Adelaide Hills - Fleurieu Peninsula Regional Public Transport Study

Strategic Directions and Public Transport Action Plan Final Report













Prepared by: GTA Consultants (SA) Pty Ltd for Regional Development Australia - Adelaide Hills, Fleurieu & Kangaroo Island

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Quality Record

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A	08/04/19	Final	Joy Yu John Devney	Paul Froggatt	Paul Froggatt	Paul Grogget



EXECUTIVE SUMMARY

Vision for Public Transport in the Region

The vision to significantly improve public transport services and infrastructure for the Adelaide Hills – Fleurieu Peninsula region was developed under three key themes with objectives as follows:

Regional Equity

- Make the region's public transport as good as, or better than, other comparable regions
- Meet the community needs for transport access to enable healthy and productive lifestyles
- Ensure seamless and integrated fares and ticketing for more equitable pricing and easier usage

Smart Investment

- Future proof public transport for changing travel demand and demographics
- Improve return on investment through customer-focused public transport
- Defer road upgrades by reducing traffic congestion

Economic Growth

- Enable access to jobs, apprenticeships, schools, shopping and medical services regionally and in Adelaide
- Attract more tourists and visitors to the region with easy public transport access
- Support the region's population growth, businesses and rural communities

Strategic Rationale for Improving Public Transport

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

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



- The amenity and the access to bus stops is generally poor and not attractive.
- Public transport to the region is significantly underfunded per capita when compared to other jurisdictions.

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

Action Plan for the Adelaide Hills – Fleurieu Peninsula Region

A long list of potential public transport initiatives for the action plan was developed by using an evidence-based approach through consultation with key stakeholders and the wider community using an online survey, meetings and stakeholder workshops. The key public transport initiatives recommended to improve public transport in the region are shown in Figure E.1.

Figure E.1: Key Public Transport Initiatives for the Adelaide Hills - Fleurieu Peninsula Region





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

- For the entire region, undertake a comprehensive review of the bus service contracts and network to integrate the
 metro and country bus services to provide a customer-focused public transport system by redesigning the bus
 routes and services based on integrated bus planning principles through extensive community consultation.
- For the Hills zone, implement a Bus Rapid Transport (BRT) between Adelaide and Mount Barker that includes:
 - Additional capacity and locations for Park n Ride activity, in particular at the Verdun Interchange and to alleviate the parking demand issues at Crafers.
 - Alternative locations for the Dumas Street Park n Ride in Mount Barker.
 - A redesign of the entire bus network in the Hills zone with primary frequent routes, supporting local bus routes and the implementation of on-demand transport services that are coordinated to connect with the services to Adelaide CBD at key interchange hubs, such as at Verdun and in Mount Barker. A new local town bus network for Mount Barker supported by innovative on-demand transport services to be tailored to provide improved accessibility for the villages and townships in the Adelaide Hills.
 - Bus and traffic priority measures along Glen Osmond Road during the peak periods.
- For the Coasts zone, implement an intertown bus route between Victor Harbor and Goolwa with a regular bus service. The existing dial-a-ride service would be redesigned to use more advanced on-demand transport booking technologies for two zones around Victor Harbor/Port Elliot and Middleton, Goolwa and Hindmarsh Island areas. The intertown bus route and the on-demand transport services would be coordinated to connect with the redesigned bus services to the Seaford railway line that would operate more frequently and consistently, instead of travelling on some trips to Marion or Adelaide CBD.

Region-wide initiatives are listed for the short, medium and long-term timeframes in Table E.1. The highest priority initiative is to address the issues with the governance and contracts for bus services and a review of the bus network and services throughout the region.

Table E.1: Region-wide Initiatives for the Action Plan by Short, Medium and Long-Term Timeframes

3			
Type of Initiative	Short Term (under two years)	Medium Term (from 3 to 10 years)	Long Term (over 10 years)
Governance and contracting	Review and implement bus contracts to attract new patronage and reduce costs with new service planning guidelines	 Implement Bus Quality Partnerships 	Continue to monitor the bus service contracts for better customer-focused public transport with more efficient cost recovery
Routes and services	Conduct a comprehensive bus network review based on a route hierarchy that includes frequent routes and on-demand transport with more extensive community consultation during the planning of service changes and in the delivery stage	Implement the bus network and service changes through an extensive, open and transparent community engagement program	Conduct annual bus service performance reviews with customer and community consultation to accommodate population growth and changing demographics
	Plan for and implement Regional Accessibility Networks		
Fares and ticketing	Conduct a fare and ticketing review to integrate metro and country services	 Implement an integrated fare policy for metro and regional customers including an extension of the integrated fare zone to Murray Bridge 	Continue to review the fare policy to attract new customer markets
	Introduce mobile phone and bank card fare payments	 Implement a new ticketing system with integrated metro and regional fares 	Implement more advanced ticketing systems



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Type of Initiative	Short Term (under two years)	Medium Term (from 3 to 10 years)	Long Term (over 10 years)
Information and promotion	Set-up an integrated Adelaide CBD visitor and public transport information centre	Implement tourist information centres with advanced public transport information	Continue to engage with existing and new customers about the public transport network and service changes using innovative methods to distribute the information
	Design and implement a single integrated website for public transport information		
	 Design and implement tourism campaigns with packages that include public transport to attractions and events 		
	Provide travel packages for new residents in growth areas	 Expand the companion transport program 	
Infrastructure	Establish an updated bus stop and shelter management program that includes safety audits of the walk access to the stops	Implement more bus stop upgrades as required	Continue to upgrade bus stops, interchanges and expand Park n Ride facilities throughout the region as required by the demand
	 Improve collaboration between DPTI and the Councils on bus and train station upgrades 		
	 Plan new development areas and town centres with a public transport master plan approach 		
Innovation and new technology	 Implement on-demand transport services in areas of need throughout the region with selected trials Conduct autonomous bus trials in town centres 	Trial new types of vehicles for the bus fleets in the region	Implement a bus fleet renewal program with clean energy power

The initiatives for the Hills zone are listed for the short, medium and long-term timeframes in Table E.2. The highest priority project is to conduct a comprehensive public transport planning study for the Adelaide – Mount Barker corridor, including a full bus network redesign, additional Park n Ride capacity and a Bus Rapid Transit (BRT) service.

Table E.2: Initiatives for the Hills Zone by Short, Medium and Long-Term Timeframes

Type of Initiative	Short Term (under two years)	Medium Term (from 3 to 10 years)	Long Term (over 10 years)
Routes and services	Plan for a comprehensive bus network review in the Hills zone	Implement a new bus network with frequent service bus routes, a connected local bus network and on-demand transport services	 Continue to engage with customers and the wider community to enhance the bus network and services to support the population in new growth areas of Mount Barker and the Adelaide Hills
	 Implement on-demand transport service trials for the townships in the northern Adelaide Hills, Macclesfield/Stirling area and Langhorne Creek and Milang 	Expand the on-demand transport services in the Hills zone	



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Type of Initiative	Short Term (under two years)	Medium Term (from 3 to 10 years)	Long Term (over 10 years)
Infrastructure	Investigate opportunity for another Park n Ride facility at Verdun with easy access from the South East Freeway and relocating the Dumas Street Park n Ride to a more convenient site for bus operations	 Implement infrastructure for the Bus Rapid Transit (BRT) between Adelaide, Hahndorf and Mount Barker with new and expanded Park n Ride facilities and branded bus stops with improved amenity 	Conduct planning corridor and environmental studies to reserve potential alignments for a future passenger railway between Adelaide and Mount Barker
	 Plan for more efficient bus and traffic movements along Glen Osmond Road 	 Implement reversible tidal flow lanes along Glen Osmond Road and other bus priority measures. 	
Information and promotion	 Install bespoke wayfinding signage to direct tourists and visitors to the Hahndorf bus services 	Provide an enhanced tourist information and visitor experience centre at Hahndorf	
	 Conduct an integrated tourism campaign to promote bus services to Hahndorf and the Adelaide Hills 		

The initiatives for the Coasts zone are listed for the short, medium and long-term timeframes in Table E.3. The highest priority project is to plan, design, fund and implement the Victor Harbor – Goolwa intertown bus route with a redesigned on-demand transport service for two zones at Victor Harbor/Port Elliot and Middleton, Goolwa and Hindmarsh Island.

Table E.3: Initiatives for the Coasts Zone by Short, Medium and Long-Term Timeframes

Type of Initiative	Short Term (under two years)	Medium Term (from 3 to 10 years)	Long Term (over 10 years)
Governance and contracting	Review the LinkSA bus contract to allow for an intertown bus route between Goolwa and Victor Harbor to be planned and implemented	 Merge contracts for the Victor Harbor – Goolwa regional bus services (LinkSA) and the Aldinga – McLaren Vale – Willunga (Outer South) to include Yankalilla/Normanville 	
Routes and services	Redesign and implement a simpler and more regular bus network with: An intertown Goolwa and Victor Harbor bus route An interregional bus service between Victor Harbor and the Seaford train station Bus services from Yankalilla and Myponga to Aldinga	Redesign the bus network and services in the Coasts zone to accommodate population growth and changing demographics	Bus network growth with more services
	Design and implement on-demand transport services in four zones: Townships in the Yankalilla District Council to Aldinga Victor Harbor and Port Elliot Middleton, Goolwa and Hindmarsh Island Willunga and McLaren Vale to Aldinga and Seaford	Refine and expand on-demand transport services in the Yankalilla, Victor Harbor, Goolwa and McLaren Vale areas	
Infrastructure	Plan for the railway extension to Aldinga with a bus interchange and Park n Ride facility for commuters from the areas south of Aldinga and Yankalilla	 Design the railway extension to Aldinga and obtain funding with a final business case Implement the Seaford railway to Aldinga with a major bus interchange and Park n Ride facility 	



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Type of Initiative	Short Term (under two years)	Medium Term (from 3 to 10 years)	Long Term (over 10 years)
		Plan for the North-South railway connection through Adelaide CBD that would provide rail network efficiency and improved CBD access for the residents from the region	Fund and build the North- South railway connection through Adelaide CBD to increase the train service capacity from the southern suburbs
Information and promotion	Implement an integrated tourism campaign for the Fleurieu Peninsula to promote the public transport options to the attractions in the region	 Provide an enhanced tourist information and visitor experience centres at McLaren Vale and Victor Harbor with public transport information 	
	 Install wayfinding signage between bus services in Currie Street and the Adelaide CBD bus station in Franklin Street 		
Innovation and new technology	Trial autonomous buses in Victor Harbor	 Expand the use of autonomous buses to other townships in the Coasts zone 	

Next steps

Several of the initiatives in the action plan could potentially be initiated later in 2019, pending funding and approvals from the State Government and Local Councils. These potential projects are described with the key stakeholders involved in Table E.4.

Table E.4: Projects for Immediate Consideration in 2019

Type of Project	Description	Stakeholders Involved
Bus planning	Mount Barker – Adelaide Hills public transport study to scope the Mount Barker bus rapid transit project and the revised network	DPTI, Adelaide Hills Council, Mount Barker District Council, bus operators, bus customers and local community
	 Park n Ride demand study for the Adelaide Hills and Mount Barker corridor to confirm the origins for the Park n Ride commuters at the existing sites and to address the capacity issues for commuter parking at Crafers and Mount Barker 	DPTI, Adelaide Hills Council, Mount Barker District Council, bus operators, bus customers and local community
	Mount Barker town bus study	DPTI, Mount Barker District Council, bus operators, bus customers and local community
	Victor Harbor – Goolwa coastal town bus route study	DPTI, City of Victor Harbor, Alexandrina Council, bus operators, bus customers and local community
On-demand transport services	 Hills zones for on demand transport to service: The northern townships in the Adelaide Hills (Woodside, Birdwood, Gumeracha and Lobethal) to Tea Tree Plaza interchange (Modbury), Verdun (Hahndorf) and Mount Barker Macclesfield and Meadows to Stirling and Hahndorf Langhorne Creek and Milang to Strathalbyn 	DPTI, Adelaide Hills Council, Mount Barker District Council, Alexandrina Council and local community
	 Coasts zones for on demand transport to service: Normanville / Yankalilla to Aldinga Victor Harbor and Port Elliot Middleton, Goolwa and Hindmarsh Island McLaren Vale and Willunga to Seaford and Aldinga 	DPTI, City of Victor Harbor, Yankalilla District Council, Alexandrina Council, City of Onkaparinga and local community



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Type of Project Description		Stakeholders Involved
Information and promotion	 Integrate the Adelaide CBD information office and the Visitor Information Centre 	DPTI, City of Adelaide
	Merge the Adelaide Metro and LinkSA websites	DPTI, bus operators
	 Implement tourism packages with public transport services to attractions and special events 	DPTI, Tourism groups and operators
Fares and ticketing	 Investigate and develop an integrated fare policy for the Adelaide Hills – Fleurieu Peninsula region that considers the equity issues between metropolitan Adelaide and regional bus and train services 	DPTI
	 Investigate and trial new ticketing technologies to be integrated for all services in the region with the Adelaide Metro ticketing system 	DPTI

Stakeholder and community engagement

All of the public transport initiatives will require on-going consultation with the key stakeholders and community, in particular DPTI, all Councils in the region, the bus operators, bus customers and local community throughout the region and visitors and tourists to the region.

The following stakeholder and community engagement tasks are recommended:

- Conduct on-going updates about the regional public transport strategy with a website for the report to be uploaded and a telephone and email address for further questions and dialogue about the strategy.
- Undertake discussions about the local and intertown travel requirements with the key stakeholders and the community to determine the likely travel demands and patterns to scope the bus service review and on demand transport service trials.
- Conduct meetings with the Local Councils with detailed briefings on the initiatives relevant for each Council.
- Undertake comprehensive bus network reviews for the sub-regional zones with extensive community engagement.

Planning studies and investigations

The following planning studies and investigations are recommended as long-term initiatives:

- Seaford railway extension to Aldinga with a corridor land preservation study and subsequent concept design and business case studies to obtain funding for the construction; the project would include community engagement on the planning and design of a major Park n Ride facility and bus interchange at Aldinga as the terminus of the southern metropolitan railway network.
- Rail alignment concept planning studies between Adelaide and Mount Barker with various options via the Belair railway line and through the Adelaide Hills.
- Concept planning for the underground North-South rail connection in Adelaide CBD to link the Gawler and Seaford railway lines that would increase the rail network capacity from the southern suburbs to Adelaide.



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Glossary and Abbreviations

Abbreviations used in this document are defined as follows.

Term	Definition		
30-Year Plan	30-Year Plan for Greater Adelaide (updated in 2017)		
ABS	Australian Bureau of Statistics, Australian Federal Government		
BCR	Benefit Cost Ratio		
BRT	Bus Rapid Transit		
CBD	Central Business District		
CPTED	Crime Prevention Through Environmental Design		
DPTI	Department of Planning, Transport and Infrastructure, South Australian Government		
DRT	Demand Responsive Transit (also known as on-demand transport)		
ITLUP	ntegrated Transport and Land Use Plan, DPTI, July 2015		
KPI	Key Performance Indicator		
LGA	Local Government Association		
MaaS	Mobility as a Service		
NDIS	National Disability Insurance Scheme		
NPV	Net Present Value		
PTA	Public Transport Authority of Western Australia		
PTV	Public Transport Victoria, Victorian Government agency		
RDA	Regional Development Australia – Adelaide Hills, Fleurieu & Kangaroo Island		
SAPTA	South Australian Public Transport Authority (yet to be established by the SA Government)		
TfNSW	Transport for NSW, NSW Government department		
TDM	Travel Demand Management		



1. INTRODUCTION

1.1. Background

The 30-Year Plan for Greater Adelaide forecasts significant urban population growth in the areas surrounding Mount Barker, Strathalbyn, Goolwa and Victor Harbor. With the greatest growth in the Mount Barker area and a high proportion of the residents travelling to Adelaide for work and educational purposes, the existing bus services via the South Eastern Freeway will have limited capacity as a mass transit system to accommodate projected patronage growth. Furthermore, the peak period traffic congestion on the South Eastern Freeway and Glen Osmond Road corridor to Adelaide will affect the reliability and travel times for the bus services.

The reintroduction of train services between Mount Barker and Adelaide via the Belair railway line has been suggested by some community members. However, the indirect route through the Adelaide Hills, the limited train paths with the freight trains using the same corridor and the travel times to Adelaide railway station make it difficult to justify a passenger train service at this stage. As a result, increasing congestion and delays on the road corridor are expected to support the justification in the longer term. Alternatively, if more employment opportunities were created in the Adelaide Hills, Mount Barker and Murray Bridge areas through projects like GlobeLink with a freight railway bypass north of the Adelaide Hills, the travel patterns could change and consequently affect the location and demand for public transport services. This opportunity for passenger trains to operate on the Adelaide Hills railway line via Belair was investigated in more detail in the Northern Rail Bypass scoping study (Tonkin, August 2018).

