



Transport Strategy

2025

‘A transport network in the City of Playford to support the community's aspirations for Prosperity, Liveability, and Happiness by enhancing community connectivity and safety, and promoting economic growth. This will be achieved within the context of significant population expansion, and the drive for sustainability and resilience.’

Acknowledgement of Country

The City of Playford acknowledges that we are situated on the traditional land of the Kaurna people and that we respect their spiritual relationship with their country.

The City of Playford would also like to pay respects to Elders past, present and emerging.



Recognition of Forebears

The City of Playford also acknowledges the people, our forebears, that have contributed to building and defending our great nation and way of life.

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Overview

As one of South Australia's largest and fastest growing cities, the City of Playford needs strategic direction to plan for a transport system that will keep up with growth, respond to the changes in the way we move and support economic growth that aligns with the community's future vision for Prosperity, Liveability and Happiness.

The City of Playford is forecast to expand from 113,167 people in 2025 to 183,894 people by 2046. This 62 per cent increase in residents could be expected to result in a matching 62 per cent increase in movements and put pressure on the existing, at times congested, movement networks. However, technological and social advancements are changing the way we move as we transition from fossil fuels, embrace smart mobility technologies, home shopping, and undertake employment and education remotely. At the same time, the focus on protecting and restoring the environment, and increasing resilience has never been higher.

In parallel, the urban form being envisaged, in particular for growth areas, is changing. The aspiration of the Greater Adelaide Regional Plan is to 'live locally' where housing, jobs and services are closer together so people can meet most of their daily needs within a comfortable walk, ride or public transport journey from home. This does not necessarily mean less trips on the network, just different trips.

This City of Playford Transport Strategy provides the strategic direction for transport linking the long-term Playford Community Vision 2043 to Council's transport projects, including programs, studies, collaborations and advocacy. It replaces the Cycling and Walking Strategy (2014) and Strategic Passenger Transport Plan (2011). It tackles the challenges identified by the community, with a view to meeting the community's vision.

With an understanding of the City, the way people move and the pressure from significant population growth, combined with the aspirations articulated in the Playford Community Vision 2043 and City of Playford, State and National strategies, a transport vision has been developed which this Transport Strategy will work towards:

'A transport network in the City of Playford to support the community's aspirations for **Prosperity, Liveability, and Happiness** by enhancing community connectivity and safety, and promoting economic growth. This will be achieved within the context of significant population expansion, and the drive for sustainability and resilience.'

Data analysis and engagement with the community and key stakeholders has identified several specific opportunities with the City's strategic location, geography and space that can be leveraged to achieve the community's aspirations for Prosperity, Liveability and Happiness and the Transport Vision that has been developed.



Opportunities



Expansion of Playford Health and Wellbeing Precinct



Greater Edinburgh Parks



Working and living locally



Future growth areas



Elizabeth CBD



Strategically located for industry and logistics

In addition, data analysis and engagement with the community and key stakeholders identified transport challenges that are barriers to achieving the community's aspirations for Prosperity, Liveability and Happiness, and the Transport Vision that has been developed.

Challenges



Crashes and crash severities not improving



Incomplete walking and cycling networks



Lack of road safety plans



Residential growth and freight corridors



Poor speed compliance



Population & employment growth



Cross intersections in high-speed environments



Changes in technology and decarbonisation



Public transport patronage

Objectives

In response to the opportunities and challenges identified above as well as National and State strategic drivers, objectives have been developed, which link directly to the higher-level aspirations in the Playford Community Vision 2043.

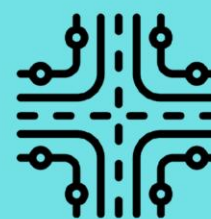
Safety:

A transport system that is safer for the community.



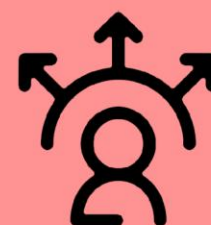
Connectivity:

A transport system that is integrated and easier to drive, walk, cycle, use micromobility and ride public transport.



Proactive:

A transport system that is ready for more people and businesses, and responds to changes in technology and expectations.



Productivity:

A transport system that enhances the prosperity of the community.



For each of these objectives, a suite of interrelated actions has been developed. A list of initiatives has been created that includes infrastructure projects, programs, studies and collaborations and prioritised based on how well they align with the Objectives.

Implementing and monitoring

Based on insights from community engagement, the annual Playford Community Survey, customer requests, City-wide datasets, relevant external data and research, additional initiatives will be developed over time. Each year these initiatives will be prioritised based on how well they align with the Transport Strategy Objectives and the community's expectations. These will then feed into the development of the Annual Business Plan and budget.

To achieve some of the objectives, this strategy includes advocacy to the State and National Government. This is due to financial constraints / capacity, or due to some elements of the transport network not being under the control of the City of Playford.

Trends in transport technology and decarbonisation will be monitored throughout the life of the strategy. Recommendations on any course corrections required in the strategy and actions to harness new technologies or better meet the aspirations of the community will be submitted to Council if they are required.

Metrics have been developed to track progress towards the Transport Strategy Objectives. These metrics will be reported to Council as they become available to give an update on the progress of the Transport Strategy, to identify any issues and advise of any recommended course corrections for the strategy, if required.





Introduction

About the Transport Strategy

Why do we need a Transport Strategy?

Guidance is required to assist Council's decision-making and investment in the transport network to ensure alignment with the community's vision of Prosperity, Liveability and Happiness as described in the Community Vision 2043.

What it is

It is the primary strategic document for planning the transport system for the next twenty years and details the objectives and actions that ultimately guide infrastructure investment and funding advocacy.

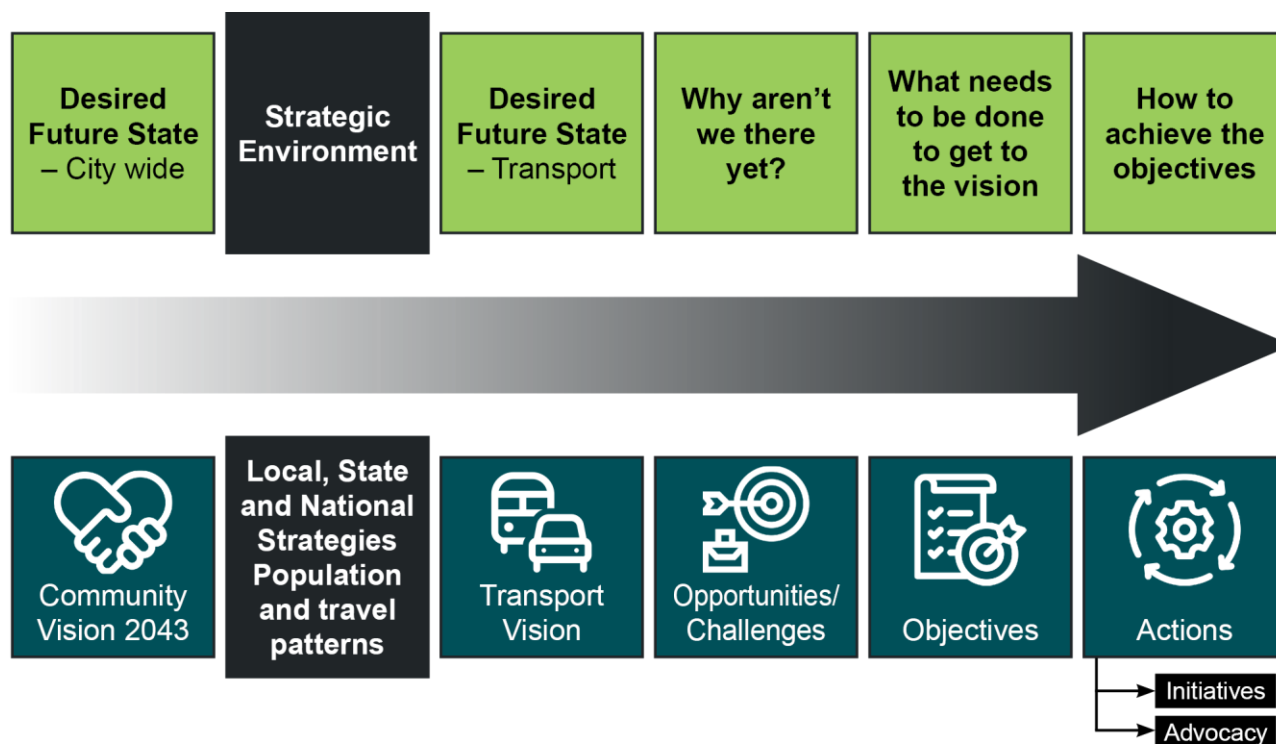
What it is not

The Strategy is not expected to provide a detailed solution for every single traffic or transport issue across the City, but rather to give the strategic directions that will guide decision-making. Neither does it guide asset renewal for transport assets. It is anticipated that further planning and investigations will be required once initiatives have been clearly identified and prioritised.

How this document works

This document links the Community Vision 2043 to Actions by:

- Reviewing relevant City of Playford, state and national strategies and plans, considering the population and travel patterns in the City, and using these to define a Transport Vision that aligns with the Community Vision
- Identifying opportunities and challenges to achieving the Transport Vision
- Determining objectives to best meet the opportunities and challenges
- Identifying actions that will achieve the objectives; and
- Detailing advocacy required with the State and Federal Governments to achieve certain objectives
- Providing a list of priority initiatives.



Roles and Responsibilities

The planning, delivery, management, operation and maintenance of the transport network in the City of Playford involves all levels of government.

The City of Playford's main responsibilities include planning, delivery and management of local roads, parking, walking and cycling infrastructure. Road reserves, the land on which roads are generally constructed, are vested with Council, and therefore not only the road is the responsibility of Council, but also the verges, street trees, footpaths, shared paths, bicycle paths and stormwater infrastructure.

The State Government, through the Department for Infrastructure and Transport (DIT), is responsible for the planning, delivery, management and operation of public transport under the banner of Adelaide Metro. As buses run on Council's roads, the State Government and Council need to work together to achieve the best outcomes and ensure bus services are integrated with the State controlled commuter train network.

The care and control of some roads - arterial roads such as Main North Road - has been assumed by the State Government. In these cases, the State Government undertakes the planning, delivery, operation and maintenance to ensure these roads meet state-wide objectives.

Another way the State Government is meeting its state-wide objectives is through funding programs for councils and organisations to undertake upgrades or construct new infrastructure, such as the State Bicycle Fund.

The Federal Government is responsible for setting National strategy and policy directions, for example for the movement of freight. It also has included certain corridors on the National Land Transport Network due to their national importance, such as the Northern Expressway. The Federal Government provides funds to the State Government to undertake the planning, delivery, management and operation of these corridors.

In a similar fashion to the State Government, the Federal Government has funding programs to meet nation-wide objectives that local government can apply for. These programs are administered through the State Government, and include Roads to Recovery Program, Special Local Roads Program, National Black Spot Program and Safer Local Roads and Infrastructure Program.

The private sector also has a role to play, as they provide transport infrastructure as part of the construction of new residential areas, to connect developments to the wider road network and to support increased traffic due to changes in land use. Ultimately these works are handed over to Council, or the State Government if it is an arterial road, to operate and maintain.

Our City

The City of Playford is the third largest South Australian metropolitan council by size, covering 345 square kilometres with a population of approximately 113,000 people in 2025, which is expected to expand to approximately 184,000 people by 2046.

The City is diverse in nature, bounded on the west by the South Australian coastline (Gulf St. Vincent) which incorporates the Adelaide International Bird Sanctuary and remnant samphire vegetation. To the east is the Mt Lofty Ranges comprising hilly terrain containing rural living, native vegetation, and farming. In the northwest of the city is Australia's largest under cover cropping region, the Virginia Horticultural district, and in the south is an industrial area.

The City also boasts the Playford Health and Wellbeing Precinct containing the Lyell McEwin Hospital and allied services, a growing sports precinct, and retail, bulky goods, fast food, civic and leisure at the Elizabeth CBD.



Our transport network

The City has an extensive transport network of sealed and unsealed roads, footpaths, trails and paths. The State Government is responsible for providing train and bus services and stops.



900 kms of
sealed roads



64 kms of
unsealed roads



More than
24 kms of
**National Land
Transport
Network – Road**



18 bus routes, and
550 bus stops,
including approximately
150 with shelters



88 kms of
**State Government
controlled
arterial roads**



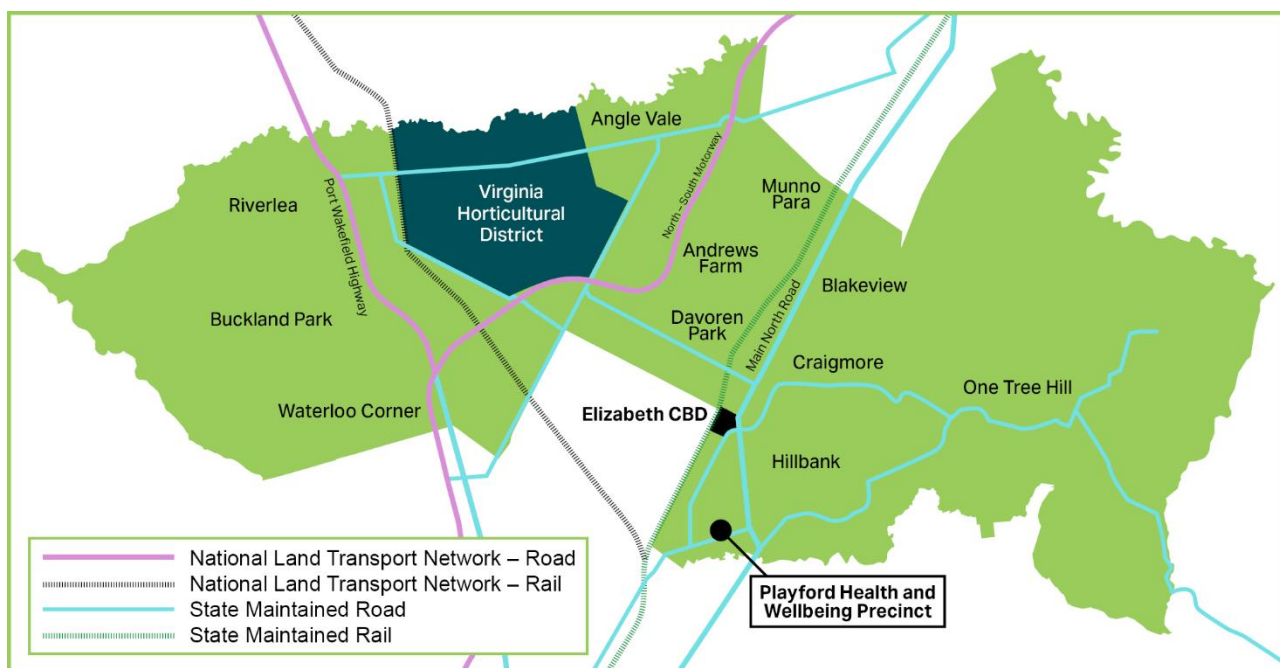
More than
870 kms of
**footpaths, shared
paths and trails**



12 kms of
commuter rail line,
including
6 stations,
5 at grade level
crossings and a
grade separation



Over
9 kms of
**National Land
Transport
Network – Rail**,
including 5 at grade
level crossings and a
grade separation



Our population growth

The City is a rapidly growing community, which will increase demands on the transport network as both existing and new residents seek access to goods, services, and opportunities.

