existing cycling routes in the region are shown in Figure 2.17 that includes the Amy Gillett bikeway in the Adelaide Hills, the Encounter Bikeway between Victor Harbor and Goolwa and some of the previous routes used by professional cyclists for the Tour Down Under stages.

Figure 2.17: Existing Regional Cycling Routes



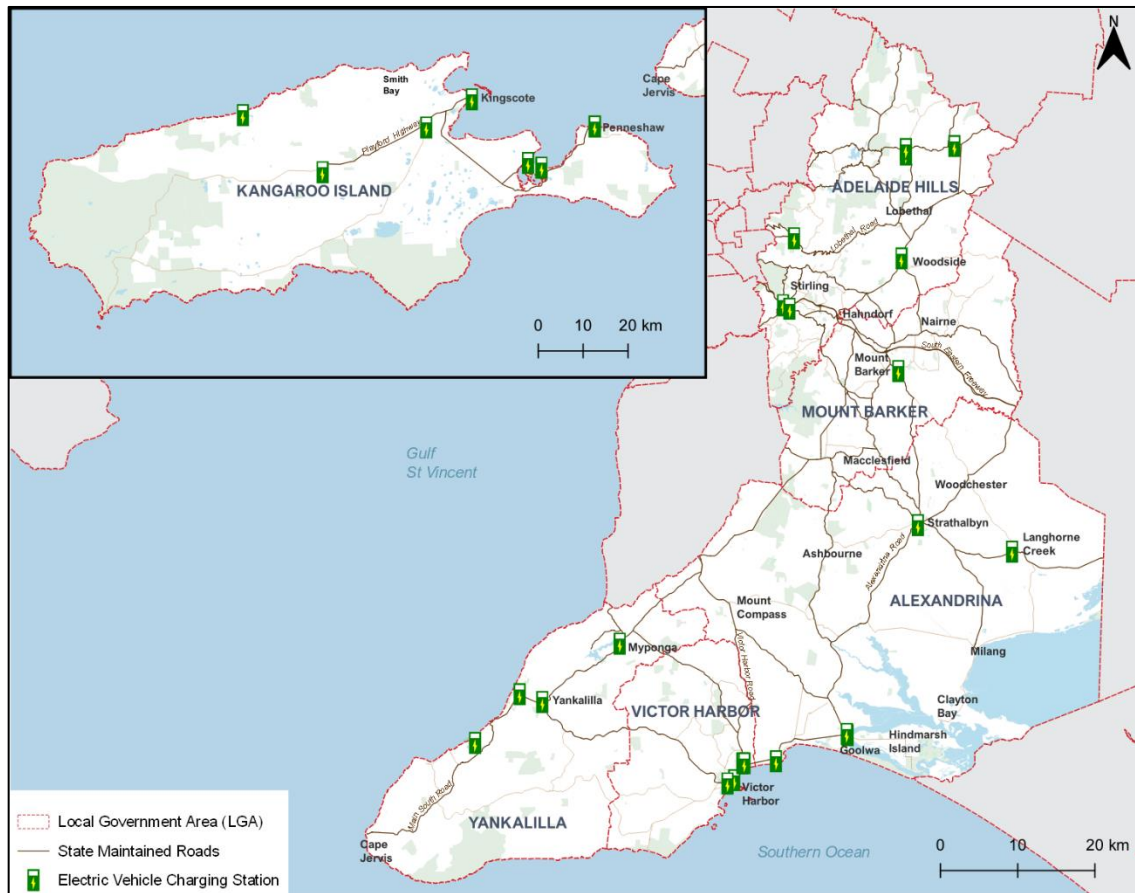
In October 2020, Stage Four completion of the Amy Gillett Bikeway in the Adelaide Hills was given \$2.6M in funding to extend the Bikeway from Mount Torrens to Birdwood.

### 2.4.3. Electric Vehicles

The future for private electric vehicles as a key mode to support the transition from petrol and diesel-powered vehicles to zero emissions technology is important to support the State Government's recently announced Climate Change Action Plan (December 2020). In order to support the electric vehicle market, electric charging stations will be important to be installed throughout the region. The existing electric vehicle charging stations as of December 2020 are shown in Figure 2.18.