The Goolwa, Victor Harbor and Yankalilla areas have public transport access to Adelaide via bus and coach services and by driving to the southern terminus of the Seaford railway line. The residents in these areas have few public transport options to travel to employment, school and business outside of the Region. These areas also have major attractions for visitors and tourists, especially during the holiday periods.

Many parts of the Region are not well connected with regularly scheduled public transport services. In particular, the travel demands from students, the growing aged population and lower income and socially disadvantaged groups in the community without access to private vehicles need to be considered. As a result, this study includes consideration of innovative public transport options, such as Demand Responsive Transit (DRT) or also known as On Demand transport services. All options and recommendations were based on relevant case studies and evidence from other jurisdictions in Australia and overseas.

1.2. Study Area and Purpose

1.2.1. Study Area

The Adelaide Hills - Fleurieu Peninsula region, under the jurisdiction of the Regional Development Australia - Adelaide Hills, Fleurieu and Kangaroo Island (RDA), comprises the following six Local Council areas entirely or in part:

- Adelaide Hills Council
- Mount Barker District Council
- District Council of Yankalilla
- Alexandrina Council
- City of Victor Harbor
- City of Onkaparinga for the McLaren Vale Preservation District within the City



The Rural City of Murray Bridge is outside the study area, but they were consulted in the study as many of the public transport services from Murray Bridge operate through the RDA region and connect to the Adelaide Metro bus services in Mount Barker.

The study area, which is south and east of metropolitan Adelaide is shown in Figure 1.1. The main development areas in the region are:

- The Adelaide Hills townships and Mount Barker urban areas that are within easy commuting distance to Adelaide CBD via the Adelaide Metro bus services.
- The Victor Harbor and Goolwa coastal communities on the Southern Ocean.
- The hinterland communities of Strathalbyn in Alexandrina Council and the areas south of the Adelaide metropolitan region, including townships in the District Council of Yankalilla and the McLaren Vale Preservation Area townships.

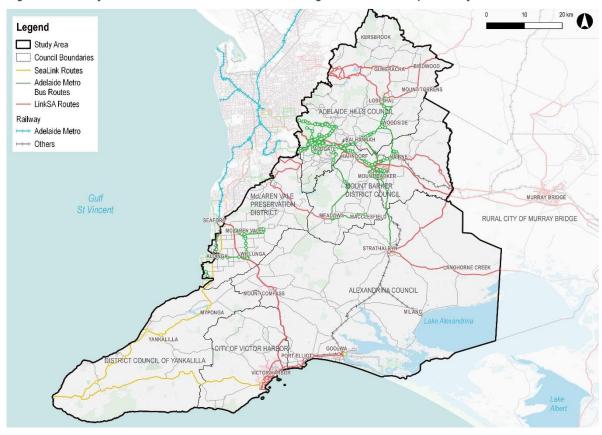


Figure 1.1: Study Area for the Adelaide Hills - Fleurieu Regional Public Transport Study

The study area was sub-divided into two sub-regional zones as shown in Figure 1.2 for the:

- Hills zone (shown in green) which comprises the Crafers, Stirling, Aldgate, Bridgewater, Hahndorf to Mount Baker
 corridor and the Adelaide Hills Council, including the rural communities of Lobethal, Birdwood and Woodside, all
 of Mount Barker District Council and the northern part of Alexandrina Council including the town of Strathalbyn.
- Coasts zone (shown in blue) which comprises most of the Fleurieu Peninsula with the southern part of
 Alexandrina Council, including Goolwa, all of the City of Victor Harbor and Yankalilla District Council and the
 McLaren Vale Preservation Area in the southern part of the City of Onkaparinga, including Seaford and Aldinga.



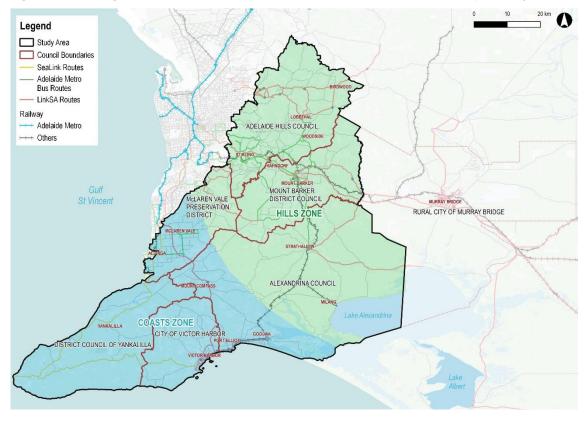


Figure 1.2: Sub-regional Zones for the Adelaide Hills - Fleurieu Peninsula Public Transport Study

1.2.2. Study Purpose

The overall study purpose was to determine the future demand and develop a series of public transport options for the Adelaide Hills - Fleurieu Peninsula region through evidence-based analysis, stakeholder engagement meetings and workshops. The final recommendations are to be presented to the SA Transport Minister for further study and inclusion in the SA Public Transport Strategy that is to be developed by the new South Australian Public Transport Authority.

The two key components of the regional public transport study were to:

- Determine the future demand and needs for public transport in the region based on a review of the existing public transport services and infrastructure and on an analysis of the demographic patterns and population growth.
- Develop ideas for public transport solutions to address the future transport needs in the region based on evidence from transport data analysis and demand forecasts, selected relevant case studies and the vision to improve public transport access for commuter, local intraregional and tourism and visitor trips.

1.2.3. Study Approach

This regional public transport study included:

- Analysis of the existing public transport networks and travel patterns within and through the region to gain an
 understanding of current demand/supply issues and enable definition of future public transport demand by user
 group, such as commuters to Adelaide, for intraregional trips and for tourists and visitors;
- The forecast future travel patterns, mode choices and network demand;
- Opportunities where the public transport system can be improved, particularly with respect to local bus and train services with better connections and access;



- Options to achieve an increased mode share for public transport in the region that will cater for the travel demands of commuters to Adelaide, intraregional trips and for tourists and visitors for recreational purposes;
- A set of preferred public transport solutions for the short, medium and long term; and
- The next steps in developing necessary business cases and proposals for the preferred public transport solutions.

The public transport options for the Adelaide Hills - Fleurieu Region were developed by:

- Proposing a vision for public transport based on the strategic policy directions of the State Government, the local Councils and Regional Development Australia
- Engaging with the key stakeholders at briefings and at an Issues and Opportunities workshop
- Researching a wide range of public transport options, based on existing interstate practices, technology and policy research papers from interstate and overseas
- Developing initiatives for the public transport options to support the transport vision
- Recommending short, medium and long-term initiatives to align with the strategic planning.

A strategic public transport action plan was developed for the short term within two years, medium term within three to ten years and for the long-term when the currently planned developments and plans are completed. These initiatives were developed based on ideas from the stakeholder discussions and workshop, suggestions from the community engagement survey and our local, interstate and international experience and research.

1.3. Report Structure

This report, that includes the future travel demand analysis and strategic directions and has an action plan to significantly improve public transport in the Adelaide Hills - Fleurieu Peninsula region. It is structured as follows:

- Section 2 Evidence for Change provides a review of the existing public transport system in the region, a
 summary of key relevant strategic planning policies and directions and a list of issues raised by a wide range of
 stakeholders through meetings and workshops and community feedback from an online survey and submissions.
- Section 3 Future Regional Public Transport Strategy gives the vision for the regional public transport system,
 the opportunities to improve public transport based on the ideas provided by stakeholders, the online survey and
 community submissions, and best practice examples from other regional areas in other States and countries. A
 discussion of the future public transport demand is provided based on demographic changes and trends and
 customer market analysis.
- Section 4 Regional Public Transport Action Plan is a list of short, medium and long-term initiatives to improve
 the public transport system throughout the region and for the Hills and Coasts zones with suggested projects and
 examples from best practice that has worked well in other regional areas.
- Section 5 Conclusions and Recommendations is a summary of the evidence-based findings and the key
 recommendations with a list of next steps to progress this regional public transport strategy and a proposed
 business case framework for the major infrastructure projects.
- Section 6 References with a list of strategic planning policy documents from the State Government, Local Councils and other agencies and a list of the GIS datasets used in this study.
- Appendix A Existing Public Transport System Review includes an overview of the existing public transport
 network and services with a discussion of the most recent patronage and travel patterns for public transport
 shown in charts, diagrams and maps. A demographic profile for the region and each Council in the study area with
 key population and travel demand statistics is also provided. The metropolitan Adelaide and the regional fares and
 ticketing systems are also included.



INTRODUCTION

- Appendix B Strategic Regional Planning and Demographic Review with a summary of the relevant planning
 documents and the strategic rationale and objectives to significantly improve the public transport in the region.
 This includes the overview of the existing relevant planning documents from RDA and the State Government and
 other key stakeholders.
- Appendix C Key Stakeholder and Community Engagement Findings
- Appendix D Potential Projects to Support the Action Plan
- Appendix E Best Practice from Other Regional Public Transport Systems



2. EVIDENCE FOR CHANGE

This section provides evidence that change is needed by presenting a review of the existing public transport system in the region, a summary of key relevant strategic planning policies and directions and a list of issues given by a wide range of stakeholders through meetings and workshops and community feedback from an online survey and submissions.

2.1. Review of the Existing Public Transport

A review of the existing public transport system in the Adelaide Hills – Fleurieu Peninsula region was conducted by reviewing the detailed maps and statistics included in Appendix A.

2.1.1. Network and services

The existing public transport network and services to the study area are shown in Figure 2.1.

Legend

Study Area
Adelaide Metro
Bur Routes
- UnKSA Routes
- Seatink Routes
- Seatink Routes
- Seatink Routes
- Closed
- Other
- Proposed
- Adelaide Metro
St Vincent Gulf

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Figure 2.1: Public Transport Network in the Adelaide Hills - Fleurieu Peninsula Region

The public transport network comprises:

Train services are operated by Adelaide Metro on the Seaford railway line to the southern part of the City of
Onkaparinga and the Belair railway line. Neither of these railway lines have passenger train services that extend
into the Adelaide Hills. These trains operate to Adelaide CBD every 15 minutes during the peak periods and
daytime periods on the Seaford line and every 30 minutes daytime on the Belair line and in the evenings.



- Adelaide Metro services are operated by SouthLink with a total of 35 fixed routes as follows:
 - 23 routes with variations operating in the Adelaide to Mount Barker corridor via Hahndorf, Bridgewater, Aldgate, Stirling, Crafers and the South Eastern Freeway and Glen Osmond Road, and three routes operating to Adelaide via Burnside and Greenhill Road.
 - o two local bus routes in both Hahndorf and in Mount Barker.
 - two routes to Macclesfield, Strathalbyn and Langhorne Creek as part of the Hills bus contract area.
 - seven routes in the McLaren Vale Seaford areas of the southern part of the City of Onkaparinga as part of the Outer South bus contract area.
- LinkSA has several separate regional contracts with a total of 35 routes servicing the Adelaide Hills and Fleurieu
 Peninsula that includes a dial-a-ride service and two local community bus routes in Victor Harbor. Twelve of these
 routes service the townships and villages in the Adelaide Hills with some services continuing to Tea Tree Plaza
 interchange for connections with the O-Bahn buses so that commuters can travel to and from Adelaide CBD.
- SeaLink coach services to Cape Jervis to link with the Kangaroo Island ferry from Adelaide CBD via the Southern Expressway and Main South Road and Goolwa via Victor Harbor.

Both SouthLink and LinkSA are owned by Keolis Downer that is an international operator of public transport services and also manages public transport infrastructure in other cities and countries. They also operate charter services to events in the region and to major entertainment and sporting events at Adelaide Oval.

A comparison of the number of daily services by day of the week and zone is shown in Figure 2.2. As of May 2018, the Hills zone has a total of 112,571 services per year at 62 per cent of the network, and the Coasts zone has 68,523 services per year at 38 per cent of the network.

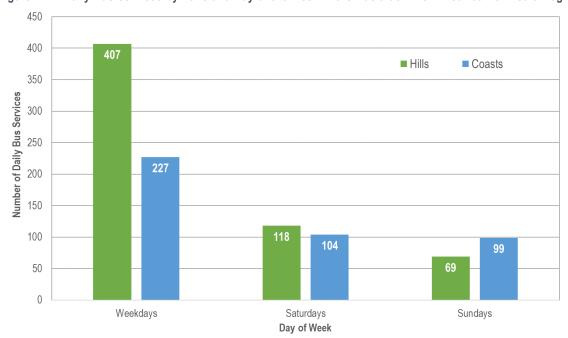


Figure 2.2: Daily Bus Services by Zone and Day of the Week in the Adelaide Hills - Fleurieu Peninsula Region

The annual number of bus services by bus contract area are shown in Figure 2.3. The Hills and Outer South contract areas of the Adelaide Metro bus services comprise 86 per cent of the total bus services in the study area. The LinkSA and SeaLink bus services are only 14 per cent indicating the poor level of service to these parts of the region.



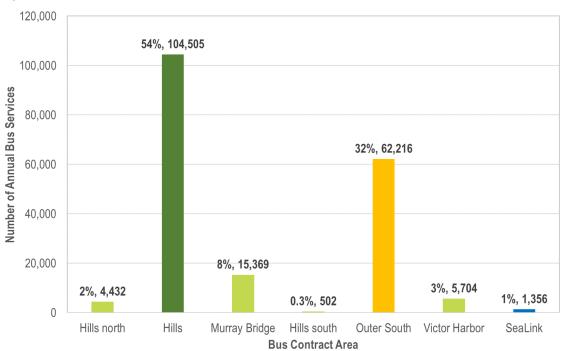


Figure 2.3: Annual Number of Services for Each Contract Area

The Victor Harbor Dial-a-Ride service that is operated under the LinkSA contract for the State Government has an eligibility zone for the Victor Harbor, Encounter Bay and Port Elliot area as shown in Figure 2.4. It does not include the Goolwa area. The patronage on the dial-a-ride service that uses a 15-seater minibus is very poor with an average of two passengers per service.



Figure 2.4: Eligibility Zone for the Victor Harbor Dial-a-Ride Service

Source: LinkSA website, 2018

The frequency of bus services at all bus stops in the study area for the AM peak hour is shown in Figure 2.5. Except for the Stirling to Mount Barker corridor and at the bus stops in the Mount Barker town centre, the level of bus services is poor or very poor (less than five services between 8 and 9 am on a weekday). Furthermore, service coverage is very



poor with very few bus stops beyond the larger townships and Mount Barker. The rest of the study area, including the Aldinga, McLaren Vale, Yankalilla, Strathalbyn, Victor Harbor and Goolwa areas, has poor access to bus stops with infrequent services.

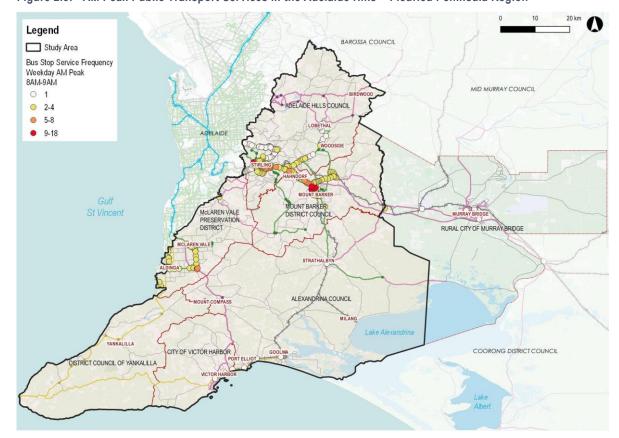


Figure 2.5: AM Peak Public Transport Services in the Adelaide Hills - Fleurieu Peninsula Region

Source: LinkSA website, 2018

The existing community transport services in the Adelaide Hills – Fleurieu Peninsula region are mostly operated by the Local Councils through shared funding arrangements with contributions from the Local, State and Federal Governments depending on the type of service and governance. These services are listed in Table 2.1.

Table 2.1: Community Transport Services in the Adelaide Hills – Fleurieu Peninsula

Table 2111 Community Transport Control of the Auditable Transport Control of the Auditable Transport				
Community Transport Service	Councils Involved	Description of Services		
Hills Community Transport	Adelaide Hills Council Mount Barker District Council	Mount Barker shopper shuttle On-demand transport for eligible residents in mini-buses		
Southern Communities Transport Scheme	City of Victor Harbor Alexandrina Council (excluding Strathalbyn and surrounding areas)	Medi-Ride and Access service or Community Shopping Bus service Available to eligible residents in minibuses On-demand, book two business days advance		
Home Assist and Community Care Strathalbyn	Strathalbyn area	Available to eligible residents Volunteer drivers in private or council vehicles		
Yankalilla Council Transport Service	Yankalilla	On-demand service available to eligible residents		



Community Transport Service	Councils Involved	Description of Services
Community bus service	Yankalilla	Fixed time service, no booking required, pick-up and drop-off on requests at locations along the routes. Cape Jervis to Victor Harbor on Thursdays Cape Jervis to Noarlunga Centre on Fridays
Willunga District Community Bus	City of Onkaparinga	Available for eligible residents in the Willunga, Aldinga, Sellicks Beach, Maslin Beach, McLaren Vale and McLaren Flat areas

2.1.2. Fares and ticketing

The Adelaide Metro, LinkSA and SeaLink bus and coach services operate with different ticketing systems. Adelaide Metro has a mixture of electronic swipe cards and magnetic tickets, whereas the other operators use paper-based tickets. A comparison of the ranges of fares as of January 2019 are provided for each operator and contract area in Table 2.2.

