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DPTI

Alison Collins
Project Lead, Integrated Movement Systems Discussion Paper
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

To Ms Alison Collins,

RAA submission to the State Planning Commission

As South Australia's leading non-government organisation representing the interests of more than 720,000 members, RAA welcomes the opportunity to provide comments on the Integrated Movement Systems policy.

If you would like to discuss any of our comments, please contact me on (08) [REDACTED] or [REDACTED] [u](#).

Yours faithfully

Charles Mountain
Senior Manager Road Safety
Royal Automobile Association of SA Inc

Integrated Movement Systems Policy

RAA submission to the State Planning Commission

November 2018



Introduction

The Royal Automobile Association of SA (RAA) is South Australia's leading non-government organisation representing the interests of more than 720,000 members. Through our member services such as Roadside Assistance, Insurance, Travel, Finance and Security, we are an organisation which prides itself on trust and supporting our members. Servicing both metropolitan and regional customers, the organisation is uniquely placed to understand the needs of South Australians.

RAA members look to the Association to represent their interests on a broad range of motoring and mobility related topics. RAA consults with industry and Government to advocate for increased investment in transport solutions and promote safer mobility options, along with ensuring all South Australians have the ability to access business, travel and employment opportunities.

RAA welcomes the opportunity to provide comment on the State Planning Commission's Integrated Movement Systems policy.

Theme 1: Aligning South Australia's growth with transport infrastructure

RAA supports the need to ensure effective integration of land use and transport systems, which allow for efficient use of transport corridors in urban renewal areas and key activity precincts.

South Australia requires an integrated transportation system incorporating all modes of transport including private and public transport, freight movement, cycling and walking. RAA supports the *'Functional Hierarchy for South Australia's Land Transport Network'* (2013) which identifies the role of transport corridors in catering for the various transport modes and users on the transport network, recognising that some corridors will have multiple functions. The Churchill Road consolidation project undertaken by the City of Prospect and the State Government, is a key example of the successful integration that can be achieved between a major transport corridor and community facilities.

It is important to ensure that the function of prospective development corridors is clearly defined to avoid future tensions between competing requirements for residents, businesses and the transportation task. This is essential to ensure that the current and future transport demands on key corridors are not compromised by short and medium term planning decisions, as an increase in road freight is predicted to meet changing consumer purchasing patterns. The *'Functional Hierarchy for South Australia's Land Transport Network'* (2013) must be referenced in any proposed development on a DPTI controlled corridor, as should any council development plans that identify the function of key collector routes within their jurisdiction.

RAA strongly believes that any future developments should incorporate a review of past projects and relevant existing infrastructure, to ensure any limitations are identified and past challenges are not repeated.

A point for consideration is ensuring the efficient management of transitional periods, specifically, making sure sufficient parking is incorporated into future developments to mitigate the impact of increased parking demands on adjacent streets. A poor outcome arises when people retain their vehicles(s) when moving to new developments only to find that parking is either unavailable on-site or is too small for their current vehicle. In such situations, it is often the adjacent council streets which become the default long term residential car parks, which can cause access issues along the street, restrict access to adjacent properties and hamper waste collection services. It is essential that those buying into dwellings with limited or no provision for off-street parking ensure from the outset that it is suitable for their needs. Any new development must be realistic about the parking demands it is likely to generate, which includes visitors and service providers. Attention should be given to increasing patronage on public transport services, thus reducing the need for multiple vehicle ownership by residents of new developments.

The number of vehicle access points along a length of kerb adjacent to a development should be kept to a minimum in order to reduce the number of potential interactions between pedestrian/cyclists and vehicles, as well as maximising the available kerb space for any on-street car parking. Where possible, vehicle movement and pedestrian/cyclist movements should be separated.

Theme 2: Capitalising on strategic transport infrastructure

RAA supports measures undertaken to ensure that future land use incorporates adequate transport infrastructure, and which effectively manage the existing road network. Future developments should incorporate opportunities for alternative transport options, and ensure pedestrian facilities are maintained to an appropriate standard.

RAA strongly believes in future-proofing transport corridors, and recognises the need for new developments to preserve existing transport corridors. Developments should allow flexibility for road widening in the future, as per the *Metropolitan Area Road Widening Plan Act*.

Transport hubs that bring people to South Australia and generate activity such as airports and ports are essential considerations in strategic infrastructure planning. RAA believes these developments should include sufficient provision of public transport options to reduce the reliance on private vehicle use. The integration of technologies such as ride sharing and autonomous vehicles as a means of addressing 'last mile' issues should also be considered where appropriate.

The provision of park and ride facilities are not always the best approach. This is evidenced at stops along the O-Bahn route where demand readily exceeds capacity, putting pressure on other nearby parking and impacting on residential streets. Therefore, good walking and cycling connectivity to any transport hub is critical to reduce reliance on private vehicles to meet the last mile requirements.

RAA recommends that all future land-use projects should take into account the potential impact of noise pollution on the surrounding community, and incorporate sufficient mitigation strategies to reduce the impact.

Theme 3: Sustainable mobility, car parking and the impact of technology

RAA recognises the need for increased investment in cycling infrastructure in South Australia in order to encourage greater uptake of this mode of transport. RAA recommends that development planning should include a review of existing infrastructure to identify any high-risk areas for cyclists, and incorporate facilities for safe cycling participation. The decline in cycling as a means of transport will only be effectively addressed through the provision of suitable continuous cycling infrastructure, which improves safety by minimising interaction with traffic where practicable. This needs to be considered as part of any design/development to ensure that the responsible public realm authority is engaged concurrently.

Footpaths and pedestrian facilities need to be accessible by all and be of sufficient width to be navigable by pedestrians, those using mobility scooters, prams and cyclists. Pinch points such as adjacent trees, lighting columns, street signs, fire hydrants, electricity cubicles and ramps need to be carefully assessed. RAA supports the principle of providing continuous accessible paths of travel, together with the provision of shade where practicable. The provision of trees as sources of shade is supported but care with placement and choice of species is essential. A provision for future maintenance to ensure that access is maintained as the tree matures and any pavement irregularities due to tree root growth must be considered.

RAA supports a balanced approach to car parking management which doesn't detract visitors or discriminate against short-term parking needs. Car parking rates should be set at a level which ensures business and economic opportunities are not hindered or discouraged. RAA does not support the use of car parking fees as a means of general revenue-raising.

Consideration should be given to incorporating flexible layouts within car parking structures that are adaptable to future vehicle ownership and allow for repurposing. A higher proportion of bicycle parking should be considered, together with short-term parking areas within the carpark to alleviate disruption on local streets. RAA supports the recommendation for inclusion of electric vehicle technology and supporting infrastructure within car parking facilities.