Understanding these key statistics will allow us to better plan the transport network to meet the needs of the current and future communities.



Approximately
113,167
people
(2025) live within
the Council area



Between 2025 and
2046 it is expected
that **dwelling**s will
increase from 43,000
to **73,000**



Between 2025 and 2046,
the population for the City of Playford
is forecast to **increase by**
70,727 **persons**
(62.5% growth), at a growth rate of 2.34%.

How we move

The way we move in the City is car dominated. Understanding the basic reasons for this car dominance will be key to understanding the barriers to people walking, cycling or catching public transport.



Over **78%**
of the city residents
travel to work by car
compared with 69%
for Greater Adelaide



3.3% of the city
residents travel by
public transport
compared with 6.2%
for Greater Adelaide

The highest usage of public transport is within the Elizabeth Centre, and in Elizabeth Grove, Elizabeth Downs, Smithfield and Munno Para West, with a range of 7-14% by bus or train for work trips.



1.0%
of the population
walk to work



0.2%
of the population
cycle to work

compared to 1.9% for walking, 1.0% for cycling for Greater Adelaide



8.8%
of the population
within the city
do not own a car

 **+ 50%** own two
or more cars

 **+ 18%** own three
or more cars

Compared with 7.5%, 53% and 18% for Greater Adelaide



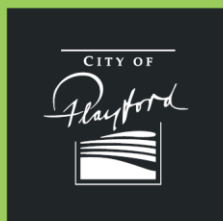
5.4%
work at home
compared to 9.8%
for Greater Adelaide

The information on journey to work is from the August 2021 census that was conducted under the lingering impacts of the COVID-19 pandemic. Some businesses were still operating with work from home operations which is reflected in the number people working from home or not working at all.

In addition to the impacts of the COVID-19 pandemic, the shutdown of the Gawler Line for the electrification project also affected the train patronage from December 2020 to June 2022 when it was reopened.

Where do we travel to work

Understanding where we travel to work allows us to better plan the road network. It is also the trip when most people are moving in a repetitive way.



28% live and work within the City of Playford area

In comparison to other council areas in the Adelaide metropolitan area, **Playford has the highest percentage of its population that work and live within the same city.**



67% of people living in the city of Playford work outside the city



6% of people living in the city of Playford travel north of the city for work

11% of people who travel to work in the city are from the north of the city



59% of people living in the city of Playford travel south of the city for work

48% of people who travel to work in the city are from the south of the city



1% of people living in the city of Playford travel east of the city for work

2% of people who travel to work in the city are from east of the city



Strategic Context

The Transport Strategy not only needs to consider the visions, aspirations and strategies of the City, and ensure alignment, but also needs to consider and seek alignment with the various State and National strategic directions in order to advocate for transport investment to benefit the community.

Our Strategic Planning Framework

This Transport Strategy is one of the city-wide Strategies and sits within the Plan section of the Council's Strategic Framework that includes documents that guide and prioritise investment in the Council.



The three phases of our Strategic Planning Framework



PLAN

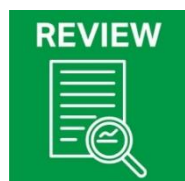
Our high-level plans guide our investment. **The Playford Community Vision 2043*** was developed in 2013 based on extensive community engagement and reflects the longer-term aspirations of the community, organised under the goals of Prosperity, Liveability and Happiness.

Our **City-wide Strategies** focus on a particular area such as open space or transport and help prioritise initiatives across the city. Our **Masterplans** outline our vision across a particular precinct or project area such as the Playford Health and Wellbeing Precinct and the Virginia Township.



INVEST

We continue to invest in our growing community by undertaking new initiatives and delivering new services. The **Long Term Financial Plan*** ensures Council can deliver services, maintain assets and achieve its strategic objectives in a financially sustainable manner. The **Annual Business Plan and Budget*** is the 12-month plan to deliver the Strategic Plan and secure funding.



REVIEW

We are constantly reviewing our investment. **The Strategic Asset Management Plan*** ensures effective and comprehensive management of our asset portfolios. We complete a range of different **analyses and planning activities** such as the Public Health Plan and Disability Access and Inclusion Plan that continue to guide our investment in our existing services.

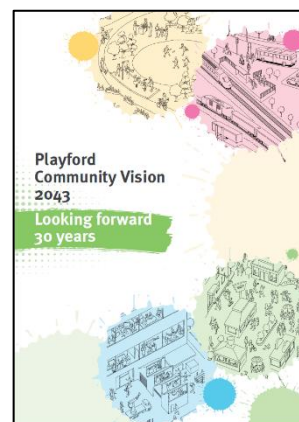
**These plans meet our obligations under Section 122 of the Local Government Act 1999, which states that a council must develop and adopt plans for the management of its area, to be called collectively the strategic management plans.*

Playford Community Vision 2043

The community vision is the most important of the Council's strategic documents as it sets the long-term aspirations from the community. The community vision includes a vision statement and three guiding aspirations.

Community Vision 2043

'Playford is the City of Opportunity, supporting the community's hopes and aspirations to be vibrant, thriving, and sustainable. It provides an enviable lifestyle that is connected, healthy, happy, ambitious, and proud, where each individual can take advantage of the many opportunities offered, making the city prosperous, liveable, and happy.'

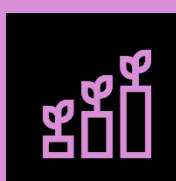


Prosperity – Playford will be a thriving city with the right conditions for people to be able to take advantage of the many opportunities on offer to prosper as individuals and as communities.

Liveability – A diversity of lifestyle choices will be on offer based on being connected, well-planned and attractive with the appropriate infrastructure and services to support a village type atmosphere for both urban and rural living.

Happiness – A sense of happiness will pervade in the City, brought about by a satisfaction with the opportunities that are present to work, live and play in a flourishing environment.

The focus areas from the Community Vision that are influenced by transport are summarised in the table below:

Guiding Aspiration	Aspiration	Focus area	Why relevant to this Transport Strategy?
 Prosperity	Economic development: a thriving local economy	Local jobs for local people	Need to consider how to get people to jobs within the City
		Foodbowl of South Australia	Requires efficient movement of equipment and goods to and from growers
		Gateway to the North	The City's strategic position can bring together clusters of specialised industries and services through Transport
		International and National Connections	Leverage the key major road and railway transport networks through the City
		Magnet for investment	Transport connections to underutilised and future employment lands can attract investment

Guiding Aspiration	Aspiration	Focus area	Why relevant to this Transport Strategy?
 Prosperity	Community vitality: refreshed, invigorated, diverse and empowered	Strong and connected neighbourhoods Improved standard of living	Want to move people around suburbs and the city more easily Getting people home quicker or with less hassle for improved work/life balance
 Liveability	Safe Communities	Safe design of spaces and places	Reduced number and severity of crashes and the feeling of safety whilst moving around
	Connected communities: physically and socially connected	Accessible and efficient transport network and services	How the network of roads, public transport, walking and cycling paths to link homes, workplaces, shops, schools, and other services
		Walkable communities	Network of footpaths, shared paths and trails
		Self-contained and self-sufficient villages	Providing ease of movement to get to local services and shops
	Village lifestyle: creating diverse density and urban form	Lifestyle choices	Improving connections to shops, cafes, markets, libraries, parks, schools, health and aged care facilities and more
		Village atmosphere	Providing access to places where people meet, shop, learn and work
	Sustainable and responsible community: managing our natural, economic and social resources	Carbon zero	Transport is a key emitter of carbon
		Urban sensitive design	Transport actions can contribute to urban sensitive design
	Environmental care: protecting our natural assets	Preservation of the environment	Transport decisions can be made to preserve the environment
		Protection and enhancement of biodiversity assets	Transport actions can contribute to protecting biodiversity
 Happiness	Healthy Living	Accessible healthy lifestyle	Network of roads, public transport, walking and cycling paths, and trail network that provide access to parks, playgrounds and schools
		State of the art health precinct	Access and growth of the Playford Health and Wellbeing Precinct

2025-2028 Strategic Plan

In 2020, Council shifted to a 12-year planning horizon by releasing the first of three, four-year Strategic Plans. These Strategic Plans are to describe what Council will focus on for each of the four-year periods, and how it will go about it.

The first four-year Strategic Plan had a focus on Community and City Foundations and identified five community themes. The second Strategic Plan, released in 2025, builds on the first Strategic Plan by focussing on building stronger foundations and connecting our people.

Four themes were developed for the 2025-2028 Strategic Plan, two related to the process of building stronger foundations and two related to progress connecting our people. The focus areas from the 2025-2028 Strategic Plan that are influenced by transport are summarised in the table below:



Theme	What is it?	How is it relevant to this Transport Strategy?
Theme 1 Our foundations: Improving safety, accessibility and ease of movement around our city	Travelling around the City safely and easily, with well-planned and maintained roads, footpaths and cycleways. Investment in infrastructure to keep pace with the growth of the City. Welcoming and accessible public spaces.	The Transport Strategy is the primary strategic document in developing a transport network for travelling safely and easily in the City of Playford. The Transport Strategy needs to guide investment to keep pace with the rapid growth in the area.
Theme 2 Our foundations: Lifting city appearance	Pride in the appearance of neighbourhoods that inspires residents to be more involved in how their street and local neighbourhood look. Increased well-being from greener public realm spaces that look and feel nice.	Incorporating aesthetics and tree canopy cover
Theme 3 Building connections: Fostering collaboration and connection to each other	More opportunities to build trusted and reliable networks that connect people with services and organisations across the city Engagement with different groups of people, cultures and abilities	Providing ease of movement to get to services and organisations across the City

Theme	What is it?	How is it relevant to this Transport Strategy?
Theme 4 Building connections: Activating and facilitating welcoming community spaces and events	Plenty of opportunities to connect, with things to do and places to visit that are fit-for-purpose, easily accessible and encourage broad participation.	A connected transport network that is developed with the principle of universal design to ensure ease of movement to get to services and organisations across the City

Key local drivers

From the Playford Community Vision and Strategic Plan the following key local drivers that influence this Transport Strategy have been determined:

- Leveraging the transport network and the City's strategic location to improve the prosperity of people in the City
- Providing more physically connected communities for everyone with more opportunities to walk, cycle, use micromobility and ride public transport to work and leisure
- Providing a transport network that has reduced crashes and enhanced feeling of safety

Government of South Australia

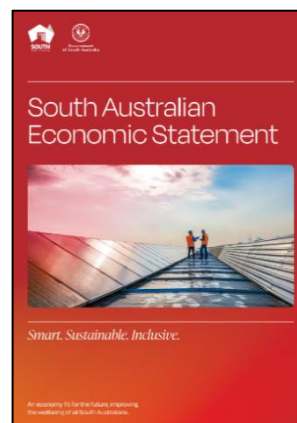
Alignment with Statewide initiatives is essential to ensure that Council's strategic direction complements and supports the overarching State strategies and principles for the development of the state.

South Australian Economic Statement

Released in March 2023, the South Australian Economic Statement is intended to be an important step in evolving the economic development of the state and ensure that choices made will define individual and collective prosperity into the future beyond the four-year election cycle.

It states a vision for an economy that is fit for the future, improving the wellbeing of all South Australians, and is smart, sustainable and inclusive. With missions to capitalise on the global green transition, be a partner of choice in an insecure world, and build South Australia's talent.

Understanding the Economic Statement is key to understanding the direction of the state government. Of note, it highlights a spatial mismatch between the location of available jobs and willing workers. With the residential and employment growth areas in the City of Playford it is perfectly placed to address this mismatch. Ensuring the City's liveability will be key to drawing individuals and families.



Greater Adelaide Regional Plan

The Greater Adelaide Regional Plan (GARP), finalised in March 2025, maps the State Government's vision for the region to 2051 and beyond. It identifies where houses and employment land will go, how housing and population will be serviced, which areas need conservation and protection, and what major infrastructure is needed and how it will be provided.

In the City of Playford, it identifies extensive greenfield development areas in Angle Vale, Hillier, Munno Para Downs, MacDonald Park, Riverlea Park, Waterloo Corner and Blakeview. Importantly, it focuses on the concept of living locally, being near employment, amenities, transport options and capitalising on investments in infrastructure and services.



Key opportunities have been identified in the City of Playford, including the development of an Elizabeth Central master plan to cement Elizabeth as the key focal point of the outer north and beyond, and to leverage the Gawler railway line and Northern Expressway to support housing and employment in the region.

Another key consideration raised by GARP is the need to protect state significant employment lands from encroachment, and to protect the operations of key strategic transport passenger and freight infrastructure, including corridors, intermodal facilities and nodes.