Table 2.2: Fares for Adelaide Metro, LinkSA Bus and SeaLink Services in the Region

Bus Contract Area	Regular Fare		Concession	Child/Student/ Pensioner/ Senior
Adelaide Metro (Hills to Mount Barker and Outer South to McLaren Vale)	Peak \$3.70 (Metrocard) or \$5.50 (Metroticket)	Interpeak \$2.03 (Metrocard) \$3.60 (Metroticket)	Half of regular fare	Students: Half of adult fare Senior card holders: Free
Adelaide Metro (Strathalbyn, Macclesfield and Langhorne Creek)	Peak \$2.50 – \$8.90	Interpeak \$1.90 – \$6.70	\$1.30 - \$4.50	Half of adult fare
Adelaide Hills north	\$3.30 - \$11.80		\$1.70 - \$5.90	Half of adult fare
Murray Bridge to Adelaide	\$5.90 - \$23.30		\$3.00 - \$11.70	Half of adult fare
Victor Harbor/ Goolwa to Adelaide	\$2.90 - \$27.20		\$2.80 - \$13.60	Half of adult fare
SeaLink (Yankalilla)	\$21.50		\$10.75	Half of adult fare

Adelaide Metro customers have maximum fares that are up to 40 per cent or less expensive than the similar distance services with the Country fare conditions or with LinkSA bus services. Examples of fare comparison for similar distance of travel are provided as follows:

- The regular fare from Adelaide to Strathalbyn with the Adelaide Metro service is \$11.00 for a 54 km distance, whereas the Adelaide Metro fare between Adelaide and Sellicks Beach is \$5.50 for a 54 km distance.
- The regular fare from Adelaide to Langhorne Creek with the Adelaide Metro service is \$14.40 for a 64 km distance, whereas the SeaLink coach services en-route between Adelaide CBD and Cape Jervis are \$21.50 for Yankalilla residents for a 74 km distance.



2.1.3. Infrastructure

The existing railway lines comprise:

- the interstate standard gauge line between Adelaide and Melbourne via Mount Barker and Murray Bridge that is
 used for freight train services and the Overland passenger train with the standard-gauge tracks and runs parallel
 to the broad-gauge Belair line as far as Belair; and
- the broad-gauge railway line to Victor Harbor via Goolwa and Strathalbyn from Mount Barker that is used for the Steamranger tourist train service.

The major bus interchanges in the study area are located at:

- Dumas Street in Mount Barker which is the hub of the local bus network for the Adelaide Metro bus routes to
 Adelaide CBD via the South Eastern Freeway. The Dumas Street Interchange has two bus stands for the services
 to Adelaide and to centres in the region, such as Nairne, Lobethal and Strathalbyn;
- Dutton Road next to the bus depot and the heritage railway station for the Steamranger train services;
- the Seaford interchange at the southern terminus of the railway line to Adelaide railway station that is the closest train station to Yankalilla and the McLaren Vale sub-region. Seaford Station bus interchange has two bus stands for the services to the Colonnades Centre interchange and to the areas south of Seaford at Maslin Beach, Aldinga and Sellicks Beach, McLaren Vale and Willunga in the study area.

The commuter Park n Ride facilities with the number of car parking spaces and the relevant Local Council are given in Table 2.3. The largest Park n Ride facilities are located on the Seaford railway line. The Park n Ride facilities in the Hills area between Crafers and Mount Barker are mapped on Figure 2.6.

Table 2.3: Park n Ride Spaces at Major Bus Stops and Train Stations in the Study Area

Mode	Bus Region or Railway Line	Local Government Area	Location	Number of Car Park Spaces
Train	Seaford Line	City of Onkaparinga	Seaford Interchange	450
Train	Seaford Line	City of Onkaparinga	Seaford Meadows	550
Bus	Hills	Mount Barker District Council	Dutton Road, Mount Barker	180
Bus	Hills	Mount Barker District Council	Dumas Street, Mount Barker	400
Bus	Hills	Adelaide Hills Council	Aldgate	28
Bus	Hills	Adelaide Hills Council	Crafers	65
Total				1,656

All bus routes to and from Adelaide, Nairne and Littlehampton service both of the Mount Barker Park n Ride facilities at Dutton Road and Dumas Street. Bus customers who board at the Dutton Road interchange at the Keolis Downer bus depot have an extra five minutes on their travel time with the deviation to stop at the Dumas Street Park n Ride facility.



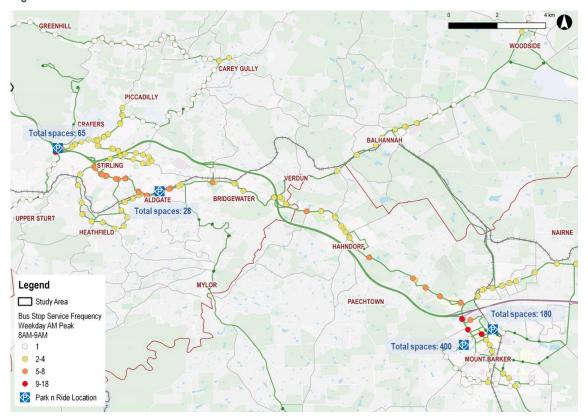


Figure 2.6: Bus Park n Ride Facilities in the Hills Bus Contract Area

A demand to capacity assessment was undertaken by comparing the average AM weekday patronage before 9am to the capacity of the Park 'n' Ride, shown in Table 2.4 and Figure 2.7. The demand for car parking spaces at Crafers significantly exceeds the 65-space capacity of the Park 'n' Ride facility by over 300 per cent. This results in substantial on-street parking in the local residential streets and in the Crafers business precinct by bus commuters. The demand for car parking spaces in the two bus Park 'n' Ride facilities in Mount Barker are reaching or exceeding their capacity.

The Dutton Road Park n Ride facility shows the patronage greater than the number of car parking spaces during the AM weekday peak period, but this may result from some of the bus commuters walking to the Dutton Road site from the Homemaker Centre and the eastern part of the Mount Barker town centre. Even though the Park n Ride demand at Dutton Road is likely lower than what is indicated with these statistics, it is still well used and close to capacity.

Table 2.4: Demand to Capacity Assessment of Bus Park n Ride Facilities in the Hills Zone

Location	Number of Car Parking Spaces	Average AM Weekday Patronage before 9am	Patronage / Car Park Capacity
Dumas Street, Mount Barker	400	361	90%
Dutton Road, Mount Barker	180	218	121%
Aldgate	28	18	63%
Crafers	65	207	318%



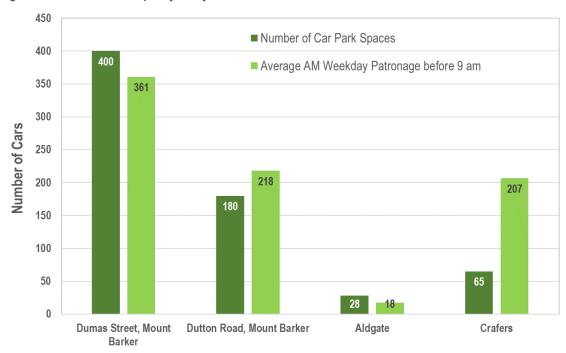


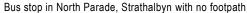
Figure 2.7: Park n Ride Capacity Analysis for the Adelaide Hills

Park n Ride Location

Bus stop infrastructure and the access to the stops in the study area is mostly very basic as shown by the examples in Figure 2.8. Most bus stops do not have information panels with maps and shelters, except in the town centres.

Figure 2.8: Bus Stop Amenity in the Study Area







Bus stop in Mount Barker Road, Aldgate with no shelter

2.1.4. Patronage

A review of the existing patronage was undertaken by calculating the average number of boardings per trip for the groups of related bus routes in the Hills and Outer South contract areas. The data was sourced from the total number of daily services and the total boardings on an average weekday from the Adelaide Metrocard data for the month of May 2018. These statistics are shown in Figure 2.9. Any routes that have less than 20 passengers per service are deemed to have from average to poor performance. The most productive bus routes are the peak period express and limited-stop services between Mount Barker, Nairne and Adelaide CBD.



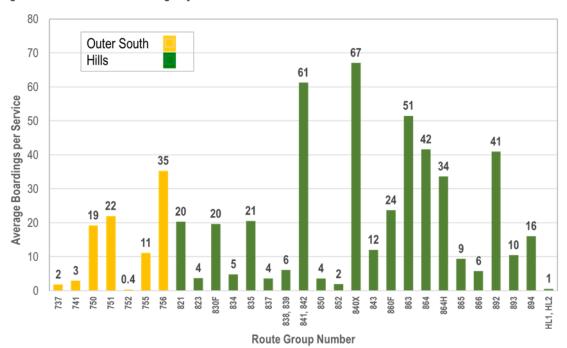


Figure 2.9: SouthLink Patronage by Route for the Hills and Outer South Contract Areas

The average number of boardings per trip were calculated for the groups of related bus routes in the LinkSA bus contracts areas with the statistics shown in Figure 2.10. The total boardings were based on an average weekday from the ticketing data provided by DPTI from May 2018. The total number of daily services was determined from the public timetables. The most productive services are busy mostly because they have a high proportion of school students.

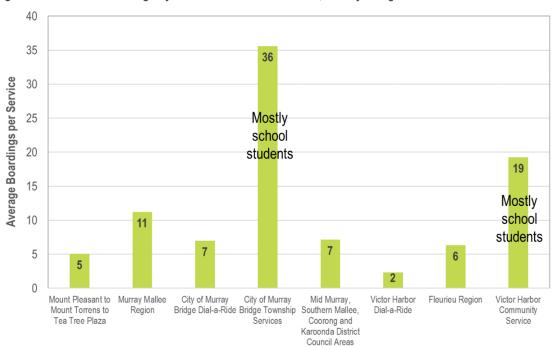


Figure 2.10: LinkSA Patronage by Route for the Adelaide Hills, Murray Bridge and Victor Harbor Contract Areas



2.1.5. Key issues

A summary of the key issues for the existing public transport from this review and discussions with the bus operators are provided as follows:

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

2.2. Strategic Planning Directions

A summary of the relevant precinct planning studies undertaken in the study area is provided in Table 2.5. These relevant planning policies from the RDA and State Government are summarised focusing on issues, committed projects, population and employment growth forecasts and new opportunities for public transport. A detailed synopsis of each planning study is included in Appendix B.

Table 2.5: Summary of Relevant Strategic Planning Studies for the Adelaide Hills – Fleurieu Peninsula Region

Report, Author, Date	Agency/Council	Key Findings or Recommendations
2020 Regional Transport Plan (HDS, 2016)	Southern and Hills Local Government Association	 Significant enhancement of regional public transport to/from Adelaide to provide more frequent and coordinated bus services from Victor Harbor, Goolwa and Yankalilla to the Seaford bus interchange at the end of the Seaford railway line with the ultimate aim of extending Metrocard ticketing to these towns. An upgrade to the existing Metrocard ticketed bus service to Strathalbyn, with a more frequent and coordinated bus schedule to the Mount Barker bus interchange.
Mount Barker Transport Master Plan (Infraplan, 2009)	Mount Barker District Council	 A future public transport mode share target of seven per cent was set. Recommendations for additional bus services and network coverage for commuters and transport for disadvantaged residents. Expansion of the Park n Ride scheme in the region Opportunities for buses to have priority at specific intersections Periodical audit of bus stop locations Potential partnerships with private bus companies and tourism operators Liaison with State Government for a 'one-ticket system'



Report, Author, Date	Agency/Council	Key Findings or Recommendations
Mount Barker District Strategic Plan 2035	Mount Barker District Council	 Public transport is included under the strategic goal for the Urban Environment with improved bus services for communities outside of the main population zones in Mount Barker as well as additional Park n Ride facilities Support and advocate for expanded public transport infrastructure and services
Adelaide Hills Council Policy – Public Transport (Adelaide Hills Council, 2017)	Adelaide Hills Council	 This policy addresses a co-ordinated approach to passenger transport within the District, which include the following initiatives: Ongoing consultation with all stakeholders in the passenger transport industry within the region Encouraging Adelaide Metro, Southlink and LinkSA to provide public passenger transport services that meet the needs of the majority of the Council's residents Encouraging lobbying for equity of fare structure throughout the Council area Supporting a region wide community passenger network that will respond to the needs of those people who are transport disadvantaged through geographic isolation or mobility problems
Your Adelaide Hills – Our strategic plan to make the Adelaide Hills a place for everyone (Adelaide Hills Council, 2016)	Adelaide Hills Council	Relevant goals and strategies including: work towards making the Adelaide Hills the favoured tourism destination in the State work with other levels of government to address transport needs for businesses work with other levels of government to improve safety for road users (including pedestrians and cyclists) seeking opportunities to improve transport options for those who need it most take a proactive approach, and a long-term view, to infrastructure maintenance and renewal explore options for a northern freight train bypass
Connecting Communities – Strategic Management Plans 2014-23 (Alexandrina Council, 2014)	Alexandrina Council	 Public transport connections to Mount Compass and Strathalbyn Proposal for light rail between Mount Barker, Strathalbyn, Goolwa and Victor Harbor Hybrid mobility support in townships (i.e., on-demand and community transport services) Establishing public and community transport networks for intra-regional and regional to metro areas Participation in regional advocacy for improved and integrated transport networks supporting equity for local communities
Regional Public Health Plan – Alexandrina Action Plan (Southern and Hills Local Government Association & Alexandrina Council, 2015)	Alexandrina Council	Advocating to the State Government for improved public and community transport
Urban Growth Management Strategy 2013-2030 – 2013 Update (URPS, 2013)	City of Victor Harbor	 Future public transport mode share of 10 per cent of metropolitan weekday passenger vehicle-km travelled Encourage the provision of key economic and social infrastructure accommodates population growth
Community Plan 2036 and Strategic Directions 2016- 2020 (City of Victor Harbor, 2016)	City of Victor Harbor	 Lobbying state and federal governments to improve local and regional road networks Lobbying the state government to provide improved public transport Initiatives to assist transport of disadvantaged people to access medical and other essential services Collaboration with Regional Development Australia to implement the Electric Highway project



Report, Author, Date	Agency/Council	Key Findings or Recommendations
Community Plan 2035 (City of Onkaparinga, 2013)	City of Onkaparinga	 Revitalisation of the station precinct at Noarlunga Secure the rail corridor and for early development of the rail line to Aldinga Integration of recreational trails with centres (including transport interchanges), key sporting destinations, employment precincts and suburban areas. Work with state government to improve the integration of all transport modes at train and bus transit stations, and to improve the coverage, reliability and directness of bus services Support the upgrading of the Main South Road/Sturt Road intersection at Darlington and rail/transit station adjacent.
Southern Adelaide Economic Development Plan – Thriving Southern Adelaide Prosperous South Australia (Southern Adelaide Economic Development Board, 2017)	City of Onkaparinga and City of Marion	Development and delivery of an integrated regional approach to transport infrastructure and public transport services
Yankalilla District – 30 Year Plan – Stage 1 (May 2009) – Stage 2 (November 2010)	District Council of Yankalilla	 Improvement of links between the residential areas and town centres and the coast by using shared pathways along the Bungala River and the coastline Development of public transport routes along the above areas Integration of transport and land-use planning

2.2.1. Other relevant infrastructure projects from Councils

Heysen Boulevard and other new transport infrastructure in Mount Barker

The Mount Barker District Council has a 30-Year Plan for the new suburban residential developments that are mostly in the southern parts of the existing urban area. It will be a key piece of local transport infrastructure. Council's recent review of transport infrastructure requirements has identified some gaps in the Transport Deed such as where the Connector Road joins the local road network and crosses an existing local road, and a future crossing of the railway line and two unmade Council road reserves (Haines Road and an unnamed road reserve off Martin Road).

McMurtrie Mile Upgrade

This tourism development project led by the City of Onkaparinga includes:

- New shared use path from the Salopian Inn to Wirra Wirra Winery that could be used by an autonomous vehicle
- A pilot test of new digital tourism signage with region-wide applications
- An intersection upgrade at the corner of Main Road and McMurtrie Road.