Figure 2.18: Electric Vehicle Charging Stations in the Region



Source: <https://myelectriccar.com.au/charge-stations-in-australia/>

#### 2.4.4. Passenger and Vehicular Sea Transport

Ferry services between Kangaroo Island and Cape Jervis are essential for people and freight movement to support the resident population on Kangaroo Island with travel to Adelaide and for goods to and from the island. Furthermore, it is important for tourists and visitors to access the island.

Cruise ships to South Australia currently dock at the Outer Harbor passenger terminal in Port Adelaide. Other cruise destinations, including Victor Harbor, are currently being considered and investigated for future opportunities to expand cruise ship touring programs.

#### 2.4.5. Air Transport in the Region

QantasLink and Regional Express (REX) operate regular air services between Adelaide and Kangaroo Island. These airlines have a high financial risk to maintain these services with the low patronage demand with the impacts on international and interstate visitors, competition from the ferry services, and the high fares to recover the costs of operation and use of Kangaroo Island airport.

# 3. CONCLUSIONS AND FUTURE DIRECTIONS

## 3.1. Conclusions

The key findings from the review of the policy documents from the State Government, local Councils in the Region and other stakeholders and the issues, challenges and opportunities from the discussions with the stakeholders are summarised in this section.

### 3.1.1. Strategic Policy Review

The strategic policy review identified the key challenges for the Region:

- Adelaide Hills and Mount Barker are part of Greater Adelaide with a focus on commuter and freight traffic on the South Eastern Freeway to metropolitan Adelaide.
- Fleurieu Peninsula is not well planned for in State Government plans and strategies.
- Kangaroo Island is a special challenge with access to the mainland critical for growth.

### 3.1.2. Key Issues and Opportunities

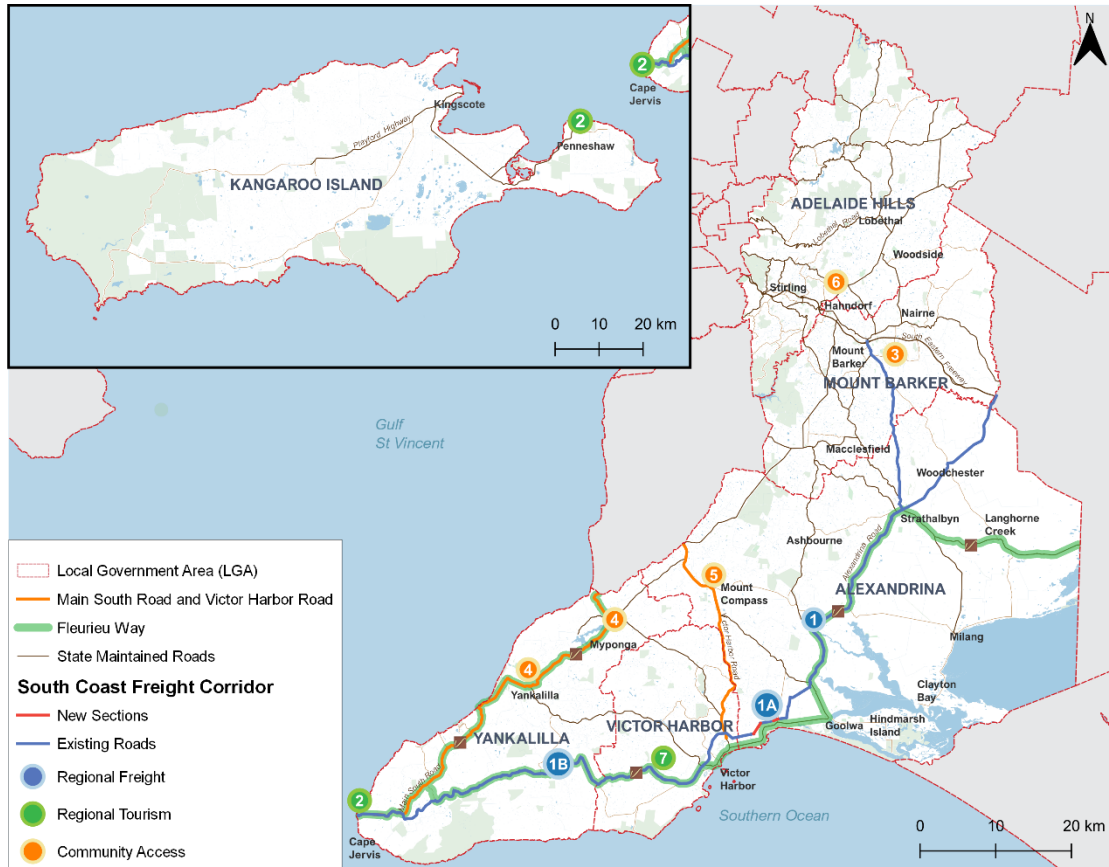
The key issues and opportunities affecting the demand for freight, tourism and community access are:

- Need for a higher quality, direct freight route between Cape Jervis and South Eastern Freeway via Victor Harbor, Strathalbyn and Callington.
- Freight movement capacity to Kangaroo Island via road and ferry with limitations to access the roads at Penneshaw and Cape Jervis.
- Incomplete southern bypass of Mount Barker to provide road access to developing suburbs and to allow for the provision of an improved bus and cycling network.
- Road safety on key routes including Cape Jervis to Adelaide via Yankalilla, Victor Harbor to Adelaide via Mount Compass and Victor Harbor to Mount Barker via Strathalbyn.
- Multiple brands for the regional tourist routes are confusing for visitors.
- Lack of data about freight demand and travel markets to conduct comprehensive transport planning and business case development for road network improvements.

## 3.2. Future Directions

The key strategic initiatives for the 2030 Regional Transport Plan are shown in Figure 3.1.

Figure 3.1: Key Strategic Initiatives for the 2030 Regional Transport Plan



### Key Transport Initiatives

- |   |  |   |
|---|--|---|
| <p><b>1</b> South Coast Freight Corridor between Cape Jervis and Callington as a strategic freight and tourism connection between Kangaroo Island and the South Eastern Freeway</p> <p><b>1A</b> High priority for the Middleton bypass through Alexandrina Council to get support from Council and residents</p> <p><b>1B</b> Designate Range Road for 26m B-Double trucks as part of the freight corridor</p> | <p><b>2</b> Improve the road access connections to the ferry termini for services to and from Kangaroo Island on the island at Penneshaw and Cape Jervis</p> <p><b>3</b> Progressively plan and implement for the completion of the Heysen Boulevard to connect the southern suburbs of Mount Barker</p> <p><b>4</b> Improve the safety of the Main South Road route through Yankalilla and Myponga as an important route between Adelaide and Cape Jervis</p> <p><b>5</b> Improve the safety of Victor Harbor Road through Mount Compass between Willunga and Victor Harbor</p> | <p><b>6</b> Support the implementation of the Hahndorf road interchange project by DIT</p> <p><b>7</b> Promote the Fleurieu Way as the key tourism route for the Fleurieu region with consistent and integrated branding</p> <p><b>8</b> (Area-wide) Establish new sites for rest areas for trucks and tourists with information displays throughout the region</p> |
|---|--|---|

These initiatives to improve movement and access are grouped under the following sub-headings.

### 3.2.1. Regional Freight Network Priority Projects

The following initiatives are proposed to improve regional freight movements:

- South Coast Freight Corridor between Cape Jervis and Callington as a strategic freight and tourism connection between Kangaroo Island and the South Eastern Freeway.
- Consider as a secondary national freight corridor for Federal Government support and funding.
- Plan as a high priority to build the Middleton bypass within Alexandrina Council with consultation for support from the Council and residents.

- Designate Range Road for 26m B-Double trucks as part of the freight corridor.
- Improve the road access connections to the ferry termini for services to and from Kangaroo Island on the island at Penneshaw and Cape Jervis.
- Develop the Kangaroo Island Freight Corridor from Gosse to Penneshaw, and to the ferry at Cape Jervis, as a secondary cross regional road to be gazetted for 26m B-Double trucks when the SeaLink ferry capability permits.
- Develop the Southern Vales Wine Freight Corridor as a secondary cross regional road to be gazetted as a 26m B-Double GML route from McLaren Vale to the South East Freeway at Mount Barker.
- Support the implementation of the Hahndorf township road interchange project and the related upgrades to roads and streets in Hahndorf and Mount Barker by the Department for Infrastructure and Transport (DIT) and Mount Barker District Council.
- Improve the safety of the Main South Road route through Yankalilla and Myponga as an important route between Adelaide and Cape Jervis.
- Improve the safety of Victor Harbor Road through Mount Compass between Willunga and Victor Harbor.