GARP also extends the tree canopy cover target introduced in the 30-Year Plan for Greater Adelaide 2017 Update from 20 per cent by 2045, to 30 per cent by 2055.

South Australia's 20-Year State Infrastructure Strategy 2025

In March 2025, the Chair of Infrastructure SA presented to the Premier of South Australia, South Australia's 20-Year State Infrastructure Strategy 2025. The strategy is the second iteration with the first being release in March 2020 that identified key principles and long-term priorities. Transport related long-term priorities from the 2020 strategy were to focus on improving public transport patronage, investing in connectivity between and within key economic precincts, improving the safety of the road network, promoting active transport options and creating more efficient supply chains with particular reference to improving the efficiency of freight through Adelaide.



The 2025 Infrastructure Strategy maintains a similar focus on improving the competitiveness of key freight corridors, by improving efficiency and resilience, and providing integrated public and active transport networks that are attractive. To align with the Infrastructure Strategy, this strategy needs to have a focus on freight efficiency and resilience, and improving and integrating public and active transport networks.

Another key recommendation from the plan is to identify and implement sustainable funding mechanisms for provision of infrastructure to support growth areas and new developments. This is highly relevant to the City with the significant growth areas proposed and Council needs to be involved and pressing the community's issues and values.

South Australia's Transport Strategy

South Australia's Transport Strategy was also released in March 2025. It sets a 30-year vision for a transport system that transforms South Australia by enabling prosperity, sustainability and connectivity. It articulates five strategic outcomes of connected and accessible, safe, prosperous, liveable, and sustainable and resilient.

The Strategy is supported by South Australia's Freight and Supply Chain Strategy and South Australia's Road Safety Strategy to 2031, which are to be followed by the Public Transport Strategy, Active Travel and Personal Mobility Strategy, Carbon Management Strategy and Strategic Asset Management Plan.

The focus of the Transport Strategy is on an improved and integrated network that promotes transport choice, in which the community feels safe and secure, with improved travel times and reliability. It reinforces the drive towards Vision Zero through improved behaviours, safety of the system and integration of new technologies.

Prosperity is to be driven by a connected and efficient freight network, that embraces initiatives that improves productivity along the entire freight supply chain, and supports new and existing industries, tourism and future markets.

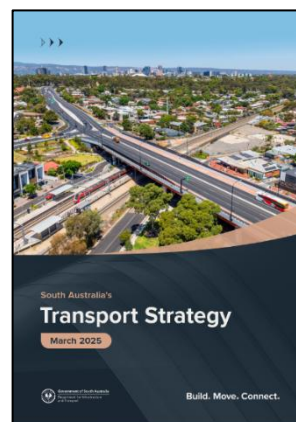
Key to the City of Playford is the actions to invest in the transport system to accommodate housing growth demands, with a focus on public and active transport, and improvement to transport affordability and inequality.

South Australia's Road Safety Strategy

South Australia's Road Safety Strategy and supporting action plans are targeting a reduction in fatalities of 50 per cent and serious injuries of 30 per cent by 2030 as a pathway to Vision Zero, zero fatalities, by 2050 (adopted from the National Road Safety Strategy).

Key highlights of the strategy are the widespread use of Network Safety Plans to plan and prioritise investments in the most effective road safety treatments that reduce the risk to road users; partnerships with Local Government to ensure that planned measures adapt to the needs of the local area; designing forgiving roads; using the movement and place approach; and developing strategies specifically for people who walk or cycle.

The Road Safety Action Plan 2025-2027 identifies a review of existing school-based traffic measures, and the development of guidelines related to best-practice infrastructure treatments and traffic management in school precincts. This is then supported by a proposed investment in road safety infrastructure treatments and Kiss and Drop zones to support the movement of children to and from school.



To align with the Road Safety Strategy, this strategy needs to prioritise the development of Network Safety Plans, embed the movement and place approach, and focus on walking and cycling around schools.

South Australia's Freight and Supply Chain Strategy 2024

South Australia's Freight and Supply Chain Strategy articulates a vision for 'A commercial freight and supply chain network that is safe, productive, sustainable and valued by the community, delivering prosperity to South Australia'.

Key strategic actions are to minimise the potential for conflict between different freight transport modes and road users; respond to constraints and the changing freight task to improve connectivity between modes, regions and jurisdictions; expand the higher productivity vehicle network; engage early with the community, stakeholders and industry throughout the planning and development process to ensure impacts on supply chain networks and nodes are considered; and preserve and improve supply chain networks and nodes through integrated transport and land-use planning.

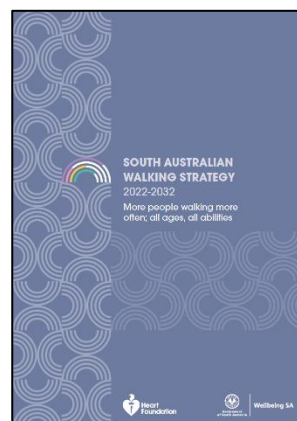


To align with the Freight and Supply Chain Strategy, this strategy needs to include actions that defines a freight network that minimises land use conflicts, improves connectivity, expands the higher productivity vehicle network, and integrates transport and land use planning.

South Australia's Walking Strategy 2022-2032

South Australia's Walking Strategy 2022-2032 has a vision for 'More South Australians walking more often, all ages, all abilities'. It is seeking for more South Australians making short trips by walking. The Strategies priorities focus on planning for walkable places that are integrated with public transport, ensuing walking environments are pleasant including main streets, and creating a walking culture in South Australia.

To align with the Walking Strategy, this strategy needs to include the application of movement and place principles to balance traffic flows and pedestrian movements, assess and address gaps in walking networks, and link recreational trails and tracks to public transport.



South Australia's Net Zero Strategy 2024-2030

In May 2022, the South Australian Parliament declared a climate emergency. As a key pillar of the response the Government of South Australia prepared a Net Zero Strategy that outlines the government's objectives, policy priorities, programs and initiatives across sectors to reduce greenhouse gas emissions and achieve Net Zero emissions by 2050.

For the transport sector the strategy is seeking to accelerate the reduction in carbon emissions from vehicles, align transport and urban planning with low emissions transport outcomes and support a shift to public transport and active travel.



These priorities are to be achieved through a series of transport focussed actions that include a net zero aligned transport strategy, aligning transport planning with net-zero emissions outcomes, and to plan for development and urban renewal that creates walkable, connected neighbourhoods and reduces the need for car journeys.

Actions also include encouraging low emissions freight that could have implications for the City's transport network by increasing the axle weight of heavy vehicles impacting pavements, culverts and bridges.

Key State drivers

From the State strategies and plans the following key State drivers that influence this Transport Strategy have been identified as:

- Invest in the transport network to accommodate population growth with a focus on active transport and public transport to support living locally
- Achieve 30 per cent tree canopy cover across metropolitan Adelaide by 2055
- Improve competitiveness and resilience of key freight corridors, provide integrated public and active transport networks that are attractive
- Zero road fatalities (Vision Zero) by 2050 with a 2030 interim target of at least 50 per cent reduction in fatalities and to reduce the annual number of serious injuries by at least 30 per cent
- Develop network safety plans, embed the movement and place approach, and focus on walking and cycling around schools
- Ensure domestic and international supply chains are protected and serviced by resilient and efficient key freight corridors, precincts and assets that are integrated with land use planning across and between jurisdictional boundaries and transport modes
- Achieve net zero greenhouse gas emissions by 2050

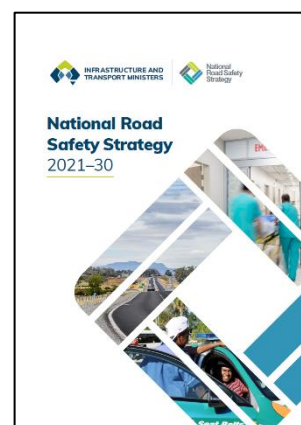
Federal Government

Alignment with Federal Government initiatives will ensure that Council's strategic direction is supporting nationwide objectives and targets and enhance opportunities to secure Federal funding in such programs as the Roads to Recovery Program, Special Local Roads Program, National Black Spot Program and Safer Local Roads and Infrastructure Program.

National Road Safety Strategy 2021-30

The Federal Government released the National Road Safety Strategy in December 2021 and the associated Action Plan in February 2023. The Strategy is targeting a reduction in fatalities of 50 per cent and in serious injuries of 30 per cent by 2030 as a pathway to Vision Zero, zero fatalities, by 2050. The strategy introduces 'lead indicators' in addition to the standard 'lag indicators' of crash rates, serious injuries and fatalities. Lead indicators measure the extent of infrastructure that are known to have improved road safety outcomes. The key lead indicators that relate to this strategy are:

- Share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure



- Share of road lengths on designated motorcycle routes with motorcycle friendly crash barriers
- Share of high pedestrian CBD/town centre areas under Movement and Place or equivalent approaches with posted speed limits ≤ 40 km/h
- Share of roads in urban areas with a posted speed limit ≥ 50 km/h with separated cycle ways, and in urban areas outside of Australian Bureau of Statistics (ABS) remoteness category 'major cities'
- Share of signalised intersections with a speed limit < 70 km/h
- Share of vehicles at or below speed limit

The Strategy articulates nine priorities towards achieving Vision Zero. Of note, there is focus on investing in systematic safety improvements on a road corridor basis against baseline assessment network safety plans, which scope safety gaps across the network. It also incorporates speed management where there are conflicts between vehicles and road users and where infrastructure and roadside hazards are likely. The Strategy encourages safe access for all users by implementing the Movement and Place approach across the road network to support best practice speed management and tailored Safe System road treatments to provide safe road environments for pedestrians and cyclists.

'The Movement and Place approach recognises roads and streets serve dual functions as essential corridors for moving people and goods, and important public spaces where life unfolds'.

The strategy calls for local governments to:

- Engage closely with their communities on the use and design of roads and public spaces
- Develop planning and local law regulations for local areas – such as local area speed limits and path-use rules and pursue community health and wellbeing programs / initiatives, linked to state and national initiatives

To align with the Road Safety Strategy and Vision Zero, this strategy needs to incorporate Movement and Place, develop actions that target the lead indicators, and consider local area speed limits.

National Freight and Supply Chain Strategy

In 2019, the Australian Government released the National Freight and Supply Chain Strategy and associated National Action Plan to set an agenda for coordinated and well-planned government and industry actions across all freight modes for the subsequent 20 years and beyond.

With an expectation that the volume of freight is expected to grow by over 35 per cent between 2018 and 2040, and urban freight is forecast to grow by nearly 60 per cent over 20 years to 2040, the Strategy sets a National vision for freight systems and supply chains to contribute to a strong and prosperous Australia.



The National Freight and Supply Chain Strategy identifies six goals and 13 actions. To align with these, this strategy needs to develop actions to improve the resilience and efficiency of freight,

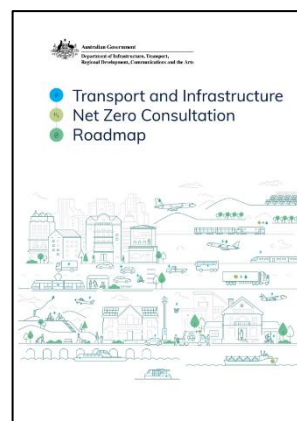
integrate transport and land use planning with neighbouring councils and the state government, and strengthen the consideration of freight in all other government planning and decision-making.

Net Zero Plan

The Federal Government is preparing a Net Zero Plan to guide the transition to the legislated target to reduce greenhouse gas emissions by 43 per cent on 2005 levels by 2030, and net zero emissions by 2050. It is also preparing six sectoral emissions reduction plans to capture the full breadth of the economy.

The Transport and Infrastructure Net Zero Consultation Roadmap was released in May 2024. It recommends a pathway to net zero, and whilst the Net Zero Roadmap is not published, the development of this strategy needs to be undertaken in the context of the Roadmap, including consideration to:

- Promoting active and public transport by improving the safety, connectivity and convenience of walking and cycling infrastructure
- Improving the efficiency of freight and supply chains
- Supporting the introduction of low carbon fuels and electrification
- Incorporating low and zero emission transport modes in transport network planning and project selection frameworks
- Decarbonising our transport infrastructure materials and design via our procurement frameworks



Key National drivers

From the National strategies and plans the following key National drivers that influence this Transport Strategy have been identified:

- Zero road fatalities (Vision Zero) by 2050 with a 2030 interim target of at least 50 per cent reduction in fatalities and to reduce the annual number of serious injuries by at least 30 per cent
- Develop fit for purpose road safety risk assessments that incorporate movement and place, and target lead road safety indicators
- Improve the resilience and efficiency of key freight corridors, precincts and assets, and integrate transport and land use planning across jurisdictions
- Reduce greenhouse gas emissions by 43 per cent on 2005 levels by 2030, and net zero emissions by 2050

Summary

The strategies and plans that guide this transport strategy are clear in their direction, to improve the safety of the transport network, ensure it is integrated and connected to improve liveability, and drives prosperity through productivity and efficiency, all in the context of sustainability and resilience.

Transport Vision

With an understanding of the City, the way people move and the pressure from significant population growth, combined with the community's aspirations articulated in the Playford Community Vision 2043 and national and state strategies, a transport vision has been developed upon which this transport strategy will work towards.

'A transport network in the City of Playford to support the community's aspirations for Prosperity, Liveability, and Happiness by enhancing community connectivity and safety, and promoting economic growth. This will be achieved within the context of significant population expansion, and the drive for sustainability and resilience.'



Opportunities

Data analysis and engagement with the community and key stakeholders has identified several specific opportunities with the City's strategic location, geography and space that can be leveraged to achieve the community's aspirations for Prosperity, Liveability and Happiness and the Transport Vision that has been developed.

Strategically located for industry and logistics

Being at the junction of interstate road and railway corridors to Western Australia, Northern Territory, Queensland and New South Wales, the city is strategically located for industry and logistics. There is room to grow with over 1600 hectares of land earmarked for strategic employment currently in the pipeline.