2.2.2. State Government Planning

The key State Government planning documents and policies are provided as follows with a discussion of the relevance to public transport in the Adelaide Hills - Fleurieu Peninsula region. The key strategic planning policies include:

- SA Strategic Plan
- The 30-Year Plan for Greater Adelaide
- The Integrated Transport and Land Use Plan (ITLUP)

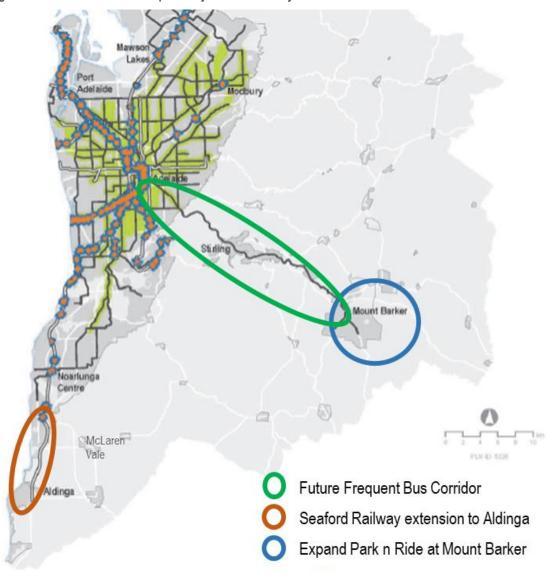


In the update of the 30-Year Plan for Greater Adelaide (DPTI, 2017), the following infrastructure projects were identified as shown in Figure 2.11, namely:

- A high frequency bus corridor or GO Zone style service between Adelaide CBD and Mount Barker
- Additional Park n Ride capacity and facilities in the Adelaide to Mount Barker corridor, in particular to provide for the bus commuter demand at Crafers, Hahndorf and Mount Barker
- The railway corridor reservation for the extension of the Seaford line to Aldinga and planning for a Park n Ride and bus interchange at the terminus.

None of these projects are fully planned or funded, but the State Government has them allocated for the long term.

Figure 2.11: Future Public Transport Projects in the Study Area from the 30-Year Plan for Greater Adelaide



Source: Reproduced from the updated to the 30-Year Plan for Greater Adelaide, DPTI, 2017



GlobeLink

Globelink is a long-term plan to maximise the interstate and overseas trade potential for economic benefits to the State. In 2019, a study of a new intermodal freight hub in the Murray Bridge region, which includes a freight-only airport and road and rail link to the road north of Whyalla bypassing Adelaide, is being conducted by the State Government. The key features of the GlobeLink project are:

- A new northern rail bypass to provide internationally competitive transport for South Australian business;
- A road link to connect the South Eastern Freeway with the Sturt Highway and Northern Expressway, providing
 unfettered access to and from Port Adelaide and sorting yards north of the city;
- A new 24 / 7 freight only airport at Murray Bridge to provide access to international markets;
- An intermodal export park to attract major logistics businesses, distribution, cold-chain and other freight associated services.

Hahndorf Township Strategic Traffic Planning Study

In 2018, the Federal Government provided funding for a strategic traffic planning study to address congestion, connectivity, freight efficiency and safety in and around Hahndorf. The planning study that includes the development and assessment of road network options to address the heavy haulage truck movements through Main Street in Hahndorf was started in 2019. The scope of the study covers the impacts on the Hahndorf townsite, engineering design and geotechnical and environmental planning investigations, traffic modelling and the preparation of a final business case for the preferred road network solution.

Victor Harbor Road Duplication

The section of Victor Harbor Road from Old Noarlunga to McLaren Vale is an arterial road under the care, control and management of the DPTI with approximately 22,000 vehicles per day that provides an important connection to the McLaren Vale region and surrounds. The duplication of Victor Harbor Road will allow for a more efficient transport corridor, providing better connectivity to McLaren Vale and address the key road safety concerns.

South Eastern Freeway - Road Corridor Overview

The South Eastern Freeway forms part of the Adelaide to Melbourne road corridor and is an important strategic freight route for South Australia. In 2018, the South Eastern Freeway carried an average of 50,000 vehicles per day, with approximately 4,400 of these classed as heavy vehicles. A maximum 60km/h speed limit applies to all trucks and buses from the Crafers Interchange to the bottom of the freeway. The speed limit for all other vehicles is 90km/h and drivers must drive according to the prevailing road conditions. From 1 May 2019, changes to legislation will introduce new penalties for drivers of all trucks and buses who are detected driving unsafely on the down-track of the South Eastern Freeway into Adelaide.

2.2.3. Southern and Hills Local Government Association (S&HLGA)

The 2020 Transport Plan is a strategic level assessment of transport needs and priorities within the S&HLGA, prepared by HDS Australia. The 2015 update was released in 2016, incorporating updated data and strategic priorities and considering the changes to the 30-Year Plan for Greater Adelaide and the Integrated Transport and Land Use Plan. Regional public transport implications in each council identified in this document are as follows:

Adelaide Hills Council

- Proposal of an integrated transport facility (i.e. car / bus Park n Ride) at Verdun
- Focus on Community Passenger Network and Integrated Transport Service for smaller scattered towns in the council



Mount Barker District Council

- Adelaide Metro needs monitor the commuter demand and provide more bus services as required
- Rail services to Mount Barker will be subject to further investigations of the economic benefits of rail freight bypass and future state government decisions on electrification and standardisation of the rail gauge.
- An integrated transport service around more rural areas of Mount Barker District Council to ease the increasing demand pressures on local Community Passenger Network services as new development areas grow.

Alexandrina Council

- Increasing pressure on the Community Passenger Network and Integrated Transport Services which are currently operated by LinkSA and Murray Bridge Passenger Services in Strathalbyn and surrounding smaller towns.
- Potential demand for future links to rail station at Seaford and bus services from Strathalbyn to Mount Barker
- Proposed provision of future car/bus Park n Ride facilities at Goolwa, Strathalbyn and Mount Compass.

City of Victor Harbor

- Increasing focus on the South Coast Community Passenger Network as well as Integrated Transport Services for local travel in the region.
- Increasing demand for the Regular Route Service to Adelaide from Victor Harbor and surrounds operated by LinkSA
- Suggestion on providing additional route services to the CBD or bus services to Seaford Interchange
- Proposed provision of future Park n Ride facilities in Victor Harbor and Encounter Bay
- Upgrade of the Mount Barker to Victor Harbor railway line for high speed public transport services would result in a significant cost and not likely to compete with road-based services.

District Council of Yankalilla

- Demand for long distance services to Adelaide, potentially involving links to Seaford Interchange would increase
 as population grows.
- Proposed provision of a future Park n Ride facility in Yankalilla.
- Increasing demand for local services such as Community Passenger Networks

Public Transport Policy Conclusions

- The main focus for public transport in South Australia is for the revitalisation of bus and train services for the higher demand population centres in the Adelaide metropolitan area.
- An increased potential exists for regional route buses to service the Seaford Interchange from Victor Harbor, Goolwa, Yankalilla and Mount Compass with more frequent bus services, which might be incorporated into an expanded Adelaide Metro public transport network
- New Park n Ride facilities should be provided in Victor Harbor, Goolwa, Yankalilla, Mount Compass and Strathalbyn to promote the use of the regional bus services.
- Local public transport within communities should be provided by the Integrated Transport Services and Community Passenger Networks, supplemented by regional taxi services where viable.
- Potential rail upgrades and extension of the Belair railway line to Mount Barker could be planned and implemented
 if the Adelaide rail freight bypass replaces the existing rail freight corridor.



2.2.4. Demographics

The existing demographic statistics, including ABS population, journey to work and transport mode data, are summarised by Council in the Adelaide Hills – Fleurieu Peninsula region to provide insights into the population distribution, travel patterns and transport demand in the study area. More detailed demographic analysis with charts are included in Appendix B.

ABS census statistics

Based on the 2017 population estimates by ABS, the total population in the study area is approximately 153,000. Most of the population in the study area resides in Adelaide Hills, Mount Barker and McLaren Vale Preservation District. The existing population from the 2017 ABS estimate data for the study area by Local Council is shown in Figure 2.12.

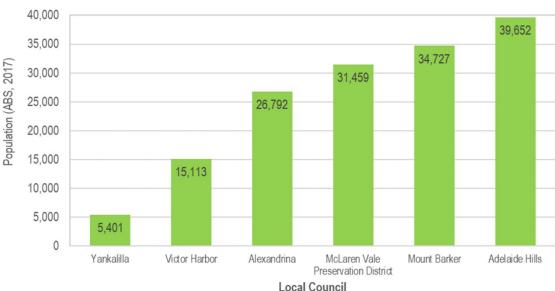


Figure 2.12: Population by Local Council in the Study Area

Place of work for residents in the region

The Socio-Economic Profile of the Adelaide Hills Fleurieu Kangaroo Island (AHFKI) Regional Development Australia (RDA) Region provides a statistical summary of key economic and social information for the region, including an analysis on the place of work for residents in the region, shown as follows. The analysis is based on the 2011 ABS data.

- 56 per cent of the employed residents from Adelaide Hills Council work in metropolitan Adelaide
- 39 per cent of the employed residents from Mount Barker work in metropolitan Adelaide
- Only 14 per cent of the employed residents from Victor Harbor, Yankalilla and Alexandrina commute to metropolitan Adelaide

Place of residence for workers in the region:

Place of residence for workers in the region is based on 2016 ABS Census data. The following travel demand patterns were identified from the census data of the Councils in the study area:

- 81 per cent of the workers in the region live in the region
- 16 per cent of the workers in the region live in a metropolitan LGA
- 3 per cent of the workers in the region live in another regional LGA



2.3. Issues Identified by the Key Stakeholders and Community

2.3.1. Stakeholder Consultation

Stakeholder consultation was undertaken to understand the issues for public transport and to obtain ideas for improvement. The key stakeholders included Local and State Government agencies, the public transport and tourism industry and other special interest groups as listed as follows:

- The Local Councils in the study area, namely:
 - Adelaide Hills Council
 - Mount Barker District Council
 - District Council of Yankalilla
 - Alexandrina Council
 - City of Victor Harbor
 - The McLaren Vale Preservation District within the City of Onkaparinga
- The Rural City of Murray Bridge, which is outside the study area, but has LinkSA bus services that connect to Mount Barker, Adelaide and other parts of the study area
- Department of Planning, Transport and Infrastructure (DPTI)
 - Public Transport Division (Adelaide Metro) including the public transport planning and operations team
 - O Strategic Planning Division who are responsible for preparing the GlobeLink masterplan.
 - Planning Division who prepare the population and employment growth forecasts and the State Land Development policies.
 - Traffic Operations division in relation to traffic operations for the regional arterial road network.
- The Southern and Hills Local Government Association (S&HLGA)
- Tourism SA and other tourism business groups in the region, specifically Fleurieu Peninsula Tourism
- The bus operators in the region of fixed route timetabled services and on-demand transit services, namely:
 - SouthLink for the Hills services between the towns in the Adelaide Hills and Mount Barker and Adelaide CBD for the bus services in the Hills and Outer South contract areas
 - LinkSA with a range of regional bus services in the northern Adelaide Hills to Tea Tree Plaza, between
 Murray Bridge, Mount Barker and Adelaide CBD and the Victor Harbor Goolwa area and with selected bus services to metropolitan Adelaide at Seaford, Noarlunga, Marion and Adelaide CBD
 - SeaLink with the connections to the Kangaroo Island ferry at Cape Jervis between Adelaide CBD and Goolwa
 - Other community bus providers for the local Councils
- Australian Rail Track Corporation (ARTC) who own and maintain the interstate standard track and signalling between Adelaide and Melbourne that passes through Mount Barker and Murray Bridge
- People for Public Transport and South Australian Public Transit Association which is a public transport and rail
 enthusiast group based in Adelaide.
- Steamranger who operate the trains on the heritage rail line between Mount Barker and Victor Harbor.



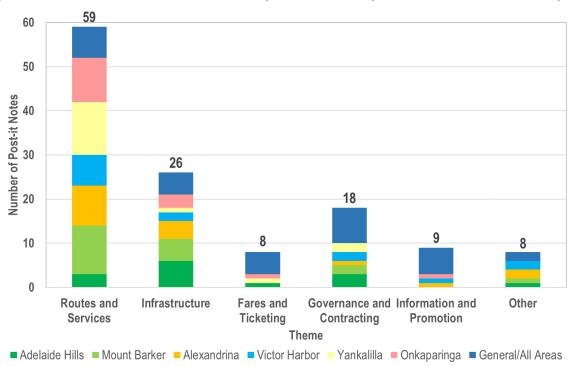
- Department of Health, Primary Health Network Rural division Central and Southern region
- Department of Education
- Proponent of a Fast Rail project to Mount Barker, Victor Harbor and Murray Bridge
- Politicians including State and Federal members of Parliament in the study area.

Feedback from these stakeholders was obtained through individual meetings held in-person or from telephone interviews, as well as at a structured stakeholder workshop held on Wednesday 21 November 2018 in Strathalbyn. The stakeholder consultation activities included:

- 23 meetings with stakeholders including government, industry and politicians
- 227 comments from the workshop with 32 attendees that provided 128 issues and 99 potential solutions that are summarised under the following categories based on the most frequent issues and solutions given:
 - O Routes and services (frequency and hours of service)
 - o Infrastructure (bus priority, stops, Park n Ride, stations, rail)
 - Fares and ticketing (pricing and integration)
 - O Governance and contracting (metro versus regional)
 - O Information and promotion for commuters, locals and tourists
 - Other issues and constraints

A tally of the number of individual issues given by the attendees is summarised by Council area or location for these six categories of issues in Figure 2.13.

Figure 2.13: Number of Issues and Constraints for Improved Public Transport from the Stakeholder Workshop





The most important issues and constraints for public transport in the region identified by the attendees at the stakeholder workshop are provided under the six categories as follows. If more than one attendee at the workshop supported the issue as a problem to be addressed, it is given with the number in parentheses, indicating stronger consensus for these issues. More detailed lists of these comments and the stakeholder workshop notes are included in Appendix C.

Routes and services

- Not enough late night / early morning services from Adelaide to Mount Barker (2 times)
- Need more services from Hahndorf to CBD after 4.30 pm to encourage visitors to stay longer (2 times)
- Pinch-points on Glen Osmond Road affecting bus service travel times and reliability
- No public transport from Yankalilla to Seaford interchange

Infrastructure

- Dependence on car; even for Park n Ride (2 times)
- Lack of State-level transport planning for future infrastructure
- Closed railway lines and those not available use for regular passenger trains
- Lack of infrastructure at bus stops/waiting areas

Fares and ticketing

- Lack of fare and ticketing integration between the regional bus and Adelaide Metro services
- Significantly higher fares for regional bus services compared to Adelaide Metro

Governance and contracting

- No integrated regional transport strategy all Councils do their own strategies (4 times)
- Ageing demographic with the need for health services or better public transport (2 times)
- Lack of incentives for innovation and improvements
- Need specific targeted regional public transport plans that are budgeted
- Needs a passenger focus not operational focus; no strategy for patronage growth

Information and promotion

- Limited information from Adelaide Metro Journey Planner with no information regarding timetable or stops of connecting services
- Lack of a single central location for information about public transport options
- Seaford Meadows Park n Ride is underutilised, possibly because it is under promoted
- Outdated information or lack of information at bus stops and interchanges

Other

- Need to secure more funding for community transport services with the National Disability Insurance Scheme (NDIS)
- Inadequate availability of accessible buses for people with limited mobility



2.3.2. Online Community Survey

The online community survey with several multi-choice and open-ended questions was conducted using Survey Monkey from 15 October to 16 November 2018. The survey received 1,381 responses with the breakdown of the respondents by zone is shown in Figure 2.14. More detailed information about the community engagement is included in Appendix C.

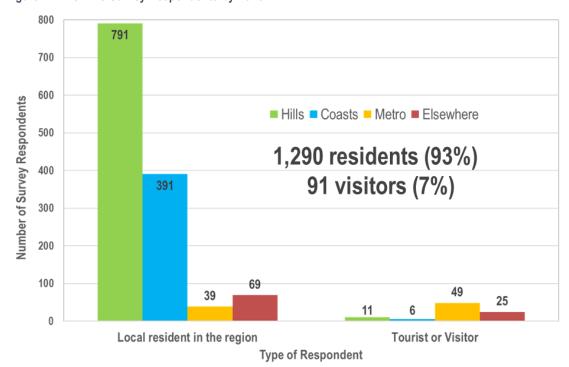


Figure 2.14: Online Survey Respondents by Zone

A total of 759 of 1,381 respondents, or 55 per cent, provided detailed comments about their issues with public transport in the study area and suggestions with ideas to improve it. A small selection of the more detailed comments from the online survey is provided in Appendix C. A summary of some of the more popular issues and suggestions to improve public transport in the region are provided under the sub-regional zones and other categories as follows.