### 3.2.2. Regional Tourism Initiatives

The following initiatives are proposed to improve regional tourism activity:

- Promote the Fleurieu Way as the key tourism route for the Fleurieu region with consistent and integrated branding.
- Establish new rest area sites for trucks and tourists with information displays throughout the region (such as at Mount Compass, Yankalilla and between Strathalbyn and Victor Harbor).

### 3.2.3. Community Access

The following initiatives are proposed to improve community access for commuters and local trips:

- Progressively plan and implement for the completion of the Heysen Boulevard to connect the southern suburbs of Mount Barker.
- When the Middleton bypass road is connected as part of the South Coast Freight Corridor, redesignate Port Elliot Road (B37) between Waterport Road and Flagstaff Hill Road as a local collector road.

### 3.2.4. Planning Requirements

The State Government is recommended to provide funds for a comprehensive freight and goods movements survey to collect existing travel demand and market data that would provide the basis for transport planning and business case development of improved freight networks.

## 4. REFERENCES

The following references were used in preparing Part A of the 2030 Regional Transport Plan. The documents are grouped by government or stakeholder agency and sorted in reverse chronological order with the report title, author and date. The documents which are specifically referenced in the body of Part A are numbered accordingly. The remaining documents are listed for general information.

### 4.1. Local Government

#### 4.1.1. Adelaide Hills Council

Your Adelaide Hills Strategic Plan, Adelaide Hills Council, 2016

Economic Development Strategy, Adelaide Hills Council, October 2015

Regional Strategic Tourism Plan 2015-2020, Adelaide Hills Council, 2015

Adelaide Hills Business and Tourism Centre Masterplan, Adelaide Hills Council, 2015

#### 4.1.2. Mount Barker District Council

Hahndorf Main Street Revitalisation, Detailed Concept Masterplan, Clover Green Space and Arketype for Mount Barker District Council, August 2020

Mount Barker District Council Community Plan 2020-2035, Mount Barker District Council, 2020

Strategic Asset Management Plan 2020, Mount Barker District Council, 2020

Economic Development Strategy, Mount Barker District Council, 2019

Mount Barker, Littlehampton and Nairne Strategic Infrastructure Plan, Department of Planning, Transport and Infrastructure and Mount Barker District Council, September 2014

Mount Barker, Littlehampton and Nairne Trails Plan, Oxigen for the Mount Barker District Council, July 2011 (**Reference 12**)

Mount Barker Transport Master Plan, InfraPlan with Tonkin, December 2009

#### 4.1.3. Alexandrina Council

Tourism and Visitor Strategy 2017-2022, Alexandrina Council, 2017

Economic Development Strategy 2016-2022, Alexandrina Council, 2016

Infrastructure and Asset Management Plan 2016-2025, Alexandrina Council, 2016

Alexandrina Council Community Strategic Plan 2014-2023, Alexandrina Council, 2014

#### 4.1.4. City of Victor Harbor

City of Victor Harbor Community Plan 2030, City of Victor Harbor, August 2020

Economic Impact Assessment on the Fleurieu Region of the Construction of a Multi-Purpose Boat Landing Facility at Victor Harbor, City of Victor Harbor, March 2020

Economic Development Strategy 2020–2024, Discussion Paper, City of Victor Harbor, April 2018

Victor Harbor Bicycle Strategy (draft report), prepared by Tonkin Consulting for the City of Victor Harbor, May 2016 (**Reference 13**)

### 4.1.5. District Council of Yankalilla

Economic Development Strategy 2020-2025, District Council of Yankalilla, November 2020

District Council of Yankalilla Strategic Plan, 2030 Vision, 2020-2024, District Council of Yankalilla, November 2020

Infrastructure Asset Management Plan Transport, Tonkin Consulting for the District Council of Yankalilla, November 2016