The interstate road corridors are progressively being upgraded for larger and more efficient freight vehicles and there is an opportunity to leverage this. But the correct corridors need to be developed to get access to the right areas, and these corridors need to be protected from incompatible development.

There is also a need to determine what areas should be provided with access for certain sized heavy vehicles to give confidence to businesses.

Heavy vehicle network

High productivity vehicles, like b-doubles and road trains, increase freight efficiency by transporting more goods per trip. However, these vehicles require roads specifically designed and built to accommodate them.

There is a network of approved heavy vehicle routes for vehicles up to b-double size, and a more limited network for road trains. However, width and weight constraints means more of the network cannot be approved at this time. This results in permit applications through the National Heavy Vehicle Regulator (NHVR) that requires Council to assess the type of vehicle against the route to ensure a safe, efficient, and sustainable road network for industry and other road users.

More than 400 permit requests are submitted to the Council through the NHVR every year costing time and money for ratepayers, and for transportation companies. Even though not every road can be approved and every permit application avoided, the burden can be reduced by increasing the extent of the approved heavy vehicle network.

Oversize / Overmass corridors

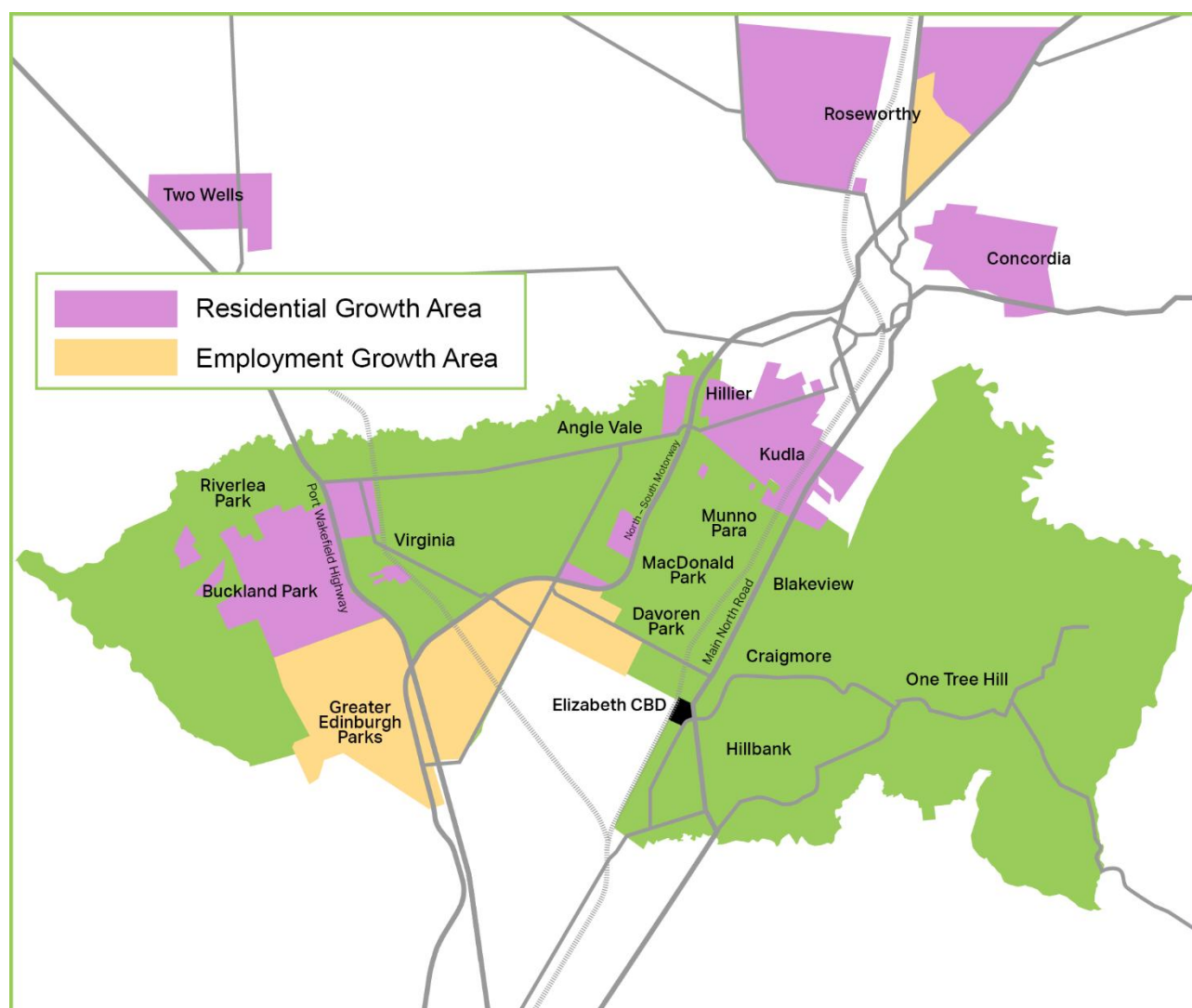
Being in northern Adelaide, the City is frequently traversed by oversize and overmass vehicles transporting critical infrastructure and equipment to the resource rich northern areas of the state as well as western New South Wales and Victoria.

Growth of residential and employment areas has restricted and altered the routes for these oversize and overmass vehicles potentially impacting on the cost of developing the State's regions or providing critical infrastructure.

Further to this, with the abundance of land, connections to electricity and water, and strategic location of the City, there is potential for the City to be the home to more industries that require and build these vehicles and loads.

Future growth areas

With a timeframe of 30 years, the Greater Adelaide Regional Plan envisages even more residential growth for areas such as Buckland Park, Virginia, MacDonald Park, Angle Vale and Hillier. Whilst not in the City of Playford, residential growth areas such as Kudla, Concordia, Roseworthy and Two Wells will also impact the City's communities.



The current residential and employment growth areas were built on the previously existing roads which had low volumes and significant spare capacity. The growth has pushed some of these roads towards and sometimes beyond their design capacity.

The impact of future growth needs to be considered network wide, not in isolation, and strategies developed in collaboration with all levels of government and the private sector for the funding and timely delivery of all transport infrastructure.

On the positive side, best practice in land and transport planning, as well as design, can be employed to vastly improve outcomes compared to previous growth areas. Providing walkable communities, with plenty of tree canopy cover, implementing safe systems to reduce road trauma, and embedding sustainability are all achievable.

In addition, the learnings from the current growth areas can be brought to the table to ensure that the infrastructure is provided to meet the expectations of the community.

Council is currently working with the State Government, City of Salisbury and developers on the future employment areas around Edinburgh known collectively as Greater Edinburgh Parks. This is a nationally important employment and economic cluster. The area is located adjacent to high quality transport infrastructure in the Northern Expressway and the Australian Rail Track Corporation (ARTC) interstate railway line.

The area has the potential to drive the local economy for decades to come and it is imperative that the planned transport infrastructure is aspirational to meet the area's full potential including ensuring prime connectivity to these corridors, to entice private investment and the speedy development of the area.

Elizabeth CBD and Expansion of Playford Health and Wellbeing Precinct

With the recent and future population and employment growth comes increased community needs and expectations for shopping, education, leisure and health services. The State Government and the community have expectations that Elizabeth will be the key focal point and CBD of the north and beyond for shopping, leisure, commercial, community and health services.

The Elizabeth CBD and surrounds is currently home to a large shopping centre, fast food, retail, offices, motor dealerships, civic facilities, emergency services, courts, health services, entertainment, state government agencies, education and community facilities, including the Shedley Theatre.

Land to the west of the Elizabeth CBD and the Gawler railway line, located in the City of Salisbury, is vacant and provides an opportunity for expansion. A growth masterplan for the Elizabeth CBD is proposed by both the State Government and City of Playford and is an opportunity to plan for transport infrastructure that is aspirational to meet the area's full potential.

The Playford Health and Wellbeing Precinct is home to the Lyell McEwin Hospital and complementary health and wellbeing services. The precinct has been redeveloped as the population it serves has increased. In 2011 a masterplan was prepared identifying the opportunity for an interconnected zone of complementary businesses and services that has resulted in substantial private and State investment.

To address the further demand in health services due to the ongoing expansion of population and employment in the northern areas of Greater Adelaide, the State Government has identified the need for long-term investment into health service capability. In addition, the area is identified for medium density housing in close proximity to health services, including the hospital.

As the Playford Health and Wellbeing Precinct grows there is an opportunity to build on the 2011 masterplan, to plan for transport infrastructure that is aspirational to meet the area's full potential.

Working and living locally

Playford's residents like to live close to work as evidenced by the 28 per cent of people who live and work within the City area – the highest percentage of any local government area in the Greater Adelaide region. There is a great opportunity to leverage this high percentage and convert this to more walking, cycling, micromobility and public transport trips.

This will have health benefits for residents and will reduce or delay the need for costly infrastructure upgrades.



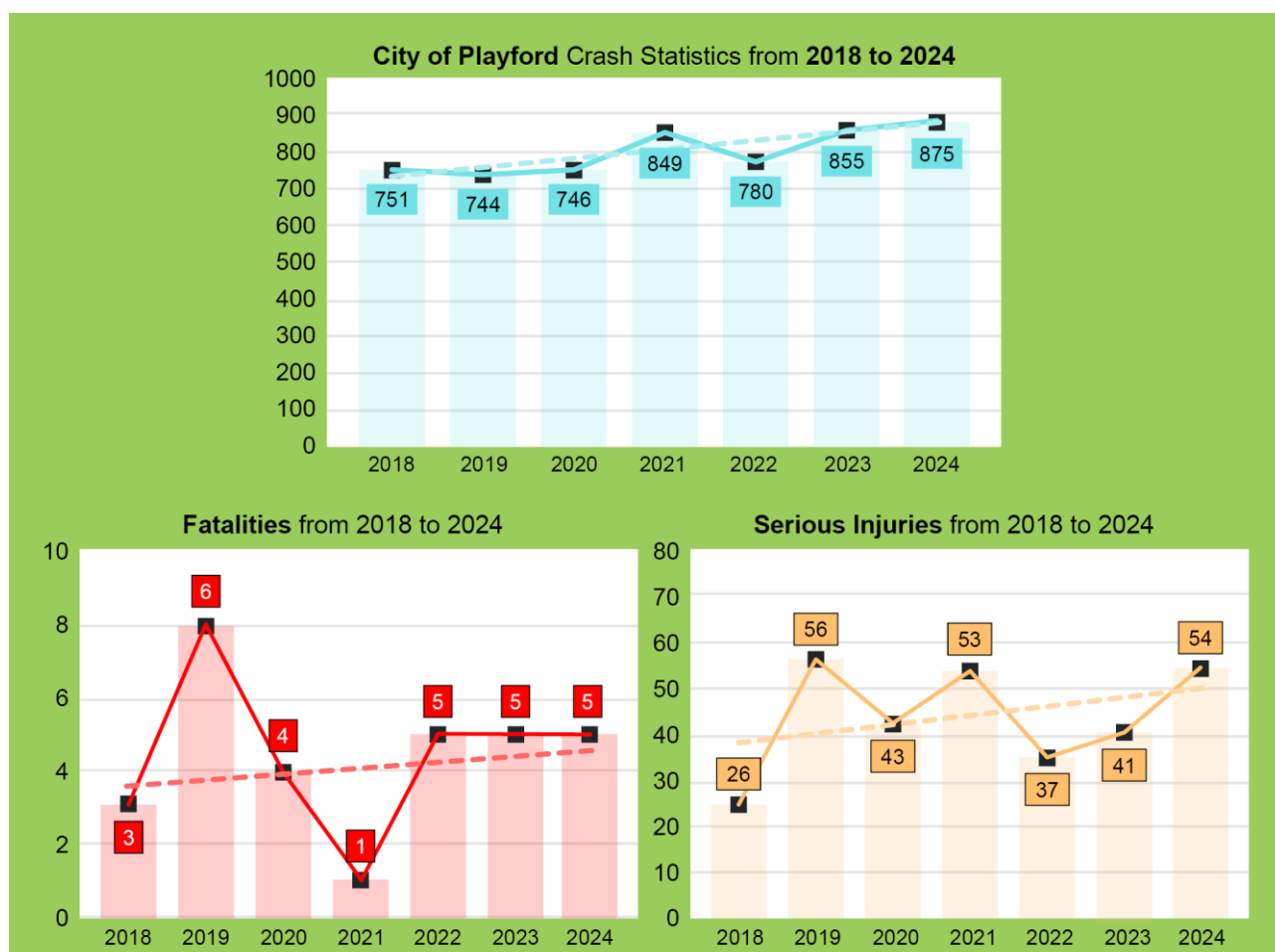
Challenges

In addition to the identified opportunities, data analysis and engagement with the community and key stakeholders has identified challenges that are barriers to achieving the community's aspirations for Prosperity, Liveability and Happiness, and the Transport Vision that has been developed.

Crashes and crash severities not improving

The National and State road safety strategies are both targeting Vision Zero by 2050 with an interim target of a 50 per cent reduction in fatalities and 30 per cent reduction in serious injuries by 2030.

For the baseline period 2018-2020 on average each year there were nearly 750 crashes reported in the City of Playford resulting in averages of 42 serious injuries and four fatalities per year. Since the inception of South Australia's Road Safety Strategy in December 2021 the average number of crashes has increased to almost 840 crashes per year, including averages of 46 serious injuries and 4 fatalities per year (2022-2024).



People who walk, cycle, or use micromobility, collectively called active travel, are the most vulnerable on the City's roads as crashes between these vulnerable users and vehicles are more likely to result in injuries than crashes between vehicles. Improving the safety of active travel needs to be an important focus for this strategy.

Similarly, motorcyclists are only a very small proportion of traffic on South Australia's roads (4 per cent) yet represent a disproportionately high crash rate. Rural arterial roads in hilly areas are magnets for motorcyclists, and the crash rates are disproportionately high on some of these roads, such as Black Top Road, Gould Creek.

However, there are also several roads in the urbanised areas that have disproportionately high motorcycle crash rates despite being in 60km/h posted speed areas or lower. These include the Coventry Road / Heytesbury Road corridor (Davoren Park and Smithfield Plains), Peachey Road (Davoren Park and Smithfield Plains) and Stebonheath Road (Edinburgh North and Davoren Park).