Hills zone residents

- Crowded buses at peak times
- Takes too long to travel to Adelaide from Mount Barker via Route 864
- Bus ride is too rough and bumpy
- More frequent bus services and on weekend and evenings
- More services to Verdun from Woodside and Lobethal
- More services from the northern Adelaide Hills to Mount Barker
- Infrequent bus services in the off-peak periods, evenings and weekends
- Reinstate the train service between Mount Barker and Adelaide



Coasts zone residents

- Indirect connections to travel from Victor Harbor and Goolwa to Adelaide
- No regular bus services to the smaller towns, such as Yankalilla, Normanville and Myponga
- Need more feeder bus services with smaller buses to operate more often between the towns and on weekends

Other general comments

- Bus stops are not conveniently located
- The shelters are not weather-proof
- Bus stops need to be closer to where residents live, particularly where new estates are being developed
- Provide cheaper fares to and between the regional towns to Adelaide and allow use of the Metrocard

2.3.3. Community Submissions

A total of 10 formal submissions were received to the project email address from October 2018 to January 2019 with:

- four submissions from the Hills zone
- three submissions from the Coasts zone
- three submissions from metropolitan Adelaide.

A summary of the issues and proposed ideas provided in the community submission are given in Table 2.6.

Table 2.6: Summary of Community Submissions

Zone	Name and Location	Comments, Issues and Proposed Ideas	
Hills	Julie Murphy, resident in Mount Barker	 Build Park n Ride facilities at Verdun (interchange) Bus services at better times in the morning and at night Provide direct services from a Verdun Park n Ride to Lobethal/Woodside and Nairne/Littlehampton 	
Hills	Carol Bailey, Councillor, Mount Barker District Council	Reduce the speed limit of roads at new town boundaries	
Hills	Mo Johnson, resident of Woodside	 Increase the frequency of the City/Lobethal bus from once every two hours to once every hour. Extend the Lobethal bus to operate earlier and finish later Implement new services on weekends to allow younger and older people to access Mount Barker or the city without having to use a car Plan and operate a train service from Mount Barker to the city Build a new northern bypass for heavy goods vehicles 	
Hills	Wayne Marshall, business owner, Atelier Crafers in Crafers	 Build a 300-space Park n Ride facility at Crafers Implement parking controls to manage the on-street parking Efficient minibus service to connect to other tourist destinations 	
Coasts	Ruth and Tony Gates, residents of Victor Harbor	 LinkSA service from Victor Harbor to Adelaide requires transfer to the train station which presents difficulties for physically limited travellers and people with medical conditions 	
Coasts	Wendy Jennings, resident of Victor Harbor	Need public transport on a regular basis from Victor Harbor to Seaford train station	



Zone	Name and Location	Comments, Issues and Proposed Ideas
Coasts	Pam and Will Bernauer, residents of Goolwa North (Alexandrina)	Plan for and implement public transport to Goolwa via a train service on the former railway line
Metro	Tom Wilson, metro Adelaide resident	 The Aldgate-Mount Barker areas are generally well served given the low population density. Operating cost for bus services to Mount Barker is high High demand for buses in the peak, low midday patronage Provide tidal flow with bus-only lanes on Glen Osmond Road Carry out extensive levels of community consultation in association with local government in conducting network reviews Lack of information and marketing for the availability and public transport routes for the general community
Metro	Margaret Dingle, People for Public Transport	 Provide more services to existing small towns as well as population growth areas, including night and weekend services
Metro	David Beres, South Australian Public Transit Association	 More jobs in Mount Barker and the Adelaide Hills region More significant bus priority measures are needed along Glen Osmond Road at pinch points Introduce a small nominal toll for car traffic on South East Freeway to manage traffic congestion and encourage modal shift from cars to buses Provide a fixed or flexible timetabled community bus service instead of having to phone to book for a ride Improve information provision for existing services including dial-a-ride and fixed services Provide well-coordinated timetable with connecting bus services. Simplify the number of bus routes and stopping patterns Plan for an underground railway system in Adelaide CBD Relocate the Dumas Street Park n Ride facility closer to the South East Freeway entrance Integrate fares and ticketing between LinkSA and Adelaide Metro Design a more convenient location for bus to bus transfers at Mount Barker Review the contracts between the State Government and the private coach operators
Metro	Lauran Huefner, BusSA	The main goals identified in 'The Moving People SA 2025 Agenda' are to: Increase spending on regional transport to \$70 per regional head of capita Invest in Regional Accessibility Committees across the State Privatise the Department of Education and Childhood Development (DECD) yellow bus fleet operations Allow children inside 5km zone to travel on school buses. Aging population exert pressure on existing services. Inadequate funding

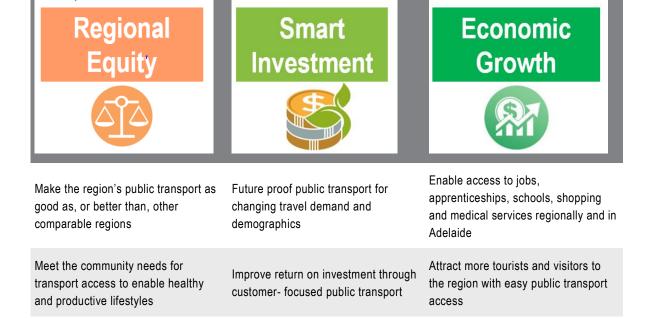


This section gives the vision for the regional public transport system and the opportunities to improve public transport in the region. It is based on the ideas provided by stakeholders, the online survey and community submissions, and best practice examples from other regional areas in other States and countries. A discussion of the future public transport demand is provided based on demographic changes and trends and customer market analysis.

3.1. Vision for Regional Public Transport

A vision to significantly improve public transport services and infrastructure for the Adelaide Hills – Fleurieu Peninsula region was developed under three key themes that emerged from the study with the objectives shown in Table 3.1.

Table 3.1: Vision for the Adelaide Hills -Fleurieu Peninsula Regional Public Transport



Defer road upgrades by reducing

traffic congestion

Support the region's population

growth, businesses and rural

communities



Ensure seamless and integrated fares

and ticketing for more equitable

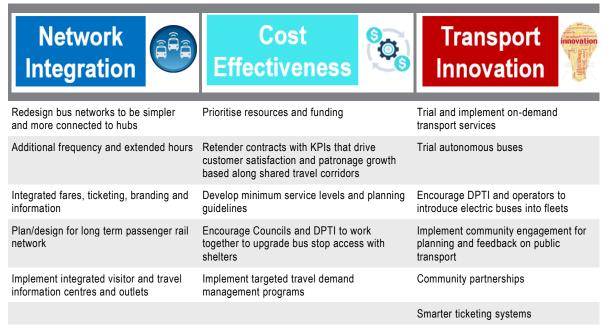
pricing and easier usage

3.1.1. Strategic Directions for Improving Public Transport

The vision for improving the regional public transport system, shown in Table 3.1, was used to develop the transport strategy. The initiatives and actions were grouped under three strategic directions that were applied region-wide and for the two sub-regional zones.

The strategic actions and policies for the entire region were developed around the three strategic directions as provided in Table 3.2.

Table 3.2: Strategic Directions to Improve Public Transport Region-wide



The strategic actions and policies to improve public transport in the Hills zone are provided under the three strategic directions in Table 3.3.

Table 3.3: Strategic Directions to Improve Public Transport in the Hills Zone

Network Integration	Cost Effectiveness	Transport Innovation
Provide more Park n Ride locations and services to them	Review public transport governance for the Hills zone including all services in the Hills bus contract to Mount Barker and the LinkSA country bus services in the northern part of the Adelaide Hills	On-demand transport trials to attract new patronage for the smaller townships
Develop town network in Mount Barker to support growth areas	Review service patterns to attract more customers	Autonomous buses to be trialled in a local township
Extend hours and frequency for evenings and weekends	Adelaide Hills Tourism and DPTI to collaborate on promoting public transport access to the region	Consider biarticulated bus fleet for the Mount Barker express services
Provide new services to Strathalbyn on the Mount Barker – Adelaide corridor	Improve access to bus stops with shelters in the Adelaide Hills and Mount Barker District Council areas	Transition to smaller, accessible, electric buses in the Adelaide Hills
Redesign bus network and services between all parts of the Adelaide Hills, Mount Barker to Tea Tree Plaza and Adelaide CBD		



Network Integration	Cost Effectiveness	Transport Innovation
Investigate Rapid transit options to Mount Barker		
Integrate the visitor/travel information centre for the Adelaide Hills tourism region at Hahndorf		
Review fares and ticketing to integrate the metro and country bus fares and ticketing throughout the Hills zone		
Integrate information with consistent stop branding		

The strategic actions and policies to improve public transport in the Coasts zone are provided under the three strategic directions in Table 3.2.

Table 3.4: Strategic Directions to Improve Public Transport in the Coasts Zone

Network Integration	Cost Effectiveness	Transport Innovation
Redesign bus network between Victor Harbor, Goolwa, Yankalilla, McLaren Vale, Willunga to Noarlunga and Adelaide	Review public transport governance for the Coasts zone	On-demand transport trials to attract new patronage for the smaller townships
Review SeaLink services	Review service patterns to attract more customers	Autonomous buses to be trialled between Victor Harbor and Port Elliot and within Yankalilla
Review fares and ticketing to integrate the metro and country bus fares and ticketing throughout the Coasts zone	Fleurieu Peninsula Tourism and DPTI to collaborate on promoting public transport access to the region	Transition to smaller, accessible, electric buses in the Coasts zone
Expand the visitor and travel info centres in the region	Improve access to bus stops with shelters as needed in Alexandrina, Victor Harbor, Yankalilla and Onkaparinga	
Integrated information with consistent stop branding		
Plan for the railway extension to Aldinga		



3.2. Opportunities to Improve Public Transport

At the stakeholder workshop held in Strathalbyn in November 2018, the attendees participated in small group discussions and generated 99 separate ideas for opportunities to improve public transport in the Adelaide Hills – Fleurieu Peninsula under the categories of:

- Routes and services with regards to the network design, service coverage, service frequency and hours of service
- Infrastructure, including bus stops, interchanges, stations, bus priority measures and railway lines
- Fares and ticketing, including the Adelaide MetroCard and LinkSA fare payment methods
- Governance and contracting
- Information, promotion and travel behaviour
- Innovation and new technology

A summary of the number of ideas by location and category is given in Figure 3.1.

30 24 25 25 22 Number of Post-it Notes 20 12 10 10 6 5 0 Routes and Infrastructure Fares and Governance and Information, Innovation and Services **Ticketing** Contracting Promotion and New Technology Travel Behaviour Theme Change

Figure 3.1: Opportunities and Potential Public Transport Solutions from the Stakeholder Workshop

The ideas and opportunities to improve public transport in the region identified by the attendees at the stakeholder workshop are summarised under the six categories as follows. If more than one attendee at the workshop supported the idea, it is given with the number in parentheses, indicating stronger consensus for these ideas.

■ Adelaide Hills
■ Mount Barker
■ Alexandrina
■ Victor Harbor
□ Yankalilla
■ Onkaparinga
■ General/All Areas

Routes and services

- Plan for and implement a frequent passenger rail or Bus Rapid Transit (BRT) (O-Bahn-style) service between Mount Barker and Adelaide CBD with Park n Ride stations (5 times)
- Implement bus "shuttle" services from the townships to the Park n Ride facilities in the Adelaide Hills (Verdun), and to Seaford from Aldinga, McLaren Vale, Willunga and Yankalilla (3 times)



- Secure State/Federal grants to plan public transport solutions with linkages to other State Government strategies (2 times)
- Operate all route services 52 weeks/year instead of only 40 weeks/year for school services to avoid shutdown of the town bus services during school holidays (ie, Victor Harbor) (2 times)
- Make existing routes more attractive with more frequent services and extended hours
- Implement an on-demand/dial-a-ride rural community bus between Mount Barker, Strathalbyn, Milang and Goolwa to connect these communities
- Provide more services between Strathalbyn and Mount Barker to connect with express services to Adelaide for faster trips
- Conduct corridor-based planning of bus network and efficient stopping patterns
- Expand the SA car pool program State-wide

Infrastructure

- Get greater State Government commitment for public transport with better transport planning (3 times)
- Align/support transport strategy with other government initiations, such as SA Tourism Commission 2030 strategic review that is currently underway (3 times)
- Plan and design for mass rapid transit (BRT) connecting region to Adelaide CBD (2 times)
- Invest in smart technology for regional bus services (2 times)
- Plan, design and fund a new railway corridor between Adelaide and Mount Barker; consider use of the South East freeway median strip for a busway or railway plus tunnel as a new bypass for the slow traffic sections (2 times)
- Plan and design for priority movement along Glen Osmond Road with a 12-hour clearway
- Implement safe set-down and pick-up in between stops where safe in rural areas
- Commitment to the extension of the Seaford rail line to Aldinga and reserve the corridor
- Ultimately plan, design and build a railway line and station at Aldinga with a bus interchange and Park n Ride
- Plan for and build O-Bahn between Mount Barker and Adelaide on current railway corridor
- Plan, design and fund for a regional rail line from Adelaide to the entire region with:
 - Stage 1 to Mount Barker
 - Stage 2 to Victor Harbor via Strathalbyn and Goolwa
 - Stage 3 from Mount Barker to Murray Bridge
- Reinstate the rail link from Mount Barker to Victor Harbor

Fares and ticketing

- Extend Metrocard to regional services (2 times)
- Provide subsidies and incentives for route service contractors to reduce costs
- Offer incentives to increase revenue and patronage
- Integrate ticketing for Adelaide travel area
- Remove 5 km limit for access to free education department bus service



- Change guidelines for Patient Assistance Transport Scheme to include the south coast
- Expand eligibility to SATSS (South Australian Taxi Subsidy Scheme)

Governance and contracting

- Pool government funds for transport from other departments for better integrated services (3 times)
- Expand funding to community passenger networks to carry broader demographic mix (2 times)
- Assist local community by enabling Uber type services funding employment (2 times)
- Integrate contracts and services by transport corridor
- Provide funding to integrate community passenger networks and using common software systems for trip management
- Re-direct footy travel money to regional transport
- Get DPTI to take over DECD school buses so they can be used for other services
- Consider different contract models for an integrated network in the Fleurieu Region
- Move to a ticket subsidy model based on a per capita budget

Information, promotion and travel behaviour change

- Improve information of services, including a regional integrated journey planner (5 times)
- Relocate CBD visitor centre as a one-stop shop for all transport information in South Australia and promote it
- Promote use of public transport to tourist attractions and cultural events
- Design and implement an integrated website for all public transport information
- Co-ordinate metro and regional information to show access to local facilities
- Install more real time information at stops with maps and voice instructions about services

Innovation and new technology

- Tailor the on-demand transport solutions for each town using smaller vehicles (3 times)
- Trial an autonomous bus service between Goolwa, Middleton, Port Elliot and Victor Harbor (2 times)

The opportunities to improve the efficiency of the public transport services with a customer-focused approach include:

- Changes to the governance and contracting of bus services in the region, including changes with the planned implementation of the South Australian Public Transport Authority, which is a commitment from the Marshall Liberal Government
- Improve the bus services and network extent in the region for commuter trips to Adelaide, local intra-regional trips and for tourists and visitors (the three key customer markets)
- Improved local "town" services with fixed or flexible bus services in major regional centres of Mount Barker,
 Murray Bridge, Victor Harbor, Goolwa and Strathalbyn
- Autonomous buses to be trialled and operated as "town" services or within retirement villages
- Introduction and expansion of new on-demand transport (Demand Responsive Transit, DRT) to supplement or replace local fixed route bus services in Mount Barker, townships in the Adelaide Hills, Murray Bridge, Yankalilla, McLaren Vale, Mount Compass, Victor Harbor and Port Elliot



- Improved integration between bus, coach and train services at Mount Barker (if the train service was extended from Belair), at Belair or at Seaford at the ends of the metropolitan rail network
- Additional and expanded Park n Ride facilities at major bus or coach stops in the region or at future reactivated train stations along reinstated passenger railway lines
- Planning and implementation of new bus priority measures at congested traffic pinch points (South East Freeway for the Adelaide Hills bus services)
- Changes to the fare policy and ticketing integration
- Implementation of travel behaviour change programs to inform and encourage the mode change from car to public transport that are targeted at the car commuters from the Adelaide Hills and Mount Barker areas
- Rebranding of regional train, bus and coach services to be easier for customers to identify and understand
- The reintroduction of regular passenger train services to Mount Barker, Murray Bridge, Strathalbyn, Goolwa, Victor Harbor for commuters, tourists to the region and visitors to Adelaide via the existing line or new route alignments
- Changes to the governance and contracting options to integrate the Adelaide Metro and regional (LinkSA) services with an appropriate model for the study area to promote service efficiency, patronage growth, customer satisfaction, regional development for population and jobs.

3.3. Future Demand for Public Transport in the Region

Future population growth, changes in demographics, changes in technology, land use changes and development within the region are all likely to have a significant impact on transport demand and travel patterns within and through the area. In addition to conventional public transport, innovative systems, such as automated and electric vehicles for short trips and opportunities for the reintroduction of train services on the existing rail lines could be considered.