Yankalilla Pedestrian and Cycling Network Plan, Footpath Priority Plan, Tonkin Consulting for the District Council of Yankalilla, August 2019

### 4.1.6. Kangaroo Island Council

Infrastructure and Asset Management Plan 2020-2029, Kangaroo Island Council, January 2021

Kangaroo Island Strategic Management Plan 2020-2024, Kangaroo Island Council, September 2020

Towards Developing the Economic Agenda for Kangaroo Island, November 2019

Kangaroo Island: Monitoring Economic Progress, University of Adelaide, 2017

Economic Development Outlook, Office of the Commissioner for Kangaroo Island, 2016

Kangaroo Island Transformation Project, Office of the Commissioner for Kangaroo Island, 2015

### 4.1.7. Southern and Hills Local Government Association

South Coast Freight Corridor Report, PBS Level 2A (26m B-Double), Detailed Heavy Vehicle Route Assessment, S&HLGA, HDS Australia Pty Ltd, February 2019

South Coast Freight Corridor, Southern & Hills Local Government Association Transport Plan, HDS Australia, 2020

2010 Transport Plan, Prepared by QED Pty Ltd in association with Hudson Howells Asia Pacific for Southern & Hills Local Government Association, August 2001 (**Reference 1**)

2020 Transport Plan, Prepared by HDS Australia for Southern & Hills Local Government Association, December 2011 (**Reference 2**)

2020 Transport Plan – 2015 Update, Prepared by HDS Australia for Southern & Hills Local Government Association, December 2016 (**Reference 3**)

Climate Change Adaptation Plan for the Adelaide Hills, Fleurieu Peninsula and Kangaroo Island Region, Resilient Hills and Coasts, May 2016 (**Reference 7**)

## 4.2. State and Federal Governments

### 4.2.1. State Government

Hahndorf Township Strategic Traffic Planning Study and Hahndorf Township Improvements and Access Upgrade Project, Department for Infrastructure and Transport, South Australia, April 2021

20-Year State Infrastructure Strategy, Infrastructure SA, May 2020 **(Reference 5)**

South Australian Government Climate Change Action 2021-2025, Department for Environment and Water, December 2020 **(Reference 6)**

Adelaide to Melbourne Road Corridor, Department of Planning, Transport and Infrastructure, September 2020

Globelink Scoping Study Report Business Case – Stages 1 and 2, KPMG with AECOM for the Department of Planning, Transport and Infrastructure, December 2019 **(Reference 10)**

The South Australian Visitor Economy Sector Plan 2030, South Australian Tourism Commission, August 2019 **(Reference 4)**

2021 – 2023 SATC Corporate Plan, South Australian Tourism Commission, 2019

South Australian Regional Visitor Strategy, South Australian Tourism Plan 2020, May 2018

30-Year Plan for Greater Adelaide, Department of Planning, Transport and Infrastructure, May 2017

Integrated Transport and Land Use Plan, Department of Planning, Transport and Infrastructure, July 2015 **(Reference 9)**

### 4.2.2. Federal Government

Beyond Tourism 2020 Steering Committee, Report to Government, February 2018

Regions 2030 Unlocking Opportunity, Department of Infrastructure and Regional Development, Australian Government, May 2017

### 4.2.3. Regional Development Australia – Adelaide Hills, Fleurieu and Kangaroo Island

Adelaide Hills - Fleurieu Peninsula Regional Public Transport Study, GTA Consultants for Regional Development Australia - Adelaide Hills, Fleurieu & Kangaroo Island, April 2019 **(Reference 11)**

Northern Rail Bypass Scoping Study, Tonkin for Regional Development Australia - Adelaide Hills, Fleurieu & Kangaroo Island, August 2018

## 4.3. Private Sector

### 4.3.1. South Australian Freight Council

Moving Freight 2019, South Australia's Freight Transport Infrastructure, South Australian Freight Council, July 2019 **(Reference 8)**

### 4.3.2. Kangaroo Island Plantation Timbers

Smith Bay Wharf Draft Environmental Impact Statement, Prepared for Kangaroo Island Plantation Timbers by Environmental Projects, January 2019



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