It will be difficult to reverse the current trend of crashes and get close to the 30 per cent reduction in serious injuries from the baseline period by 2030. Further rapid growth will result in additional traffic movements that will make this target even more difficult to achieve.

Lack of Road Safety Plans

There are only a limited number of areas with an active road safety plan or local area traffic management plan such as Blakeview and Munno Para West. Local area traffic management studies are underway or planned for Craigmore, Elizabeth Vale, Hillbank, Davoren Park, Smithfield, One Tree Hill, Andrews Farm and Eyre. However, this only represents a small area of the entire City that will be subject to plans to improve road safety.

The National Road Safety Strategy has set, as a lead indicator, the share of State and Territory Governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure. To support the National Road Safety Strategy, Road Safety Plans, based on road safety risk assessment, should be prepared for all areas of the network over time to proactively tackle the number of crashes.

Poor speed compliance

The arterial roads that run through the City, such as the Northern Expressway and Port Wakefield Highway, are of high standard and have high posted speed limits, 80 kilometres per hour and greater, to move large numbers of vehicles quickly.

Many roads were historically rural roads servicing agricultural and horticultural areas and catered for very low traffic numbers. These roads had relatively high posted speed limits as was appropriate for the then level of development and standard of the roads. Over time, traffic has significantly increased on these roads as the population has grown.

The posted speed limits have been decreased as adjacent development and traffic volumes have increased, but this has not always been undertaken in combination with changes to the road environment and vehicle speeds have not matched these posted speed limit reductions on some roads. As a result, there are a high number of roads have a high proportion of motorists exceeding the posted speed limit.

Speed affects both the impact of a crash and how quickly a driver can react. In any crash, speed adds to the force that causes injury. Managing speed is essential for safer roads.

The National Road Safety Strategy has set as a lead indicator, the share of motor vehicles at or below the speed limit as an indicator of good safety outcomes. This presents an opportunity to

critically review the speed compliance on the road network with a view to reviewing the speeds and the road environment to achieve safer outcomes and better speed compliance.

Cross intersections in high-speed environments

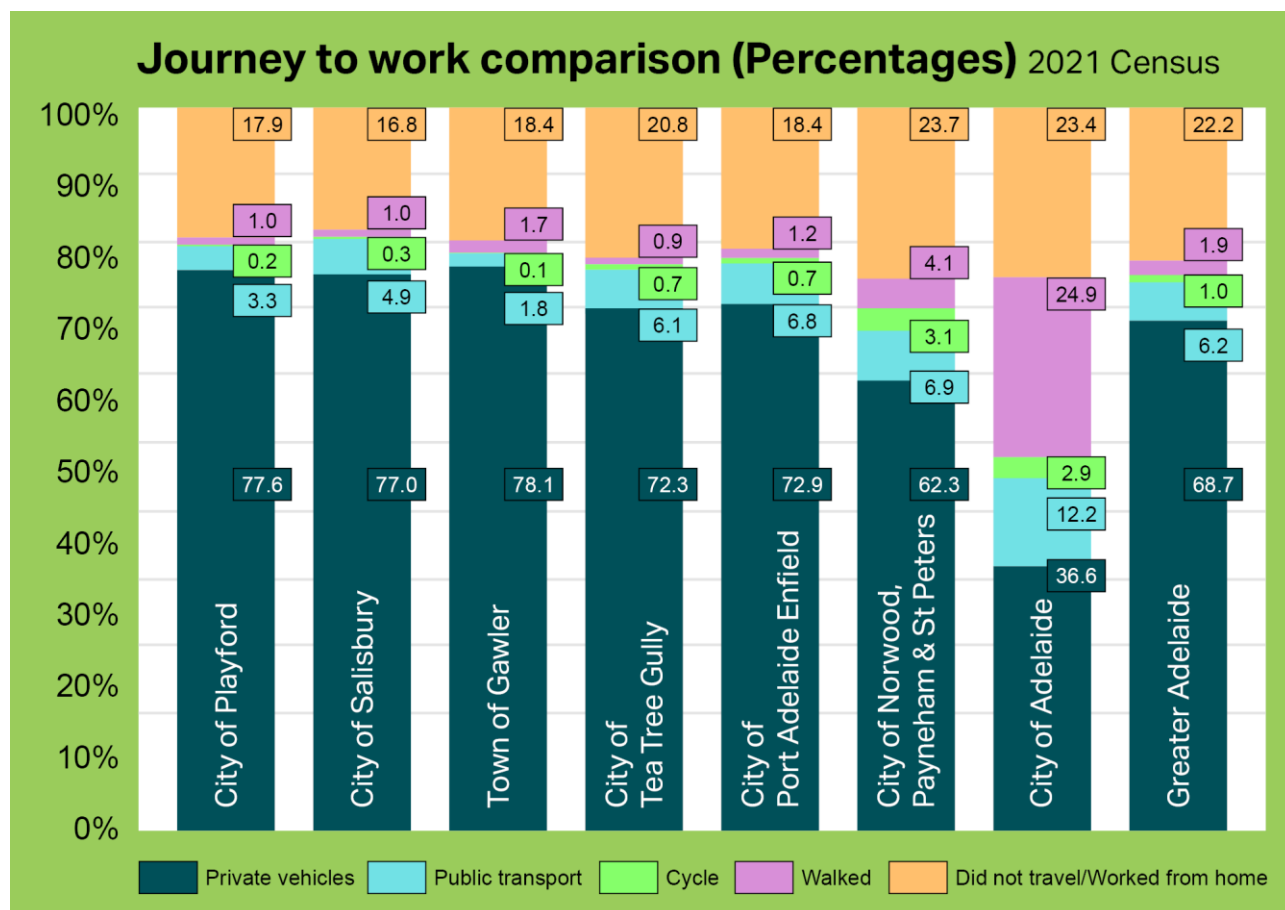
Many roads still service agricultural and horticultural areas, such as Virginia and Penfield Gardens. These areas are now between large residential and employment growth areas and traffic has been increasing significantly on many of these roads.

Historically, there have been issues with the grid pattern of roads forming cross intersections in high-speed environments. The consequences of missing the intersection or misjudging a gap are significant as a car on the intersecting road will impact at right angles where there is minimal protection for motorists and the greatest potential for injury.

The Department for Infrastructure and Transport and the City of Playford have been working diligently to resolve locations that have a crash history but there is still significant risk of further high-speed right-angle crashes occurring.

Public transport patronage

As shown below, the patronage of public transport in the city, 3.3 per cent, is considerably lower than other local government areas in the Greater Adelaide area, and the average for Greater Adelaide is also considerably lower than other capital cities in Australia and cities of comparable size across the globe.



The Australian Bureau of Statistics Socio-Economic Indexes for Areas (SEIFA) ranks the City as the lowest local government area in the Greater Adelaide area according to relative socio-economic advantage and disadvantage. The City has a situation where there is the greatest need for utilising public transport and one of the lowest patronage proportions.

The State Government's Greater Adelaide Regional Plan and the Transport Strategy contain outcomes and actions to increase public transport to take a greater share of demand. The Federal Government is also advocating for the shift to public transport to reduce carbon emissions and to address congestion on roads.

Public transport patronage in existing areas

Service frequencies at Elizabeth Interchange and Smithfield Interchange are good, with trains arriving approximately every 15 minutes and a bus service arriving every six to 10 minutes respectively.

Many bus services begin or end at the Elizabeth Interchange or Smithfield Interchange, or at the Salisbury Interchange in the City of Salisbury, and then spread radially from these sites. This results in bus stops being serviced in rapidly reducing frequencies as the distance increases from the interchanges due to individual services operating at 30 minute or 60 minute frequencies. This does not provide for the needs of the community.

Adelaide Metro has a comprehensive network, the Go Zone network, that provides services every 15 minutes between 7:30am and 6:30pm Monday to Friday, every 30 minutes between 6:30pm and 10:00pm Monday to Friday, and every 30 minutes on Saturday, Sunday and Public Holidays. This provides public transport passengers a guaranteed service and encourages walk-up behaviours, and increased patronage. Unfortunately, the Go Zone network only extends as far north as Salisbury East and does not reach the City of Playford.

Train frequencies at the four stations of Munno Para, Broadmeadows, Womma and Elizabeth South, are significantly less than Elizabeth Interchange and Smithfield Interchange. The service frequencies are reflected in the patronage data with the four stations combined recording less boardings than either Elizabeth Interchange or Smithfield Interchange.

The coverage and frequency of Public Transport is not conducive to encouraging high levels of patronage, despite the inequities and disadvantage in the area. In addition, the bus routes are focussed on providing access to Elizabeth Interchange and Smithfield which is intended to allow for easy access to the Adelaide CBD, the highest concentration of jobs within the State. This Adelaide-centric network lacks high frequency routes to easily get on a bus and get around the City of Playford.

Public transport patronage in growth areas

The population has been growing for some time now, with significant residential growth already underway in Blakeview and Playford Alive, and continuing in Playford North Extension, Angle Vale, Virginia and Riverlea Park.

As would be expected with new areas with initially low numbers of residents, bus services are limited to single direction loop services or long terminating services with high travel times and very low frequencies. The road networks in new areas have been prepared with future bus services in mind

but the number of potential patrons needs to reach a critical mass before the coverage and frequency of services will increase.

In the meantime, commuter vehicle travel patterns have already been embedded with the initial residents and decision points, such as the purchase of a second or third vehicle, have already passed. These embedded behaviours are at odds with the State Government's Greater Adelaide Regional Plan and will be difficult to reverse in the short term. It is only with a strong public transport focus up front that active travel and public transport travel patterns can be established.

Incomplete walking and cycling networks

There is an extensive network of footpaths, bicycle and shared paths, and trails throughout neighbourhoods and open spaces. Some parts of the network are not contiguous or are disconnected from public transport stations and stops, forcing people onto roads or onto loose surfaces, some parts are old and in need of an update, and other parts are disconnected by traffic.

In some areas, there are rollover kerbs promoting cars to park on the verge illegally. Unfortunately, in many areas the footpaths are adjacent the rollover kerbs and are often interrupted by these cars and other obstructions such as stobie poles, light poles, bus stops, vegetation, and on particular days, rubbish bins.

In comparison, the newer residential growth areas have wider footpaths and a greater network of shared paths, that are generally behind upright kerbs, wider and sufficient distance from the road to allow for light poles, bus stops and rubbish bins. Trees have also been planted that at full maturity, provide a generous tree canopy cover to make walking more comfortable and enjoyable.

The sequencing of residential growth areas is based on the ability of developers to gain access to and sell land. Residential growth areas are not necessarily adjacent to existing residential areas. This is creating gaps in the network of paths, that will ultimately be resolved as developments are undertaken, but in the meantime, it is a barrier for walking, cycling or using micromobility.

In addition, residential growth in townships are separated from other residential areas by the important horticulture and agriculture lands. Travel between these areas to access jobs and schools is on high-speed rural roads with minimal space for cycling. This discourages less experienced cyclists from cycling and leaves more dedicated cyclists at risk.

Not only is the network disconnected in some areas, where established paths are available it is often challenging to cross the road. This is in part due to the road network having a prevalence of roundabouts that are highly efficient at moving traffic but are a challenge for pedestrians and cyclists. In addition, the road network has a low number of traffic signals or other priority measures that can break up the constant stream of vehicle traffic to provide comfortable gaps for pedestrians to cross.

These issues of the network of paths and trails being obstructed, disconnected or challenging, are discouraging walking, cycling and using micromobility.

Residential growth and freight corridors

Historically, the city has consisted of some small townships that support large areas of agricultural and horticultural lands. Heavy vehicles were able to service the agricultural and horticultural areas or pass through the area and the townships for longer distance trips with minimal impact. As residential growth has been concentrated around these townships, the conflict between heavy vehicles and residential areas has increased and some of the historic heavy vehicle routes are no longer compatible with the surrounding land uses. This impacts on heavy vehicle efficiency, and residents' quality of life.

Population and Employment Growth

Existing growth areas

The city has experienced significant growth, commencing with Playford Alive and Blakeview, and continuing with Playford North Extension, Angle Vale, Virginia and Riverlea Park. These areas have been developed with the latest knowledge and experience in building connected and sustainable communities.

As with the rest of Adelaide, infill has been progressing in established suburbs with some blocks being split into two or three resulting in higher dwelling densities. This significant growth is resulting in more commuters, buses and trucks, and more traffic congestion.

Infrastructure Deeds

The more recent growth areas are coupled with infrastructure deeds for stormwater, transport and social infrastructure that are intended to ensure that this infrastructure is provided in a timely manner. The deeds have ensured that connections are provided to existing or future roads in or adjacent the developments.

Despite traffic studies undertaken by the State Government, developers and Council, some of the originally proposed upgrades will only operate below capacity for a few years before needing more extensive, and expensive upgrades.

In addition, as evidenced by the complaints from the community, the deeds have not been implemented in a timely manner or have not considered upgrades to the wider transport network. There is significant congestion on Curtis Road, where it carries more traffic than the State controlled arterial roads of Heaslip Road, Angle Vale Road or Womma Road, and is the number one community transport issue for Council. Approximately 21,000 to 24,000 vehicles use Curtis Road each day with 21,000 vehicles at the Gawler railway line level crossing where during the peak periods, the boom gates can be down for up to 15 minutes every hour.

Curtis Road is not the only concern from the community. There is a limited number of crossings of the 12 kilometres of Gawler railway line in the City, and only one of those being grade separated, traffic from the growth areas to the key shopping centres is funnelled down a few roads, such as Anderson Walk (Smithfield), and Winterslow Road (Elizabeth and Edinburgh North).

It is clear that despite the efforts of Council, the Transport Infrastructure Deeds for growth areas will not deliver all the necessary improvements to the transport network suitable for the longer term.

Changes in Technology and Decarbonisation

We live in an environment of uncertainty caused by rapidly changing technology and the policies of decarbonisation which could change the focus of the Transport Strategy. Council needs to keep abreast of these changes and be adaptive where necessary.