The travel patterns of the four key user groups, namely for residents, visitors/tourists, commercial and passing travellers were analysed to gain an understanding of the peak demands and network supply issues (i.e. peak tourist season versus during the weekday peak periods). The 2016 census statistics and other travel demand statistics were summarised to understand the differences in the transport demands for these user groups.

The future public transport demand and needs for the three key customer markets as shown in Figure 3.2.

Figure 3.2: Customer Markets Generating the Future Demand for Public Transport in the Study Area





In 2017, the entire study area had a total population of about 150,000 people that were mostly resident in the urban areas of Mount Barker, Strathalbyn, Goolwa and Victor Harbor and in the McLaren Vale Preservation District of the City of Onkaparinga. The travel demand and travel patterns in the region depend on the distribution of population and employment and this affects the demand for where public transport services are provided.

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

The implications of future technology are already acting as key disruptors in the travel and transport sector. The future trends, their likely influence and impact and timescale projections were used to assess the future travel demand. Other new initiatives that are likely to influence future public transport demand include:

- autonomous vehicle technology, such as the EasyMile trial in Renmark, South Australia;
- ride sharing and car-pooling;
- on-demand transport or demand responsive transit (DRT) services; and
- opportunities for electric buses.

3.3.1. Commuters to Adelaide

The key travel desire lines and corridors for the two sub-regional zones in the region to Adelaide are shown in Figure 3.3.

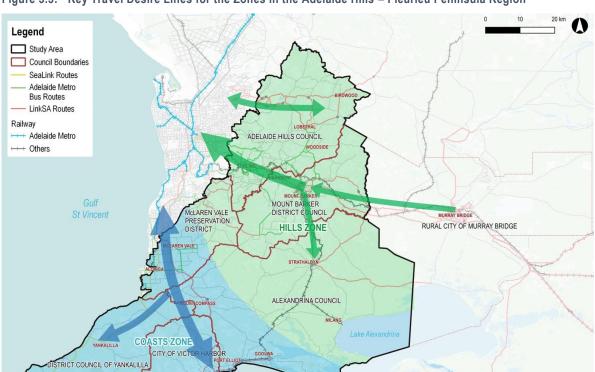


Figure 3.3: Key Travel Desire Lines for the Zones in the Adelaide Hills - Fleurieu Peninsula Region



Population Growth

Population growth projections in the updated 30-Year Plan for Greater Adelaide (May 2017) have a total forecast population growth of 560,000 for Greater Adelaide over 30 years. This includes growth projections of 22,000 new residents for the Fleurieu Region and 29,000 new residents for the Adelaide Hills Region, including Murray Bridge. Urban growth in the Adelaide Hills is a significant factor for regional transport planning as identified by the Southern and Hills Local Government Association. Mount Barker, Littlehampton and Nairne have experienced high residential growth rates. These towns have generally attracted couples and young families, with housing prices comparable to the fringe suburbs of Adelaide, although this affordability is declining. Accessibility to the metropolitan area is an important factor for people choosing to live in these towns, with approximately 40 percent of the Mount Barker workforce commuting to metropolitan Adelaide. This has been assisted by the upgrading of the South Eastern Freeway. Recent duplication of the Southern Expressway is expected to offer a similar improvement for workforce commuters living in Victor Harbor, Goolwa and Yankalilla. The landscape amenity of the region is also a strong factor in home purchases.

A summary of population growth statistics and prediction was provided in the socio-economic profile of the Adelaide Hills, Fleurieu and Kangaroo Island region prepared by Econsearch in 2017 for Regional Development Australia. Population growth statistics from 2005/06 to 2015/16 are shown in Figure 3.4. Victor Harbor, Alexandrina and Mount Barker had a significant increase in population (over 20 per cent) over the 10-year period. Yankalilla (13 per cent), the McLaren Vale District (11 per cent) and the Adelaide Hills (2 per cent) had modest population growths.

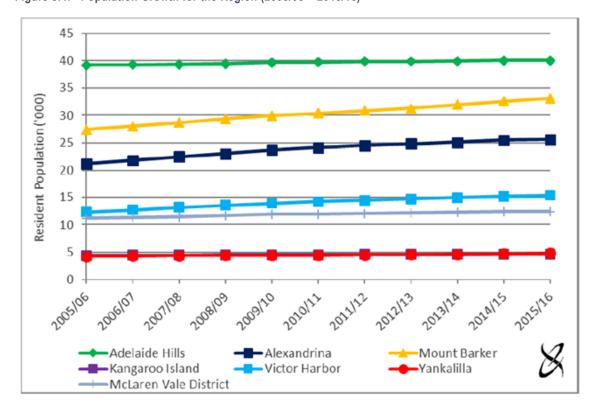


Figure 3.4: Population Growth for the Region (2005/06 - 2015/16)

Source: Socio-Economic Profile of the Adelaide Hills, Fleurieu and Kangaroo Island Region for Regional Development Australia, Econsearch, August 2017.

The population growth forecasts for the Councils in the region to 2031 are shown in Figure 3.5. Population in the region will be expected to grow by almost 30 per cent by 2031, whereas the total population of South Australia is only expected to increase by approximately 18 per cent. The population in Victor Harbor, Mount Barker, Alexandrina and Yankalilla is projected to grow over 30 per cent.



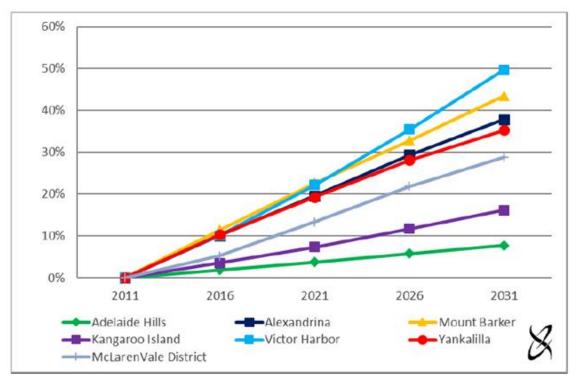


Figure 3.5: Population Growth Forecast in the Adelaide Hills - Fleurieu Peninsula Region

Source: Socio-Economic Profile of the Adelaide Hills, Fleurieu and Kangaroo Island Region for Regional Development Australia, Econsearch, August 2017.

The Mount Barker 30 Year Plan shown in Figure 3.6 identifies the proposed population growth areas and proposed facilities in Mount Barker. Approximately 3,900 new dwellings are proposed to the south of the existing urban development generated from seven separate estates. These residential estates are planned to have a new link road, known as Heysen Boulevard. The early completion of this roadway would allow for future bus routes to service these new communities more efficiently.



Figure 3.6: 30-Year Plan for Mount Barker

Source: Mount Barker District Council, October 2018.

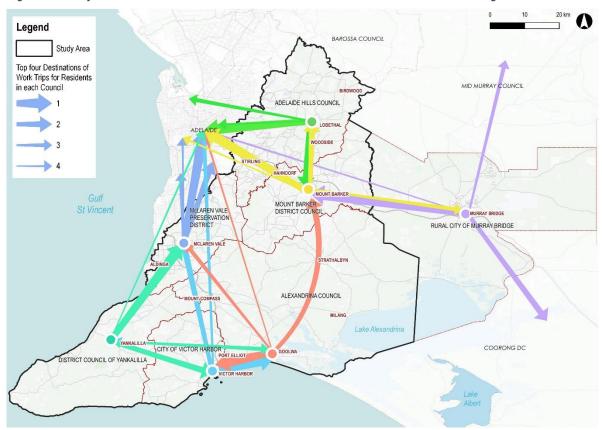


3.3.2. Local trips within the region

Based on the 2016 ABS journey to work data, the demand for trips within the region between key settlements is shown in Figure 3.7 with the following travel corridors poorly serviced or not serviced with direct bus services between:

- Strathalbyn and Goolwa
- Adelaide Hills north (Woodside, Birdwood, Lobethal) and Mount Barker
- Milang and Strathalbyn
- Milang, Currency Creek and Goolwa

Figure 3.7: Key Travel Demands from and within the Adelaide Hills - Fleurieu Peninsula Region



The coloured lines in Figure 3.7 indicate the local Council for the origin of the trips for:

- Adelaide Hills Council (green)
- Mount Barker District Council (yellow)
- McLaren Vale Preservation District (blue)
- Alexandrina Council (red)
- Yankalilla District Council (green)
- City of Victor Harbor (blue)
- Rural City of Murray Bridge (purple)



As shown in Figure 3.8, Alexandrina Council has identified some poorly-serviced travel demands (i.e., origins and destinations) that have very infrequent bus services or no public transport services at all operating between:

- Strathalbyn and Mount Barker
- Milang, Langhorne Creek and Strathalbyn
- Milang and Clayton
- Goolwa, Clayton and Currency Creek

In particular, Milang, Clayton and Currency Creek are the most remote and disadvantaged communities in Alexandrina Council with a significant proportion of low socio-economic residents, including young and elderly people without access to transport. Hindmarsh Island with an increasing number of elderly residents in the aged-care accommodation and retirement villages also does not have access to public transport services.

Hahndorf Kanmantoo Scall Ck CP Mount Barker ynella Wistow Clarendon Callington Murray Bridge Onkaparinga Kangarilla er National Park Macclesfiel Gemm Kuitpo Forest Meadows Hartley Paris odønester Creek Bull Creek McLaren Vale Bletchley Kyeema CP albyn Willunga Ashbourne McHarg Langhome Belvidere Creek Sandergrove Coxes Scrub Ci Angas Mt Compass **Plains** Nangkita Rd **Finniss** Lake Plai Scott CP Tency Creek arsh Falls Middleton LAKE ALEXANDRINA Hindmarsh Victor Harbor Murray Mouth

Figure 3.8: Areas of Unmet Transport Demand in Alexandrina Council





3.3.3. Tourism and visitors to the region

Two strategies that support more tourists and visitors to the Adelaide Hills – Fleurieu Peninsula are summarised here. They are important because they can be further supported with a good public transport system. Furthermore, they are a potential for patronage growth and additional revenue for the public transport services, as many tourists and visitors to the region do not have access to a vehicle.

South Australian Tourism Plan

The South Australian Tourism Plan that was released in 2014 by the South Australian Tourism Commission provides he strategic priorities for the tourism industry to ensure a quality visitor experience in South Australia, including the Adelaide Hills and Fleurieu Peninsula tourism regions.

Tourism expenditure in South Australia in the year to December 2013 was \$5.1 billion, directly employing 31,000 South Australian residents. Although only 23 per cent of the State population living outside of metropolitan Adelaide, the regional areas account for 44 per cent of the expenditure for tourism activity. Tourism Research Australia sets the goal to increase visitor expenditure in South Australia to \$8.0 billion by 2020, of which \$3.55 billion would be regional expenditure. Therefore, the regional tourism opportunities are significant, in particular for the Adelaide Hills and Fleurieu Peninsula regions that are closest to Adelaide where most tourists and visitors arrive from interstate or overseas.

South Australian Regional Visitor Strategy

The South Australian Regional Visitor Strategy that was prepared by the State Government and released in May 2018 aimed to realise the potential of regional tourism. In the entire South Australian regional area, 87 per cent of visitors arrive in cars, the remaining visitors arrive by air, train, bus or tour vehicle. The strategy identifies the following opportunities and priorities for Adelaide Hills and Fleurieu Peninsula region.

Adelaide Hills Tourism Region

The priority of the Adelaide Hills tourism region is to collaborate with metropolitan Adelaide area to capitalise on its proximity to Adelaide and attract more visitors for overnight stay and increase visitor spend. The following strategies are relevant to public transport and accessibility of the Adelaide Hills region.

- Support the Adelaide Hills Visitor Information Centre and information outlets to meet changing visitor needs.
- Implement the "hub and spoke" model of the Visitor Information Services strategy that connects the smaller villages and attractors to a major tourism attractor, such as Hahndorf.
- Address infrastructure requirements in newer tourism areas, such as Uraidla and Lenswood.
- Annual expenditure in the year to December 2017 was \$163 million in the Adelaide Hills region, with 1.2 million daytrip visits and 186,000 overnight visits. The estimated potential annual expenditure in 2020 for this region is \$177 million which is an 8 per cent increase from 2017.
- Approximately 1,800 jobs were supported by the tourism industry, of which 1,300 were direct tourism industry employment. A total of 744 tourism businesses exist in the region.

Fleurieu Peninsula Tourism Region

In the Fleurieu Peninsula region, visitors spent \$437 million in the year to December 2017. The region accommodated 2.5 million day-trip visits and 730,000 overnight visits in the year. The tourism industry supports approximately 3,000 jobs, and 841 tourism businesses in this region. The expected annual expenditure in 2020 is \$683 million which will be a 56% increase from the 2017 expenditure.



Priorities for the Fleurieu Peninsula are to encourage year-round visitation and drive visitor yield. The following strategies are relevant to the scope of this study:

- Build on the collaboration between Fleurieu Peninsula Tourism and the region's critical Visitor Information
 Centres. Advocate for Visitor Information Centres to embrace technology and a customer-centric model which is
 likely to include a focus on public transport access.
- Work with iconic tourism attractions, such as the d'Arenberg Cube and Oceanic Victor to attract domestic and
 international travellers to the region. Package deals that include public transport for tourists based in Adelaide
 CBD would support this activity.

Opportunities for More Public Transport Usage by Tourists and Visitors

The options for tourists and visitors to travel to the Adelaide Hills and Fleurieu Peninsula region by regular public transport services are limited to the following:

- Bus services on Route 864 from Adelaide to Hahndorf.
- Seaford railway line to Seaford with a connecting local bus Route 751 to access the McLaren Vale winery area.
- Infrequent LinkSA bus services between Adelaide, Victor Harbor and Goolwa.
- SeaLink coach services between Adelaide and the ferry for Kangaroo Island stopping in Yankalilla.

The Trail Hopper tourist bus service currently operates from the Adelaide CBD hotels for day trips to Hahndorf and the wineries in the Adelaide Hills and the McLaren Vale area. The fares are at least \$50, so these services are designed for tourists and interstate visitors and will not suit the budget of all tourists. The existing Adelaide Metro bus services do not cater for these day trips.

If more frequent and connected public transport services were available and they were well promoted by a coordinated approach to tourism and public transport, tourists and visitors may consider using public transport to these tourist destinations. Furthermore, the lack of public transport options may discourage some visitors to South Australia to not visit these attractions and consequently this affects the tourism activity in the region.



4. REGIONAL PUBLIC TRANSPORT ACTION PLAN

This section provides a list of short, medium and long-term initiatives to improve the public transport system throughout the region and for the Hills and Coasts zones. Each action supports the strategic vision and is recommended to foster one or more of the key themes of regional equity, smart investment and economic growth. The action plan includes suggested projects, examples and case studies from best practice that have worked well in other regional areas. The initiatives are allocated to the short, medium and long-term time frames with actions to undertake more planning, design and implementation. The agencies or key stakeholders involved in the planning and delivery of these initiatives are also provided.

More detailed information with images and maps are provided for the project initiatives in Appendix D. A selection of examples from case studies where projects have been implemented to improve the regional public transport in other Australian States and regional and rural areas overseas with photos and reference projects are included in Appendix E.