Technology could potentially result in vehicles communicating with other vehicles or infrastructure, and potentially autonomous vehicles could start roaming the streets. Fuel sources could change more rapidly than currently occurring. Information to facilitate transport planning or understand transport issues could become available. The Council's role in changes in technology is not clear however it needs to remain attuned and be adaptive should intervention or support be required.

Similarly, the transport sector is in a process of decarbonisation. The role of this Strategy and Council's policies is not clear, and Council needs to remain attuned to changes and be adaptive should intervention or support be required.



Objectives and Actions

Through examination of the opportunities and challenges, and comparison with the strategic directions from the governments of Australia and South Australia, objectives and actions have been developed. These objectives and actions are directly aligned with at least one of the higher-level aspirations in the **Community Vision 2043** for Prosperity, Liveability, and Happiness.

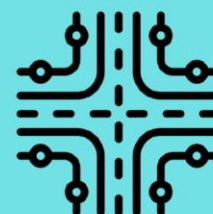
Safety:

A transport system that is safer for the community.



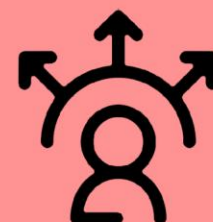
Connectivity:

A transport system that is integrated and easier to drive, walk, cycle, use micromobility and ride public transport.



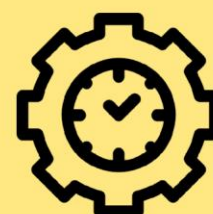
Proactive:

A transport system that is ready for more people and businesses, and responds to changes in technology and expectations.



Productivity:

A transport system that enhances the prosperity of the community.



For each of the objectives above, a suite of interrelated actions has been developed. Some actions, such as, implement the movement and place approach across the road network, need to be undertaken as a priority, as they support subsequent actions and ensure they have the greatest chance of success.

Safety

A transport system that is safer for the community

Residents and visitors need to be safe and feel safe when travelling.

Crashes not only cause impacts on the day they occur, but also the weeks, months and years afterwards for families and communities. Council needs to plan for a road network that eliminates this trauma and foster an environment where residents and visitors feel safe to drive, walk, cycle, use micromobility and take public transport.

The Safety objective links directly to the communities' aspirations for Liveability and addresses several challenges identified in meeting the Transport Vision.

The actions developed for the Safety objective will also support the Connectivity objective by encouraging active transport and public transport patronage, and the Productivity objective by reducing incidents that cause delays.

Safety Actions

- Implement the Movement and Place approach across the road network
- Develop and implement fit for purpose Road Network Safety Plans to proactively tackle potential safety issues
- Invest in high casualty crash locations
- Implement changes to roads with low rates of speed compliance to encourage improved speed compliance
- Invest in roads that have high motorcycle crash rates
- Invest in improving cross intersections in high-speed environments

Connectivity

A transport system that is integrated and easier to drive, walk, cycle, use micromobility and ride public transport

Residents and visitors should be able to move around easily and affordably even if they don't use a car.

Overwhelming evidence shows that active, walkable places produce a wealth of health, social, economic and environmental benefits. Council needs to plan for a connected, safe and accessible active transport network for people with all levels of mobility and access needs. The infrastructure needs to be designed to encourage walking, cycling and micromobility for local trips.

Nevertheless, the Council area is large, and most trips are by private vehicle, and we do not want to lose sight of the need to ensure that getting around by car is vitally important to the community. Council still needs to plan for a connected, safe and accessible commuter network for longer distance travel and ensure this it is seamlessly integrated with the State Government's transport network.

This Connectivity objective has been chosen as it links directly to the communities' aspirations for Prosperity, Liveability and Happiness and addresses several challenges identified in meeting the Transport Vision.

The actions developed for the Connectivity objective will also harness the opportunities provided by the growth master plan for the Elizabeth CBD, growth of the Playford Health and Wellbeing Precinct and the high number of people who live and work within the city area.

Connectivity Actions

- Update the walking and cycling network maps with a focus on activity around shopping centres, schools, health precincts, playgrounds, parks and sporting areas
- Update existing guidelines to further reinforce the aspiration for more walkable neighbourhoods
- Advocate for on-demand services as a precursor to regular bus services in new residential developments and employment growth areas
- Advocate and provide support for a public transport system with more frequent services and extended coverage, particularly east-west movements across the City, and more extensive mass transit
- Support bus services by working with Public Transport South Australia (PTSA) to identify and then implement bus priority and bus only measures
- Advocate for the Elizabeth CBD and Playford Health and Wellbeing Precinct to be serviced with frequent and extensive public transport, linking people to health, cultural, retail, commercial, leisure and sporting offerings on days, nights and weekends
- Provide safe personal mobility access to bus stops and train stations and improve comfort for all weather conditions
- Invest in constructing and upgrading shared paths, cycle paths and footpaths, with a focus on Disability Discrimination Act (DDA) compliance and including appropriately located lighting, wayfinding, seating, bins, bike repair stations and water fountains
- Identify and investigate traffic issues, and undertake upgrades into the capacity and reliability of roads*
- Be open and support the introduction of new technologies and ideas that improve mobility

* This action is also in the Proactive Objective

Proactive

A transport system that is ready for more people and businesses, and responds to changes in technology and expectations

Council needs to be proactive and ready for the influx of people and businesses and be flexible to changes in technology and expectations that occur over the life of this strategy.

This will include building on learnings from growth to make better decisions and advocate more strongly, but also look for solutions to the issues that have resulted from growth to create a better future.

This Proactive objective has been chosen as it links directly to the communities' aspirations for Prosperity, Liveability and Happiness, and addresses several challenges identified in achieving the Transport Vision.

The actions developed for the Proactive objective will leverage experiences from existing growth areas to provide better outcomes for the community on future growth areas. The actions will also harness the opportunities provided by the growth master plan for the Elizabeth CBD, and growth of the Playford Health and Wellbeing Precinct.

Proactive Actions

- Engage with the State Government to deliver a holistic upgrade of the transport network in support of current and future population and employment growth including a fully developed, integrated solution for Curtis Road
- Identify and investigate traffic issues, and undertake upgrades into the capacity and reliability of roads*
- Review the projects in the growth area infrastructure deeds, based on the latest information and growth projections, and implement fit for purpose projects in a timely manner
- Collaborate with the State Government and City of Salisbury to develop a growth master plan for the Elizabeth CBD as the second CBD for Adelaide, incorporating personal mobility, public transport and commuter considerations
- Collaborate with the State Government to plan for transport infrastructure for the Playford Health and Wellbeing Precinct, incorporating personal mobility, public transport and commuter considerations
- Collaborate with the State Government to ensure that Growth areas in the Greater Adelaide Regional Plan have identified, and robust funding mechanisms implemented, for the timely delivery of infrastructure that also includes the needs of the wider network
- Monitor the transition towards net zero to understand its implications for Playford's transport network both direct and indirect

* This action is also in the Connectivity Objective

Productivity

A transport system that enhances the prosperity of the community

Residents will have opportunities to be more prosperous because of the transport system.

This includes leveraging the City's strategic location and ensuring employment and horticultural areas are serviced by reliable and efficient freight networks, that includes access requirements during construction and operation.

This Productivity objective has been chosen as it links directly to the communities' aspirations for Prosperity and addresses several challenges identified in meeting the Transport Vision. But also links to the communities' aspirations for Liveability and Happiness.

The actions developed for the Productivity objective will also harness the City being strategically located at the junction of the interstate road and railway freight corridors. Greater Edinburgh Parks is located at this junction and has been identified as a nationally important employment (economic) cluster. The State Government, and the Councils of Salisbury and Playford are currently working collaboratively to plan the development of Greater Edinburgh Parks. To leverage this work there are actions to increase the heavy vehicle network and provide oversize / overmass accessibility to meet the areas full potential.

Actions will also support the existing important horticulture and agriculture lands in the Virginia Horticultural district and to the east in the Mt Lofty Ranges by improving heavy vehicle access whilst being sensitive to residential areas.

Productivity Actions

- Develop an aspirational freight network in collaboration with surrounding Councils and DIT that defines where each size of heavy vehicle will be able to travel
- Invest in expanding the approved freight network
- Review and make recommendations on existing freight routes adjacent to residential areas to ensure productivity is appropriately balanced with liveability
- Work with DIT and key stakeholders to identify and protect an appropriate oversize / overmass network
- Be open and adapt to the introduction of new freight technologies and freight vehicles

Implementing the Transport Strategy

The Transport Vision is for 'A transport network in the City of Playford to support the community's aspirations for Prosperity, Liveability, and Happiness by enhancing community connectivity and safety, and promoting economic growth. This will be achieved within the context of significant population expansion, and the drive for sustainability and resilience.'

The opportunities and challenges to achieving the vision have been assessed. Objectives and actions to leverage the opportunities and meet the challenges have been developed. To bring these actions to fruition, the City of Playford will be undertaking advocacy, collaborations, and studies that will lead to projects, programs, or the provision of services.

Advocacy

To assist in achieving these objectives, the City of Playford will need support from the State and Federal Government, as financial constraints / capacity, and some elements of the transport network are not under the control of the City of Playford.

The table below highlights the actions identified in this strategy that require advocacy to the State and Federal Government, and how this will be achieved.

Objective	Action(s)	Advocacy	Measure(s) of Success
Proactive	Engage with the State Government to deliver a holistic upgrade of the transport network in support of current and future population and employment growth including a fully developed, integrated solution for Curtis Road.	Advocate to State and Federal Governments to determine a comprehensive plan and funding for a fully developed, integrated solution for Curtis Road and the entire road system.	A State and /or Federal Government funded upgrade. Care and control of Curtis Road assumed by State Government.
Connectivity	Advocate for on-demand services as a precursor to regular bus services in new residential developments and employment growth areas. Advocate and provide support for a public transport system with more frequent services and extended coverage, particularly east-west movements across the city, and more extensive mass transit.	Providing submissions to the State Government on Public Transport strategies, plans, and proposals, as well as the Public Transport aspects of code amendments. Advising the State Government of feedback and issues raised by the community.	All new residential and employment growth areas supplied with on-demand services until regular services commence. A greater percentage of residents located within 500 metres of a bus service that runs at less than 30 minute frequencies. A new mass transit service in the City.

Implementing the Transport Strategy

Objective	Action(s)	Advocacy	Measure(s) of Success
Connectivity	Advocate for the Elizabeth CBD and the Playford Health and Wellbeing Precinct to be serviced with frequent and extensive public transport, linking people to health, cultural, retail, commercial, leisure and sporting offerings on days, nights and weekends.	Supporting Department for Housing and Urban Development (DHUD) by providing data and participating in the Master Planning exercise for the Elizabeth CBD identified in GARP. Liaising with PTSA during the assessment of developments and structure plans for Code Amendments relating to the Elizabeth CBD and Playford Health and Wellbeing Precinct. Utilise the Council's social media channels, and Council website to support the dissemination of information to the community. Advising DHUD of feedback from the community.	Additional public transport services at the Elizabeth CBD and Playford Health and Wellbeing Precinct.
Proactive	Collaborate with the State Government and City of Salisbury to develop a growth master plan for the Elizabeth CBD as the second CBD for Adelaide, incorporating personal mobility, public transport and commuter considerations. Collaborate with the State Government to plan for transport infrastructure for the Playford Health and Wellbeing Precinct, incorporating personal mobility, public transport and commuter considerations.	Providing submissions to the State Government on Public Transport strategies, plans, and proposals, as well as the Public Transport aspects of code amendments relating to the Elizabeth CBD and Playford Health and Wellbeing Precinct. Contributing to the provision of supporting infrastructure where appropriate, such as footpaths, shared paths and bus stop infrastructure.	An updated Master Plan for the Elizabeth CBD and Playford Health and Wellbeing Precinct incorporating personal mobility, public transport and commuter considerations.

Implementing the Transport Strategy

Objective	Action(s)	Advocacy	Measure(s) of Success
Proactive	Collaborate with the State Government to ensure that Future Growth areas in the Greater Adelaide Regional Plan have identified, and robust funding mechanisms implemented, for the timely delivery of infrastructure that also includes the needs of the wider network.	Providing submissions to the State Government on Public Transport strategies, plans, and proposals, as well as the Public Transport aspects of code amendments relating to residential and employment growth areas. Contributing to the provision of supporting infrastructure where community benefit is adequately demonstrated, such as contributing to the funding of road upgrades to existing residents.	Fully funded delivery mechanisms for transport infrastructure in future growth areas that also includes the needs of the wider network.

Priorities

Each year prioritised initiatives will feed into the development of the Annual Business Plan and budget. Initiatives that are well aligned with multiple objectives of the Transport Strategy will be prioritised.

A fifth objective, Sustainability and Resilience, has been developed for the prioritisation to support the Transport Vision, recognising the Transport Strategy is operating within the context of a direction by the State and Federal Governments for sustainability and resilience. In this context, sustainability refers to providing a transport system for the community in a way that is least damaging to the environment. Whilst resilience refers to the ability of the transport system to operate adequately during extreme weather events, such as flooding or extended high temperatures.

The objectives have been weighted based on the focus areas of Council. These can be updated over time to ensure consistency with the Council and community's expectations. The table below highlights what is considered in determining alignment with an objective and the weighting for each Objective.

Objective	Alignment considerations	Weighting	Weighting explanation
Safety	Reduction in the likelihood or severity of road crashes. Residents' perceptions of safety. Reduction in the likelihood or severity of antisocial behaviours on the transport network.	30%	Feedback in the development of the Community Vision 2043 and the 2025-2028 Strategic Plan has identified safety to be of paramount importance.

Implementing the Transport Strategy

Objective	Alignment considerations	Weighting	Weighting explanation
Connectivity	Coverage of the active travel network (footpaths, shared paths, trails). Ability for active travel to cross barriers such as highly trafficked roads, railway lines or watercourses. Vehicular access to the road network. Public transport coverage and/or frequency.	25%	Being connected to ensure residents can live, work and play locally is an important objective that is regularly referenced in the Community Vision 2043 and 2025-2028 Strategic Plan.
Proactive	Timing supports growth. Timing reduces issues from occurring in the first instance.	20%	Providing infrastructure in a timely manner is important to maximise efficiency and minimise disruption to the community.
Productivity	Ability to move goods. Number of trips required to move goods. Distance or time required to move goods.	15%	Improving our productivity is important to support the economic development of the City and meet the Community Vision 2043 for Prosperity.
Sustainability and Resilience	Emission of carbon during the operational phase of the initiative, including change of travel mode to active travel or public transport. Tree canopy cover. Resilience to extreme weather events.	10%	Inclusion of this criteria will assist in the drive for sustainability and resilience.

In order to ensure initiatives have the greatest impact, initiatives that affect a greater number of persons under each of the Objectives are considered to be a higher priority.

Priority studies

To support the National Road Safety Strategy, Road Safety Plans, based on road safety risk assessment, will be prepared for all areas of the network over time to proactively tackle the number of crashes. Based on the size of the area and the number of crashes, particularly serious injury and fatal crashes within an area, twelve area studies have been prioritised to provide fit for purpose road safety plans covering all roads in the City of Playford.

In addition, South Australia's Road Safety Strategy identifies a key strategy to work with local councils to design safer community and pedestrian precincts (schools, main streets, recreation and sports) using a movement and place approach. This requires the preparation of a school road safety plan for each of the thirty school precincts in the City of Playford. School precincts have been prioritised for a program of studies based on the number of enrolments, and in particular the number of Primary School aged enrolments.

Implementing the Transport Strategy

Below is a prioritised list of Road Safety Plans to cover all school precincts in the City of Playford.

Priority	Road Safety Plans	School Road Safety Plans
1	Playford Hills Road Safety Plan (Blakeview, One Tree Hill, Gould Creek, Sampson Flat, Humbug Scrub, Yattalunga, Uleybury and Bibaringa).	- Mark Oliphant College and Adelaide North Special School. - Blakeview Primary School, Trinity College Blakeview and Craigmore High School. - St Columba College. - Craigmore South Primary School and Hope Christian College Craigmore.
2	- Elizabeth Downs, Elizabeth Park and Elizabeth East Road Network Safety Plan. - Elizabeth Grove and Elizabeth South Road Network Safety Plan.	- John Hartley School. - Elizabeth North Primary School. - Swallowcliffe School. - Angle Vale Primary School. - Playford College. - Catherine McAuley School and Playford Primary School.
3	- Virginia Township Road Network Safety Plan. - Virginia, Penfield Gardens, Angle Vale and MacDonald Park Rural Road Network Safety Plan.	- Trinity College Gawler River. - Elizabeth Vale Primary School Road Network Safety Plan. - Virginia Primary School Road Network Safety Plan. - Elizabeth Downs Primary School Road Network Safety Plan. - Munno Para Primary School Road Network Safety Plan. - St Thomas More School Road Network Safety Plan.
4	- Elizabeth North Road Network Safety Plan. - Northern Playford Road Network Safety Plan (Angle Vale, Hillier, Munno Para Downs and Munno Para).	- Playford International College School Road Network Safety Plan. - Pinnacle College School Network Safety Plan. - Riverbanks College School Road Network Safety Plan. - Elizabeth Park Primary School Road Network Safety Plan. - Elizabeth Grove Primary School Road Network Safety Plan. - Garden College - Elizabeth Campus School Road Network Safety Plan.
5	- Angle Vale Township Road Network Safety Plan. - Smithfield Plains Road Network Safety Plan.	- Elizabeth South Primary School Road Network Safety Plan. - One Tree Hill Primary School Road Network Safety Plan. - Elizabeth East Primary School Road Network Safety Plan. - Blakes Crossing Christian School Road Network Safety Plan.
6	- Greater Edinburgh Parks Road Network Safety Plan. - Buckland Park and St Kilda Rural Road Network Safety Plan.	- Taparra Primary School Road Network Safety Plan. - Kaurna Plains School Road Network Safety Plan. - St Mary Magdalene's School Network Safety Plan. - Northern Adelaide Senior College School and TAFE SA - Elizabeth Campus, Road Network Safety Plan.
7	Riverlea Park Road Network Safety Plan.	

Implementing the Transport Strategy

As the Road Safety Plans and School Road Safety Plans are progressively completed, projects identified in the plans will be added to a list of initiatives and prioritised.

Priority initiatives

Based on insights from community engagement, the annual Playford Community Survey, customer requests, and city-wide datasets, a list of initiatives has been developed. These initiatives have been prioritised based on how well they align with the objectives and the number of persons affected, with the high priority initiatives summarised in the table below

Further initiatives will be added to the list over time as the Road Safety Plans are completed, and as work is completed on master planning growth areas such as Greater Edinburgh Parks, MacDonald Park and Buckland Park.



Implementing the Transport Strategy

Priority	Initiative	Stages / High Priority Projects	Rationale	Measure of Success
1	Curtis Road upgrade, Main North Road to Northern Expressway.	- Collaborate with the State Government and Developers in the implementation of Playford North Extension (PNE) Road Infrastructure Deed items 1, 1A, 2, 2A, & 3 – Signalisation of the Curtis Road / realigned Andrews Road intersection, and associated works. - Advocate to the State and Federal Governments to determine a comprehensive plan and funding for a fully developed, integrated solution for Curtis Road and the entire road system. - Support DIT to implement a comprehensive plan for Curtis Road.	Aligns with Proactive Actions – Engage with the State Government to deliver a holistic upgrade of the transport network in support of current and future population and employment growth including a fully developed, integrated solution for Curtis Road and Review the projects in the growth area infrastructure deeds, based on the latest information and growth projections, and implement fit for purpose projects in a timely manner. Aligns with Safety Action – Invest in high crash locations. Number one transport issue in City of Playford. Traffic volumes are expected to increase with further development in the area. Aligns with Community Vision 2043 – Accessible and efficient transport network and services.	A State and /or Federal Government funded upgrade. Care and control of Curtis Road assumed by the State Government. Reduced travel times along Curtis Road.
2	Elizabeth Central Mobility Upgrades.	- Collaborate with the DHUD on the Elizabeth Central Master Planning identified in GARP - Support implementation of the Master Plan with funding and funding applications - Expected to include upgrades to pedestrian and cyclist connectivity across the area, wider footpaths / shared paths, pedestrian crossings, traffic signals, changes to line marking, protuberances	Aligns with Proactive Action – Collaborate with the State Government and City of Salisbury to develop a growth master plan for Elizabeth as the second CBD for Adelaide, incorporating personal mobility, public transport and commuter considerations. Current commitment of State Government. Aligns with Community Vision 2043 – A vibrant CBD for the North.	A precinct that is easy and safe to move around by active travel encouraging an attractive and vibrant CBD of the north. Reduced travel times through precinct for active travel.
3	Angle Vale Deed, Heaslip Road - Curtis Road to Fradd Road.	- Planning and design to urban road standard in accordance with Road Infrastructure Deed - Planning and design of shared path with consideration to comfort for all weather conditions, Water sensitive Urban Design (WSUD), Crime Prevention Through Environmental Design (CPTED) and DDA incorporating placemaking and canopy cover - Implement Angle Vale (AV) Road Infrastructure Deed item AV14 – Upgrade with kerbing and footpaths. Road Section Type 1 – median not warranted (excluding extent of Item 16 works – Heaslip Road / Fradd Road junction). Excludes reseal of existing pavement.	Aligns with Connectivity Actions – Invest in constructing and upgrading shared paths, cycle paths and footpaths, with a focus on DDA compliance and including appropriately located lighting, wayfinding, seating, bins, bike repair stations and water fountains, and provide safe personal mobility access to bus stops and train stations and improve comfort for all weather conditions. Aligns with Proactive Action – Review the projects in the growth area infrastructure deeds, based on the latest information and growth projections, and implement fit for purpose projects in a timely manner. Aligns with South Australia's Walking Strategy. Aligns with Community Vision 2043 – Walkable communities.	Improved speed compliance. Increased participation in active travel. Increased length of footpaths, shared paths and trails across the City of Playford. Reduced number and severity of crashes.
4	Midway Road, entire length, Safety Upgrade.	- Undertake planning and design. - Implement upgrades possibly including roundabouts, protuberances, narrow centreline, pedestrian refuges, parking, upgrade to shared path.	Aligns with Safety Action – Invest in high casualty crash locations, and implement changes to roads with low rates of speed compliance to encourage improved speed compliance. 4.2km length of road with one fatal, four serious injury and 25 minor injury crashes – meets Black Length Criteria. Aligns with Community Vision 2043 – Safe design of spaces and places.	Reduced number of fatalities and serious injuries along Midway Road. Improved speed compliance.
5	Angle Vale Deed, Curtis Road / Frisby Road and Curtis Road upgrade, Frisby Road to Northern Expressway.	- Planning and design of roundabout at Curtis Road / Frisby Road, and upgrade to urban road standard in accordance with Road Infrastructure Deed the section of Curtis Road from Frisby Road to Northern Expressway. - Implement AV21 – Install a roundabout to support the Angle Vale growth area in lieu of channelised T-junction in the Road Infrastructure Deed. - Implement AV27 – Upgrade existing 2 lane carriageway with bicycles. Road Section Type 2.	Aligns with Safety Action – Invest in high casualty crash locations. Aligns with Proactive Action – Review the projects in the growth area infrastructure deeds, based on the latest information and growth projections, and implement fit for purpose projects in a timely manner. Aligns with Community Vision 2043 – Accessible and efficient transport network and services.	Reduced number of fatalities and serious injuries along Curtis Road. Improved efficiency and connectivity to and from growth areas. Reduced queuing during peak hours.

Implementing the Transport Strategy

Priority	Initiative	Stages / High Priority Projects	Rationale	Measure of Success
6	Angle Vale Deed, Frisby Road – Curtis Road to Angle Vale Road.	1. Planning and design to urban road standard in accordance with Road Infrastructure Deed. 2. Implement AV23 – Upgrade existing 2 lane carriageway with kerbing, pavement, bicycle lanes. Raised central median not warranted.	Aligns with Proactive Action – Review the projects in the growth area infrastructure deeds, based on the latest information and growth projections, and implement fit for purpose projects in a timely manner. Aligned with Community Vision 2043 – Accessible and efficient transport network and services. Both sides of Frisby Road are currently being developed.	Improved efficiency and connectivity to and from growth areas. Increased participation in active travel. Increased length of footpaths, shared paths and trails across the City of Playford.
7	Mark Oliphant College and Adelaide North Special School Road Network Safety Plan Implementation.	1. Develop a School Road Network Safety Plan that uses the movement and place approach to identify best-practice infrastructure treatments and traffic management for the school precinct (refer to Priority Studies above). 2. Implement high priority recommendations from the School Road Network Safety Plan.	Aligns with Safety Action – Develop and implement Road Network Safety Plans to proactively tackle potential safety issues. Aligns with Connectivity Actions – Update the walking and cycling network maps with a focus on activity around shopping centres, schools, playgrounds, parks and sporting areas and Invest in constructing and upgrading shared paths, cycle paths and footpaths, with a focus on DDA compliance and including appropriately located lighting, wayfinding, seating, bins, bike repair stations and water fountains. Aligns with South Australia’s Road Safety Strategy and Action Plan for safety community and pedestrian precincts. Aligns with Community Vision 2043 – Accessible and efficient transport network and services, Walkable communities, Lifestyle choices and Accessible healthy lifestyle.	Reduced speeds around schools at school pick and drop off times. Increased percentage of children walking and cycling to and from school.
8	Playford Health and Wellbeing Precinct Super Stop.	1. Collaborate with the PTSA to plan and design a public transport super stop on Haydown Road to service the Playford Health and Wellbeing Precinct. 2. Implement a public transport super stop in partnership with PTSA with electronic signage, seating, bins, shelters and canopy cover.	Aligns with Connectivity Actions – Support bus services by working with the PTSA to identify and then implement bus priority and bus only measures, and advocate for the Elizabeth CBD and Playford Health and Wellbeing Precinct to be serviced with frequent and extensive public transport, linking people to health, cultural, retail, commercial, leisure and sporting offerings on days, nights and weekends, and provide safe personal mobility access to bus stops and train stations and improve comfort for all weather conditions. Aligns with Proactive Action – Collaborate with the State Government to plan for transport infrastructure for the Playford Health and Wellbeing Precinct, incorporating personal mobility, public transport and commuter considerations. Aligns with Community Vision 2043 – Urban sensitive design, equitable access, safe design of spaces and places and state of the art health precinct.	Improved community perception of moving around safely. Increase in public transport patronage.
9	Angle Vale Deed, Fradd Road – Heaslip Road to Frisby Road.	1. Planning and design of signals in accordance with Road Infrastructure Deed. 2. Implement AV34 – Upgrade with kerbing and footpaths to local street standard with bicycle lanes for 900m of unkerbed section at eastern end.	Aligns with Proactive Action – Review the projects in the growth area infrastructure deeds, based on the latest information and growth projections, and implement fit for purpose projects in a timely manner. Aligned with Community Vision 2043 – Accessible and efficient transport network and services. Significant development along Fradd Road and provides connectivity to Angle Vale Primary School and Angle Vale Sports and Community Centre.	Improved efficiency and connectivity to and from growth areas. Increased participation in active travel. Increased length of footpaths, shared paths and trails across the City of Playford.