4.1. Region-wide Initiatives

The region-wide initiatives are grouped under the following categories where appropriate for each of the short, medium and long-term time frames:

- Routes and services
- Infrastructure
- Fares and ticketing
- Governance and contracting
- Information and promotion
- Innovation and new technology

4.1.1. Short Term (under two years)

The short-term region-wide initiatives are described in Table 4.1 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.1: Short-Term Region-Wide Initiatives to Improve Public Transport

Type of Initiative	Description	Agency / Key Stakeholder Involved
Routes and services	Not applicable for region-wide initiatives; improvements to routes and services in the short-term are included under each sub-region for the Hills and Coasts zones	
Infrastructure	Upgrade access and amenity at bus stops in high demand or high safety/security risk locations	All Councils with support from DPTI
	Develop a strategy to continually review and upgrade access to bus stops in the region	All Councils
	Develop a Memorandum of Understanding or collaboration agreement between DPTI and the Councils to work together on bus stop amenity and access upgrades including shelters and standards and warrants for the improvements	DPTI and all Councils



Type of Initiative	Description	Agency / Key Stakeholder Involved
Fares and ticketing	Conduct a fare and ticketing integration study with the aim of integrating all metro and regional services	DPTI
	Trial and implement mobile phone and bank card payments for metro and regional fares	DPTI
Governance and contracting	Establish bus contract areas to be based along demand corridors allowing for full integration of services	DPTI
	Establish the South Australian Public Transport Authority that includes a funded regional public transport division (Regional SA) similar to the PTA in WA and PTV in Victoria	DPTI
	As per the People Focused Public Transport policy, establish new service planning guidelines with a hierarchy of frequent, regular and tailored services including on-demand transport	DPTI
	Ensure much more regular and effective community consultation about service delivery with a customer service charter and engagement strategy	DPTI
	Establish the new bus contracts with integrated bus operations with KPIs to plan, consult and deliver a simplified bus network according to the public transport network and service planning guidelines	DPTI
	Develop more flexible and incentivised bus contracts to attract new patronage and reduce costs to the State Government	DPTI
Information and promotion	Merge the visitor and Adelaide Metro info centres into one facility in Adelaide CBD with shared operations between DPTI and Adelaide City Council; consider other regional locations	DPTI, City of Adelaide, Department of Tourism
	Redesign Adelaide Metro website/Journey Planner to include all regional bus and coach services	DPTI
	Design and implement tourism campaigns with packages that include public transport to attractions and events	DPTI, Tourism groups and operators
	Develop public transport travel packages for new residents in growth areas	DPTI and Local Councils with the developers
Innovation and new technology	Not applicable for region-wide initiatives; innovation and new technology ideas are included under each sub-region for the Hills and Coasts zones separately	

Establish a Customer-focused Public Transport Authority with a Customer Experience Charter

The State Government is establishing a public transport authority to manage the operations and customer activities for all public transport services in South Australia with a customer-focused approach. In order to progress this organisational and cultural change, a customer experience charter and guiding principles for the service delivery and quality of services is recommended. Examples of other jurisdictions with a customer-focused approach for public transport are described as follows:

- The Canadian Urban Transit Association (CUTA) has developed and adopted a passenger charter for the public transport industry for use throughout Canada with the following commitments:
 - o do our best to be on time
 - always take your safety seriously
 - o keep you in the know
 - o see that you have a comfortable trip
 - help you quickly and courteously



- o be welcoming and accessible to all
- do our best to be a good neighbour
- listen and continue to improve
- An example of a customer experience charter that was adopted by Newcastle Transport for the urban bus and ferry services in Newcastle and Lake Macquarie, NSW in 2017 is shown in Figure 4.1.

Figure 4.1: Newcastle Transport Customer Experience Charter



Source: Newcastle Transport website, 2017.

 The Public Transport Authority of Western Australia has developed and adopted a customer service charter as shown in Figure 4.2. It applies for all metropolitan and regional public transport services and is the basis for the guiding principles of a customer-focused service.

Figure 4.2: Customer Service Charter from the Public Transport Authority of Western Australia

Customer Service Charter

The PTA is a customer service-oriented organisation, responsible for the delivery of efficient and sustainable passenger transport services to the public.

- We are committed to providing a quality passenger transport service to the public.
- Our bus, train and ferry staff and contractors are focussed on delivering safe and reliable services.
- Our staff and contractors will treat customers in a respectful and professional manner.
- Our buses, trains, ferries and facilities will be clean and well presented.
- Current information about all PTA services will be available from customer service staff, brochures, timetables, our call centres and our website.
- We will plan and review passenger transport services in consultation with the community to get the best results
- We will plan and provide transport systems that respect the environment and improve sustainability.

To help us improve our services we maintain a telephone InfoLine (13 62 13) for feedback. Our websites include www.pta.wa.gov.au, www.transperth.wa.gov.au and www.transwa.wa.gov.au

Source: PTA website, 2019



Merging the Public Transport and Visitor Information Centre in Adelaide CBD

As shown in Figure 4.3, the Adelaide Metro Info Centre and the City of Adelaide visitor information centre are currently located about 230 m apart in Adelaide CBD and have different operating hours and types of information for visitors and public transport customers. A single centrally-located and expanded visitor information centre in Adelaide CBD is recommended, providing full public transport information on services, fares and ticketing for the Adelaide Metro, LinkSA and other regional bus and coach services so that visitors to the region have tourist information and public transport options integrated and available at one convenient location.

Figure 4.3: Merge the Adelaide Metro and Adelaide CBD Visitor Information Centres



Marina Ma

Adelaide Metro has a separate information centre on the corner of Currie Street/King William Street with opening hours different than the Council visitor information centre; it is located 100 m west of the Hills bus stop in Grenfell Street

City of Adelaide Visitor Information Centre in James Place which is 120 m north of the Hills bus stop in Grenfell Street

The role and function of dedicated Visitor Information Centres is changing with the more advanced and accessible tourism planning information available on the internet or mobile phones. The approach preferred by Adelaide Hills Tourism and supported by Adelaide Hills Council is to consider the broader concept of Visitor Information Servicing that can be provided through tourism operators, at libraries and community centres and from friends and relatives. With up to 95 per cent of the population now using mobile devices, visitors to the region can get information about tourism attractions, accommodation and transport options without going to a Visitor Information Centre. In-person information about public transport options can be provided at any tourism attraction, instead of at a Visitor Information Centre, provided that the operators are regularly informed and provided with the correct information.

In most other capital cities in Australia, the public transport information and the visitor information centres are integrated for the convenience of tourists and newcomers to a city with the cost efficiency of a single location. Two examples are:

- TransLink has an information and sales kiosk as part of the Brisbane City Council visitor information centre in the Queen Street mall in the Brisbane CBD.
- PTV (Victoria) has an information kiosk that is shared with staff in Melbourne Town Hall in Swanston Street in Melbourne CBD.

Integrate the Websites for Adelaide Metro and LinkSA regional bus services

With the creation of the South Australia Public Transport Authority (SAPTA), the existing online websites for Adelaide Metro and the regional LinkSA public transport services, as shown in Figure 4.4, are recommended to be integrated into a single website so that travelling between the regions in South Australia and Adelaide CBD and the metropolitan area can be planned more seamlessly. A single telephone number for all customer enquiries could be implemented.



Figure 4.4: Integrate All Online Public Transport Information into a Single Website



Adelaide Metro has a website with a journey planner that is only for the metropolitan bus service contracts.



LinkSA has a separate website for the regional bus services with timetables and maps that are completely different from the Adelaide Metro information.

Other States in Australia have a single public transport department or authority with a single integrated website for information about the network, services, fares and ticketing for all metro and regional public transport services. Examples of the websites in NSW, Victoria, Queensland and Western Australia are provided in Appendix E.

4.1.2. Medium Term (3 to 10 years)

The medium-term region-wide initiatives are described in Table 4.2 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.2: Medium-Term Region-Wide Initiatives to Improve Public Transport

Type of Initiative	Description	Agency / Key Stakeholder Involved
Routes and services	Not applicable for region-wide initiatives; improvements to routes and services in the medium term are included under each sub-region for the Hills and Coasts zones	
Infrastructure	Continue to upgrade access and amenity at bus stops throughout the region	Local Councils with the support of DPTI
Fares and ticketing	Install new ticketing system to allow for tap on/tap off activity with multi-zone fares for the metro and regional network and with mobile phone and credit card swipe fare payments	DPTI
	Implement a fare structure that is cost effective and equitable for metro and regional customers	DPTI
Governance and contracting	Investigate Bus Quality Partnerships for implementation as used in the United Kingdom	DPTI
Information and promotion	Redesign the tourist information centres to provide a multi-functional experience with interpretative displays and public transport information assistants at Hahndorf, McLaren Vale and Victor Harbor	Local Councils, Tourism groups
	Expand the companion transport program for the elderly and mobility-impaired customers for the communities throughout the Adelaide Hills and Fleurieu Peninsula region	Local Councils
Innovation and new technology	Trial autonomous bus services in town centres and for short trips to connect to the fixed route services	DPTI, Local Councils



REGIONAL PUBLIC TRANSPORT ACTION PLAN

4.1.3. Long Term (over 10 years)

The long-term region-wide initiatives are described in Table 4.3 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.3: Long-Term Region-Wide Initiatives to Improve Public Transport

Type of Initiative	Description	Agency / Key Stakeholder Involved
Routes and services	Conduct annual bus service performance reviews with customer and community consultation to provide more reliable and frequent services attracting more patronage and revenue while delivering network cost efficiency	DPTI, Local Councils, customers and the wider community
	Continue to extend the bus network and enhance the services to support the population growth areas and changing demographic patterns	DPTI, Local Councils, customers and the wider community
Infrastructure	Plan, design, fund and build the North-South railway connection through Adelaide CBD that would provide an increased walkable catchment to CBD stations for customers on all rail lines	DPTI
	Plan, design, fund and implement the modification of the Belair and Hills railway without freight trains to allow for more passenger trains in the corridor; investigate alternative routes	DPTI
Fares and ticketing	Continue to review the fare policy to attract new customer markets	DPTI
	Implement more advanced ticketing systems	DPTI
Governance and contracting	Continue to monitor the bus service contracts for better customer-focused public transport with more efficient cost recovery	DPTI
Information and promotion	Continue to engage with existing and new customers about the public transport network and service changes using innovative methods to distribute the information	DPTI
Innovation and new technology	Continue to implement new bus fleet technologies based on future best practice and learnings from others for electric or other no emissions vehicles to ultimately transition into a fully electric or solar-powered fleet with clean energy	DPTI



4.2. Initiatives for the Hills Zone

The initiatives to improve the regional public transport specifically for the Hills zone are grouped under the following categories for the short, medium and long-term time frames:

- Routes and services
- Infrastructure
- Information and promotion
- Innovation and new technology

4.2.1. Short Term (under two years)

The short-term initiatives for the Hills zone are described in Table 4.4 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.4: Short-Term Initiatives to Improve Public Transport in the Hills Zone

Type of Initiative	Description	Agency / Key Stakeholder Involved
Routes and services	 Set-up trials for on-demand transport services to operate in: Zone 1: Northern townships of the Adelaide Hills (Woodside, Birdwood, Lobethal, Kersbrook, Gumeracha, Mount Torrens) with connections to Modbury, Verdun, Hahndorf and Mount Barker Zone 2: Macclesfield and Meadows with connections to Stirling Zone 3: Langhorne Creek and Milang to Strathalbyn 	DPTI with Adelaide Hills Council and Mount Barker District Council
	Conduct a comprehensive bus network review with community and bus operator input for the Hills bus contract area to Adelaide including Mount Barker, Strathalbyn and Murray Bridge	DPTI with Adelaide Hills Council, Mount Barker District Council, Alexandrina Council and the Rural City of Murray Bridge
	Implement the Regional Accessibility Networks approach for the rural areas of the Hills zone including Macclesfield, Strathalbyn and Langhorne Creek	DPTI with Alexandrina Council and Mount Barker District Council
	Conduct a comprehensive bus network review with community and bus operator input for the northern part of the Hills zone to Tea Tree Plaza (O-Bahn connection)	DPTI with input from Local Councils, bus customers and the wider community
	Implement the Regional Accessibility Networks approach for the northern parts of the Adelaide Hills to service Woodside, Birdwood, Lobethal and the other small communities with connections to Mount Barker and Tea Tree Plaza interchange	DPTI with Adelaide Hills Council
Infrastructure	Conduct an integrated public transport planning study for a simpler, low-cost version of a bus rapid transit system using the existing road network to Mount Barker	DPTI with Adelaide Hills Council and Mount Barker District Council
	Conduct a Park n Ride capacity and location study with origin-destination surveys and analysis to address the Park n Ride capacity issues at Crafers and Mount Barker and to identify alternative Park n Ride sites. Consider additional secure bicycle storage facilities at the Park n Ride sites for local trips in the Adelaide Hills and Mount Barker area to complete trips to Adelaide via bus	DPTI with Adelaide Hills Council and Mount Barker District Council
	Investigate a priority movements corridor along Glen Osmond Road for the peak periods	DPTI and Traffic Operations Branch, Cities of Unley and Burnside



REGIONAL PUBLIC TRANSPORT ACTION PLAN

Type of Initiative	Description	Agency / Key Stakeholder Involved
	Upgrade access and amenity at bus stops in the Hills zone working with Councils and DPTI. This project would include a review of the access for pedestrians to the bus stops from the surrounding walkable catchment areas to improve the safety and security bus commuters using Crime Prevention Through Environmental Design (CPTED) principles.	Adelaide Hills Council and Mount Barker District Council with DPTI as a partner
Information and promotion	Provide new bespoke wayfinding signage to direct tourists and visitors to the bus stops and bus station in Adelaide CBD for services to Hahndorf	City of Adelaide with DPTI
	Establish and launch a tailored, integrated tourism campaign with brochures, posters and targeted advertising for tourists and visitors to use public transport for day trips to the Adelaide Hills, in particular to Hahndorf as a key destination by bus from Adelaide CBD	Adelaide Hills Tourism, Adelaide Hills Council, Mount Barker District Council and DPTI
Innovation and new technology	Trial electric buses to and in Mount Barker	DPTI and Mount Barker District Council

Mount Barker Bus Rapid Transit

A Bus Rapid Transit (BRT) corridor between Adelaide CBD and Mount Barker is proposed to connect the Park n Ride facilities in Mount Barker and Hahndorf and a new Park n Ride facility at Verdun to Adelaide CBD via the South East Freeway and Glen Osmond Road. The key attributes for the Mount Baker BRT are:

- One-way route length of 37 km between the Adelaide CBD and Mount Barker with three stops along Glen
 Osmond Road and four stops between Verdun and the Mount Barker terminus with one stop in Main Street,
 Hahndorf and stops at the Park n Ride facilities in Mount Barker.
- High frequency bus services that would operate at least every 15 minutes from 7am to 7pm weekdays and
 every 30 minutes before 7am and after 7pm; On weekends, operate at least every 30 minutes from 7am to 10 pm
 or later.
- A target one-way running time is under 60 minutes with **bus priority treatments** along Glen Osmond Road in peak hours with a ban on on-street parking in both directions.
- New Park n Ride facility at Verdun Interchange with direct access to the South East Freeway. This facility would
 also accommodate a local shuttle bus service between the Verdun Park n Ride facility and Main Street in
 Hahndorf for tourists and visitors to help alleviate the parking and traffic issues in Hahndorf.
- Build new bus-only slip lanes from Freeway to access southern end of Main Street in Hahndorf.
- Investigate a new location for the Dumas Street Park n Ride facility that would be more efficient for bus
 operations, while still convenient for bus commuters to access the facility.

The route for the proposed Mount Barker Bus Rapid Transit (BRT), with an inset diagram of the section between Verdun and Mount Barker, is shown in Figure 4.5. In addition to the Verdun Park n Ride facility, an opportunity exists to investigate another Park n Ride stop near Aldgate with easy access from the South East Freeway.



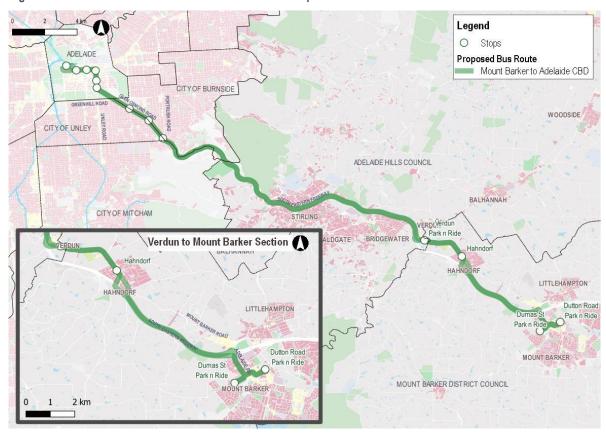


Figure 4.5: Adelaide - Hahndorf - Mount Barker Bus Rapid Transit

A relevant case study example is the Northern Beaches BRT or B-Line project with a bespoke bus route that was implemented in November 2017, operating between Mona Vale and at Wynyard station in Sydney CBD. It is a simpler version of a full off-road BRT system that is not on a fully-segregated corridor, such as like a busway or O-Bahn. Instead, the buses use kerbside bus lanes and bus priority measures to gain a travel time advantage over the other vehicles in the roadway. An overview of the Northern Beaches B-Line project is shown in Figure 4.6, It is comparable to the Adelaide – Mount Barker corridor because:

- The distance between Adelaide and Mount Barker and Sydney CBD and Mona Vale is about 30 km
- The Northern Beaches B-Line operates with widely-spaced stops with a single bus route providing a high frequency service
- Park n Ride facilities were built at the bus stops between Spit Junction and Mona Vale
- Reversible lane treatments with bus priority lanes were implemented along Military Road through Cremorne which
 is a retail and business precinct with some attributes similar to Glen Osmond Road with on-street parking to
 service the businesses
- The bus stops were designed to be bespoke and branded with high quality amenity and weather protection for customers. Where appropriate, the bus stops were planned to be close to high pedestrian activity locations that are designed with placemaking principles in order to promote safe, high quality and attractive waiting areas for the bus customers.



Northern beaches Mona Vale makes a Bline Warriewood for the city Narrabeen **Better connections** Collaroy northern beaches. Dee Why Brookvale Manly Vale 120 new bicycle parking facilities **Spit Junction** Park & ride Turn up & go There are up to 900 new **Neutral Bay** B-Line park and ride car spaces simply turn up and go with **In-seat USB chargers** services running from Wynyard 4:30am to 12:30am. Dee Why and Brookvale

Figure 4.6: Northern Beaches B-Line Case Study

Source: Transport for NSW, 2017.