Implementing the Transport Strategy

Priority	Initiative	Stages / High Priority Projects	Rationale	Measure of Success
10	John Rice Avenue shared path, Main North Road to Winklebury Road.	1. Planning and design of shared path with consideration to comfort for all weather conditions, CPTED and DDA. 2. Install a shared path along John Rice Avenue, Main North Road to Winklebury Road.	Aligns with Connectivity Actions – Invest in constructing and upgrading shared paths, cycle paths and footpaths, with a focus on DDA compliance and including appropriately located lighting, wayfinding, seating, bins, bike repair stations and water fountains, and provide safe personal mobility access to bus stops and train stations and improve comfort for all weather conditions. Aligns with South Australia’s Walking Strategy. Aligns with Community Vision 2043 – Walkable communities.	Increased length of footpaths, shared paths and trails across the City of Playford. Increased participation in active travel in the area.
11	Elizabeth Way Upgrade – Main North Road to Woodford Road.	1. Design and implement modifications to the cross section to resolve speed compliance issues, provide for improved active travel and improve canopy cover.	Aligns with Safety Action – Implement changes to roads with low rates of speed compliance to encourage improved speed compliance. Aligns with Connectivity Actions – Provide safe personal mobility access to bus stops and train stations and improve comfort for all weather conditions. Aligns with National Road Safety Strategy 2021-30 key lead indicator ‘Share of vehicles at or below speed limit’. Aligns with Community Vision 2043 – Our Values – Good Planning.	Improved speed compliance. Increased participation in active travel in the area.
12	Blakeview Primary School, Trinity College Blakeview and Craigmores High School Road Network Safety Plan Implementation.	1. Develop a School Road Network Safety Plan that uses the movement and place approach to identify best-practice infrastructure treatments and traffic management for the school precinct (refer to Priority Studies above). 2. Implement high priority recommendations from the School Road Network Safety Plan.	Aligns with Safety Action – Develop and implement Road Network Safety Plans to proactively tackle potential safety issues. Aligns with Connectivity Actions – Update the walking and cycling network maps with a focus on activity around Shopping centres, schools, playgrounds, parks and sporting areas, and invest in constructing and upgrading shared paths, cycle paths and footpaths, with a focus DDA compliance and including appropriately located lighting, wayfinding, seating, bins, bike repair stations and water fountains. Aligns with South Australia’s Road Safety Strategy and Action Plan for safety community and pedestrian precincts. Aligns with Community Vision 2043 – Accessible and efficient transport network and services, Walkable communities, Lifestyle choices and Accessible healthy lifestyle.	Reduced speeds around schools at school pick and drop off times. Increased percentage of children walking and cycling to and from school.
13	St Columba College School Road Network Safety Plan Implementation.			
14	Craigmores South Primary School and Hope Christian College Craigmores School Road Network Safety Plan Implementation.			
15	John Hartley School Road Network Safety Plan Implementation.			
16	Elizabeth North Primary School Road Network Safety Plan Implementation.			
17	Swallowcliffe School Road Network Safety Plan Implementation.			
18	Angle Vale Primary School Road Network Safety Plan Implementation.			
19	Playford College School Road Network Safety Plan Implementation.			

Implementing the Transport Strategy

Priority	Initiative	Stages / High Priority Projects	Rationale	Measure of Success
20	Playford Hills Road Network Safety Plan (Blakeview, One Tree Hill, Gould Creek, Sampson Flat, Humbug Scrub, Yattalunga, Uleybury, and Bibaringa) Implementation.	- Develop a fit for purpose Road Network Safety Plan that includes a road safety investment plan to reduce the number, potential and severity of crashes (refer to Priority Studies above). - Implement high priority recommendations from the Road Network Safety Plan.	Aligns with all Safety Actions. Aligns with the National Road Safety Strategy 2021-30 key lead indicator that measures share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure and key lead indicator 'Share of vehicles at or below speed limit'. Aligns with Community Vision 2043 – Safe design of spaces and places.	Share of Council area with a fit-for-purpose road safety risk assessment. Reduced number and severity of crashes. Reduced number of crashes involving pedestrians or cyclists. Reduced number of crashes involving motorcyclists. Improved speed compliance.
21	Elizabeth Downs, Elizabeth Park and Elizabeth East Road Network Safety Plan Implementation.			
22	Elizabeth Grove and Elizabeth South Road Network Safety Plan Implementation.			
23	Angle Vale Deed, Angle Vale Road – Chivell Road to Heaslip Road upgrade incorporating a section of the Angle Vale shared path network.	- Planning and design to urban road standard in accordance with Road Infrastructure Deed. - Planning and design of shared path with consideration to comfort for all weather conditions, CPTED and DDA. - Implement AV3 – Kerb & Gutter plus shared path. Scope excludes lighting and stormwater drainage.	Aligns with Connectivity Actions – Invest in constructing and upgrading shared paths, cycle paths and footpaths, with a focus on DDA compliance and including appropriately located lighting, wayfinding, seating, bins, bike repair stations and water fountains, and provide safe personal mobility access to bus stops and train stations and improve comfort for all weather conditions. Aligns with Proactive Action – Review the projects in the growth area infrastructure deeds, based on the latest information and growth projections, and implement fit for purpose projects in a timely manner. Aligns with South Australia's Walking Strategy. Aligns with Community Vision 2043 – Walkable communities.	Improved speed compliance. Increased participation in active travel. Increased length of footpaths, shared paths and trails across the City of Playford. Reduced number and severity of crashes.
24	Virginia Deed, Old Port Wakefield Road and Penfield Road intersection upgrade.	- Planning and design of signals in accordance with Road Infrastructure Deed. - Implement Virigina (V) Road Infrastructure Deed item V10 – Signalised intersection with dual lane approaches on the Old Port Wakefield Road and Sheedy Road approaches with single lane departures. On the Penfield Road approach a right turn lane, through lane and a free flowing left turn lane with a single lane departure.	Aligns with Proactive Action – Review the projects in the growth area infrastructure deeds, based on the latest information and growth projections, and implement fit for purpose projects in a timely manner. Aligned with Community Vision 2043 – Accessible and efficient transport network and services.	Reduced number and severity of crashes. Improved efficiency and connectivity to and from growth areas. Reduced queuing during peak hours.
25	Catherine McAuley School and Playford Primary School Road Network Safety Plan Implementation.	- Develop a School Road Network Safety Plan that uses the movement and place approach to identify best-practice infrastructure treatments and traffic management for the school precinct (refer to Priority Studies above). - Implement high priority recommendations from the School Road Network Safety Plan.	Aligns with Safety Action – Develop and implement Road Network Safety Plans to proactively tackle potential safety issues. Aligns with Connectivity Actions – Update the walking and cycling network maps with a focus on activity around Shopping centres, schools, playgrounds, parks and sporting areas, and invest in constructing and upgrading shared paths, cycle paths and footpaths, with a focus on DDA compliance and including appropriately located lighting, wayfinding, seating, bins, bike repair stations and water fountains. Aligns with South Australia's Road Safety Strategy and Action Plan for safety community and pedestrian precincts. Aligns with Community Vision 2043 – Accessible and efficient transport network and services, Walkable communities, Lifestyle choices and Accessible healthy lifestyle.	Reduced speeds around schools at school pick and drop off times. Increased percentage of children walking and cycling to and from school.

Keeping the Transport Strategy current

The actions to *'Be open and support the introduction of new technologies and ideas that improve mobility'* and *'Monitor the transition towards net zero to understand its implications for Playford's transport network both direct and indirect'*, will be undertaken throughout the life of the Strategy. Recommendations on any course corrections required in the Strategy and actions to harness new technologies or better meet the aspirations of the community will be submitted to Council for consideration.



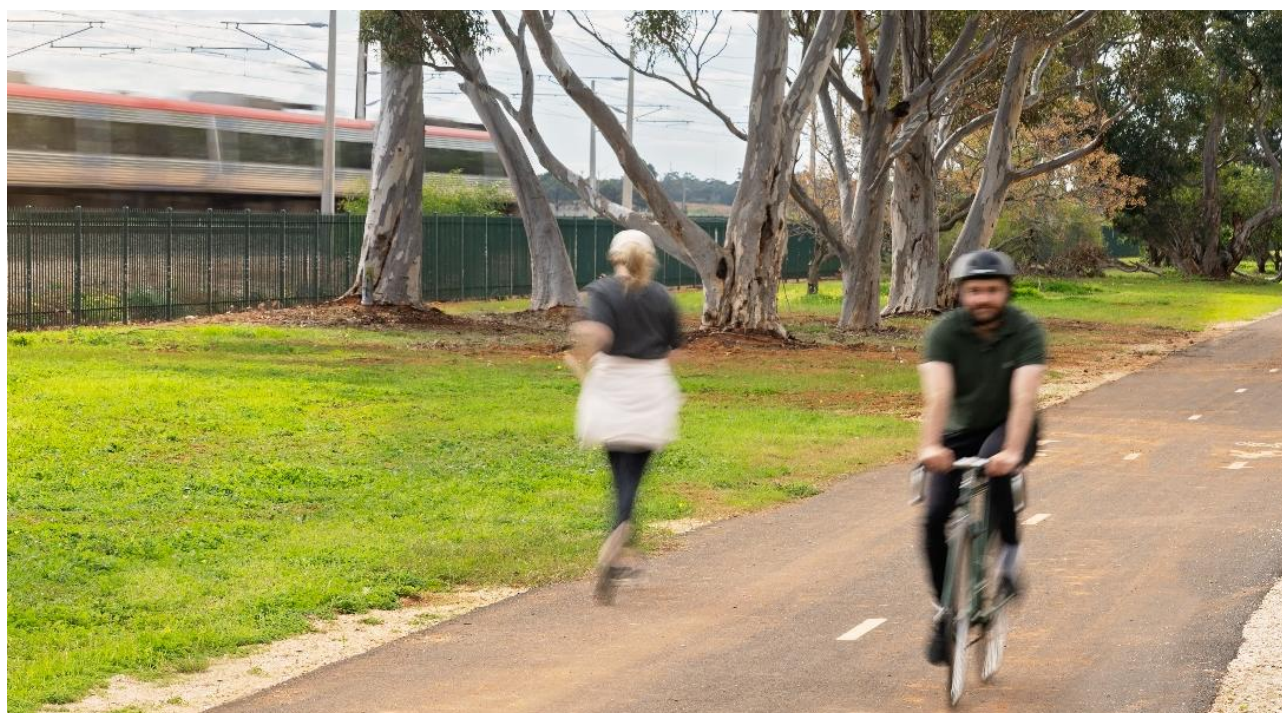
What does success feel like?

What does success feel like?

Metrics have been developed to track progress towards the Transport Strategy Objectives:

Objective	Metrics
Safety	Crash statistics, including number of fatalities and serious injuries. Share of vehicles at or below the speed limit. Community perception of moving around safely.
Connectivity	ABS Census Journey to work – method of travelling to work. ABS Census Journey to work – worker's place of residence. Tree canopy cover of footpaths, paths, and trails. Community perception of moving around easily. Infrastructure meeting DDA requirements.
Proactive	Number of complaints relating to traffic congestion. per cent of population within 1km of nearest shopping centre.
Productivity	ABS Census Average income. Percentage of population employed. Revenue from primary industry and agribusinesses.

These metrics will be reported to Council as they become available to give an update on the progress of the Transport Strategy, to identify any issues and advise of any recommended course corrections, if required.



Glossary

Active Travel	Walking, cycling, or use of micromobility that is human powered.
ABS	Australian Bureau of Statistics, Australia's national statistical agency providing statistics on a wide range of economic, social, population and environmental matters.
ARTC	Australian Rail Track Corporation, government owned stator corporation that operates and maintains the interstate rail network in Australia.
AV	Refers to a numbered intervention in the Angle Vale Road Infrastructure Deed.
CBD	Central Business District, commercial and business centre of a city.
CPTED	Crime Prevention Through Environmental Design, is an approach that aims to reduce crime and improve safety by modifying the physical environment.
DDA	<i>Disability Discrimination Act 1992</i> , national legislation that aims to ensure that individuals with disabilities are not treated unfairly and have equal access to services, employment, education, and public spaces.
Developer(s)	Individuals, groups, landowners or companies that are seeking to undertake a development on land within the City of Playford that is generally of large scale such as commercial, industrial or a residential area.
DHUD	Department for Housing and Urban Development, the State Government's agency for developing and managing the state's planning system, housing policies and affordable housing policies, funding and outcomes.
DIT	Department for Infrastructure and Transport, the State Government's agency for building, managing, operating and maintaining transport and infrastructure.
Federal Government	Government of Australia. Used interchangeably with National Government.
Greater Adelaide	Area defined in the Greater Adelaide Regional Plan that extends from Victor Harbor in the south to Light Regional Council in the north, and Gulf St Vincent in the west to Rural City of Murray Bridge in the east.
GARP	Greater Adelaide Regional Plan, maps the State Government's vision for the region to 2051 and beyond. It identifies where houses and employment land will go, how housing and population will be serviced, which areas need conservation and protection, and what major infrastructure is needed and how it will be provided.
Mass Transit	Public Transport that moves a large number of people. Trains, trams or the O-bahn are examples.
Micromobility	Transportation by lightweight vehicles typically for short trips.
Movement and Place	A road functional hierarchy based on the understanding that roads and streets serve dual functions as essential corridors for moving people and goods from A to B and important public spaces where life unfolds. It

Glossary

	informs road design, takes speed management into consideration and advocates achieving the best fit between the two functions to deliver maximum social and economic benefits.
National Government	See Federal Government.
Net Zero	Balancing the amount of greenhouse gases emitted with the amount removed from the atmosphere, effectively reducing climate pollution to zero.
PNE	Refers to a numbered intervention in the Playford North Extension Road Infrastructure Deed.
PTSA	Public Transport South Australia, the State Government agency for managing, operating and maintaining the public transport network.
Public Transport	Trains and bus services, facilities and vehicles provided by the State Government.
Safe System	A comprehensive approach aimed at reducing road traffic injuries and fatalities and implementing measures with the understanding that: • People make mistakes. • A mistake should not cost anyone's life or health. • Physics determine the known limits to the amount of force our bodies can take. • When a crash occurs (and they will continue to occur because people make mistakes), all the elements within the Safe System should work together to ensure the forces created in the crash do not exceed the physical limits of our bodies and result in a fatal or serious injury
State Government	State Government of South Australia.
Universal design	A design philosophy that aims to create environments that are accessible and usable by as many people possible.
V	Refers to a numbered intervention in the Virginia road Infrastructure Deed.
WSUD	Water Sensitive Urban Design, a set of principles that are applied to sustainably manage stormwater.