On-Demand Transport for the Hills Zone

A range of on-demand transport services for the townships in the Hills zone would be tailored to match the demand as required with recommended key connections shown in Figure 4.7. These services would link Langhorne Creek and Milang to Strathalbyn and Macclesfield and Strathalbyn to Mount Barker with connections to Adelaide on the fixed route buses. A range of on-demand transport services for the townships and villages could be designed to meet the dispersed, low demand in the Hills zone with connections between Lobethal, Birdwood, Woodside and the other smaller communities to Tea Tree Plaza interchange, Stirling, Hahndorf, Verdun and Mount Barker.



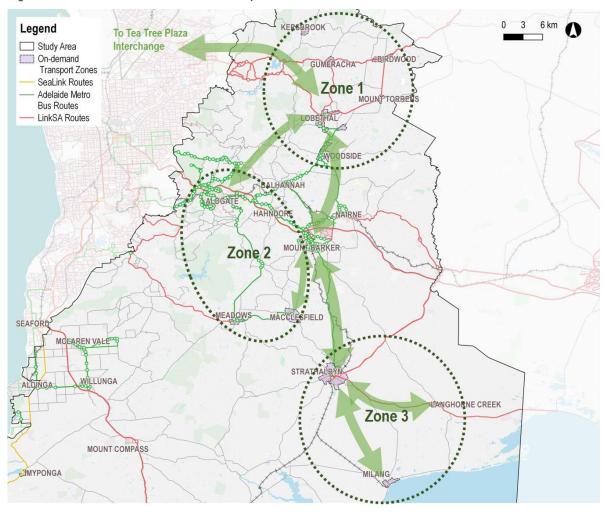


Figure 4.7: Recommended On-Demand Transport Services for the Hills Zone

Range of On-Demand Transport Service Models

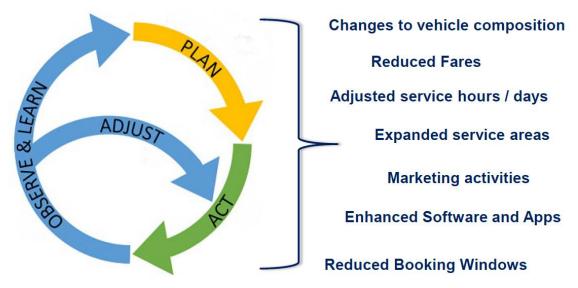
On demand transport services that are under trial and implementation in other regional areas of Australia have been designed to cater for different types of travel markets and communities with the following models of operation:

- Route Deviation with a regular schedule that deviates to serve demand-responsive requests within a zone
- Point Deviation serving demand-responsive requests within a zone with no regular path between the stops
- Demand-Responsive Connector operating in demand-responsive mode within a zone to connect with a fixedroute network with most trips to or from transfer points
- Request Stops operating conventional fixed-route timetabled service with a limited number of undefined stops responding to passenger requests
- Flexible-Route Segments operating a conventional fixed-route timetable service, but switching to a demandresponsive mode for limited parts of the route or low-demand time periods, such as evenings and weekends
- Zone Route operating in demand-responsive mode along a corridor with established departure and arrival times at one or more end points



Some of the early learnings from the on-demand transport service trials in regional NSW are given in Figure 4.8.

Figure 4.8: Lessons from the On-demand Transport Service Trials in Regional NSW



Source: Transport for NSW, 2018.

4.2.2. Medium Term (3 to 10 years)

The medium-term initiatives for the Hills zone are described in Table 4.5 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.5: Medium-Term Initiatives to Improve Public Transport in the Hills Zone

Type of Initiative	Description	Agency / Key Stakeholder Involved
Routes and services	Review, amend and expand the bus services including the on-demand transport service trials in the Hills zone	DPTI, bus operators and Adelaide Hills Council, Mount Barker District Council and Alexandrina Council
	Design and implement a frequent bus route with community input between Adelaide and Mount Barker with a reconfigured local bus network that connects to the Park n Ride hubs	DPTI, bus operators and Adelaide Hills Council, Mount Barker District Council and Alexandrina Council
	Review, amend and expand the transport services in northern parts of the Adelaide Hills and in Alexandrina Council to Mount Barker and Murray Bridge, subject to the success of the on-demand transport trials	DPTI, bus operators and Adelaide Hills Council, Mount Barker District Council and Alexandrina Council
Infrastructure	Design, fund and build a Bus Rapid Transit (full BRT) corridor between Adelaide and Mount Barker via the South East Freeway with new Park n Ride stations	DPTI and Adelaide Hills Council, Mount Barker District Council
	Implement the bus priority measures along Glen Osmond Road for the peak periods, such as tidal reversable-flow traffic lanes and on-street parking bans	DPTI and Traffic Operations branch, Cities of Unley and Burnside



Type of Initiative	Description	Agency / Key Stakeholder Involved
	Continue to upgrade access and amenity at bus stops in the Hills zones, in particular in the townships and at the higher patronage stops	Adelaide Hills Council and Mount Barker District Council with DPTI as an advisor
	Undertake rail prefeasibility studies with Strategic Merit Test (from Executive Summary)	
Information and promotion	Redesign the tourist information centre at Hahndorf to provide a multi-functional experience with interpretative displays and public transport information assistants	Adelaide Hills Tourism, Mount Barker District Council and DPTI
Innovation and new technology	Trial biarticulated or other high capacity passenger buses for the frequent route between Adelaide and Mount Barker as part of the BRT project	DPTI and the bus operator

4.2.3. Long Term (over 10 years)

The long-term initiatives with regards to further improvements to routes, services and infrastructure for the Hills zone are described in Table 4.6 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.6: Long-Term Initiatives to Improve Public Transport in the Hills Zone

Type of Initiative	Description	Agency / Key Stakeholder Involved
Routes and services	Continue to engage with customers and the wider community to enhance the bus network and services to support the population in new growth areas of Mount Barker and the Adelaide Hills	DPTI, Local Councils, customers and wider community
Infrastructure	Based on the outcomes of the rapid transit feasibility studies, plan, design and fund for BRT/train services to be extended to Mount Barker along the existing rail alignment	DPTI
	Review, and, as appropriate, implement, alternative rail corridors for a passenger rail line from Adelaide through the Hills	DPTI
	Conduct a full planning feasibility study with a business case for train services to Mount Barker	DPTI



4.3. Initiatives for the Coasts Zone

The initiatives to improve the regional public transport specifically for the Coasts zone are grouped under the following categories for the short and medium-term time frames:

- Routes and services
- Infrastructure
- Governance and contracting
- Information and promotion
- Innovation and new technology

4.3.1. Short Term (under two years)

The short-term initiatives for the Coasts zone are described in Table 4.7 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.7: Short-Term Initiatives to Improve Public Transport in the Coasts Zone

Type of Initiative	Description	Agency / Key Stakeholder Involved
Routes and services	 Set-up trials for on-demand transport services to operate in: Zone 1: Yankalilla to Seaford via Aldinga Zone 2: Victor Harbor and Port Elliot Zone 3: Middleton, Goolwa and Hindmarsh Island Zone 4: McLaren Vale and Willunga to Aldinga and Seaford 	DPTI with the City of Onkaparinga, Yankalilla District Council, City of Victor Harbor, Alexandrina Council and the City of Onkaparinga
	Redesign and implement a simpler and more regular service bus route between Victor Harbor and the Seaford railway line	DPTI with the City of Onkaparinga and City of Victor Harbor
	Conduct a comprehensive bus network review with community and bus operator input for a Goolwa – Victor Harbor to Noarlunga and Adelaide via McLaren Vale and Willunga	DPTI with the City of Onkaparinga, City of Victor Harbor and Alexandrina Council
	Design, fund and implement a connected town bus network between Goolwa and Victor Harbor	DPTI with the City of Victor Harbor and Alexandrina Council
	Implement the Regional Accessibility Networks approach for the Fleurieu Peninsula	DPTI with the City of Onkaparinga, Yankalilla District Council, City of Victor Harbor and Alexandrina Council
Infrastructure	Conduct a design planning and feasibility study for the rail extension to Aldinga with an environmental impact assessment and a business case in order to obtain the planning approvals and funding commitment	DPTI with the City of Onkaparinga
Governance and contracting	Review Sealink contract conditions and contribution from DPTI before contract term ends	DPTI and the private bus and coach industry
	Review the LinkSA bus contract to allow for an intertown bus route between Goolwa and Victor Harbor to be planned and implemented	DPTI and the private bus industry
Information and promotion	Provide new bespoke wayfinding signage to direct tourists and visitors between the bus stops in Currie/Grenfell Street and the Adelaide bus station in Franklin Street for the LinkSA services to Victor Harbor and SeaLink services to Yankalilla en-route to Cape Jervis for the ferry to Kangaroo Island	City of Adelaide, DPTI and the bus operators



REGIONAL PUBLIC TRANSPORT ACTION PLAN

Type of Initiative	Description	Agency / Key Stakeholder Involved
	Establish and launch a tailored, integrated tourism campaign with brochures, posters and targeted advertising for tourists and visitors to use public transport for day trips to McLaren Vale and Victor Harbor from Adelaide CBD	Fleurieu Peninsula Tourism, City of Onkaparinga, Yankalilla District Council, City of Victor Harbor and Alexandrina Council
Innovation and new technology	Trial an autonomous bus service in Victor Harbor or Port Elliot via the off-road bikeway	DPTI and the City of Victor Harbor

Proposed Victor Harbor - Goolwa Town Bus Route

A new intertown coastal bus route is proposed to operate along the main road between Victor Harbor and Goolwa as shown in Figure 4.9. It is designed to connect the residential development and retail precincts in the area. It could be implemented as a standard bus or a minibus with bespoke branded bus stop signage to promote it for customers. Alternatively, an electric bus could be purchased to showcase innovation for public transport in the region. Other attributes for this proposed coastal bus route are:

- One-way distance is 21 km; one-way running time is estimated at 52 minutes
- Requires 4 buses to operate a 30-minute headway with two buses per hour
- Operate at least from 7 am to 7 pm Monday to Saturday and from 9 am to 5 pm on Sundays and public holidays

The location of the bus stops and terminus facilities would need to be determined through consultation with the Local Councils and the community. The infrastructure for the bus stops, layover areas and turnaround operations for this intertown bus route also need to be determined through detailed planning with DPTI, the City of Victor Harbor and Alexandrina Council.

The route could be marketed as the Victor Harbor – Goolwa Connector service with options for it to be co-funded by City of Victor Harbor, Alexandrina Council, DPTI, Tourism SA and various businesses along the route. In the stakeholder consultation, the City of Victor Harbor and Alexandrina Council have responded with a reluctance for the Councils to fund this intertown bus service. They consider the funding of public transport services to be exclusively the role for the State Government. However, in order to get this initiative started it will require a collaborative and innovative funding model, similar to the Free City Connector bus in Adelaide CBD and North Adelaide that is co-funded by the City of Adelaide and DPTI. This bus service is not recommended to be free, but the fare policy and structure needs to be set at a rate that is attractive for locals, visitors and tourists.



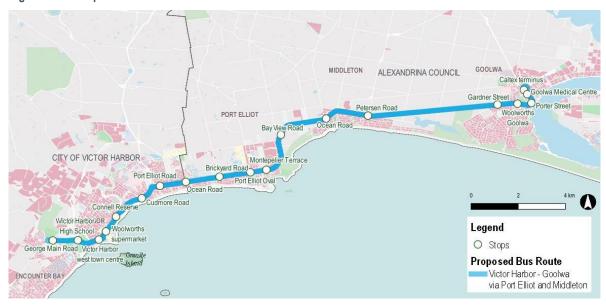


Figure 4.9: Proposed Victor Harbor - Goolwa Coastal Bus Route

An example of a bus route serving a coastal community is in the Dunsborough – Busselton area of Western Australia as shown Figure 4.10. Route 815 between Dunsborough and Busselton operates with seven services on weekdays and five services on Saturdays with no Sunday services. Route 817 provides a local loop service within the Busselton township with three additional services on weekdays and Saturdays. The adult regular bus fares range from \$2.20 for 2 Sections to \$5,60 for three zones. The bus network in Busselton is comparable to the Victor Harbor – Goolwa corridor with a large number of retirees and holidaymakers and tourists visiting the area annually. The City of Busselton, that includes all of the settlements and villages in the area, has a 2018 population of 38,000.

O 815 North St/ Highview Rd Timed Stop INDIAN OCEAN Shopping Centre Hospital Parks Secondary School, University, TAFE Inset 3 Caves Rd/ Quindalup Siding Rd 817 Geographe Bay O Inset 4 Monaghans O Busse

Figure 4.10: Dunsborough - Busselton Bus Route in Western Australia

 $Source: Public \ Transport \ Authority \ of \ WA, \ Transregional \ bus \ network, \ 2019.$

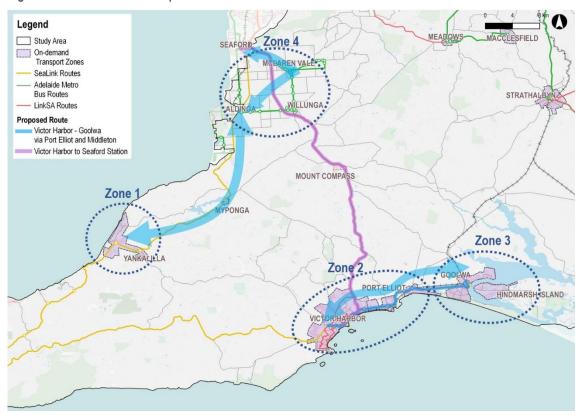


On-Demand Transport for the Coasts Zone

A range of on demand transport services for the townships and villages in Coasts zone would be designed to meet the travel demands between the key connections as shown in Figure 4.11. These services would be tailored to match the demand as required to these locations for:

- Aldinga for shopping trips for residents from Normanville, Carrickalinga, Yankalilla, Myponga and other parts of the Yankalilla District Council.
- Local trips between Victor Harbor and Port Elliot for the local residents and seasonal visitors and tourists during
 the peak holiday periods, such as Christmas and January and at Easter and during the school vacation weeks.
- Local trips between Middleton, Goolwa and Hindmarsh Island for the local residents, visitors and tourists.
- Local trips between McLaren Vale and Willunga to Aldinga and Seaford with connections to the trains to Adelaide.

Figure 4.11: On-Demand Transport Services for the Coasts Zone





4.3.2. Medium Term (3 to 10 years)

The medium-term initiatives for the Coasts zone are described in Table 4.8 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.8: Medium-Term Initiatives to Improve Public Transport in the Coasts Zone

Type of Initiative	Description	Agency / Key Stakeholder Involved
Governance and contracting	Merge contracts for the Victor Harbor – Goolwa regional bus services (LinkSA) and the Aldinga – McLaren Vale – Willunga (Adelaide Metro - Outer South) to include Yankalilla and Normanville	DPTI
Routes and services	Expand the range of on-demand transport services in the following areas: Townships in the Yankalilla District Council to Aldinga Victor Harbor and Port Elliot Middleton, Goolwa and Hindmarsh Island Willunga and McLaren Vale to Aldinga and Seaford	DPTI with the City of Onkaparinga, Yankalilla District Council, City of Victor Harbor and Alexandrina Council
	Redesign the bus network and services in the Coasts zone to accommodate population growth and changing demographics	DPTI, Local Councils, customers and wider community
Infrastructure	Design and build railway to Aldinga with a regional bus interchange and Park n Ride facility	DPTI and City of Onkaparinga
	Design the railway extension to Aldinga and obtain funding with a final business case	DPTI and City of Onkaparinga
	Plan for the North-South railway connection through Adelaide CBD that would provide rail network efficiency and improved CBD access for the residents from the region	DPTI
Information and promotion	Redesign the tourist information centres at McLaren Vale and Victor Harbor to provide a multi-functional experience with interpretative displays and public transport information assistants	Fleurieu Peninsula Tourism with the City of Onkaparinga and City of Victor Harbor
Innovation and new technology	Expand the use of autonomous buses in other villages in the Coasts zone	DPTI and Local Councils

4.3.3. Long Term (over 10 years)

The long-term initiatives with regards to further improvements to routes, services and infrastructure for the Coasts zone are described in Table 4.9 with the agency or key stakeholders who would likely be involved in progressing the projects.

Table 4.9: Long-Term Initiatives to Improve Public Transport in the Coasts Zone

Type of Initiative	Description	Agency / Key Stakeholder Involved
Routes and services	Continue to engage with customers and the wider community to enhance the bus network and services to support the population growth and changing demographics throughout the Coasts zone, in particular in the new residential growth areas in and near Aldinga, Sellicks Beach, McLaren Vale, Willunga, Yankalilla townships, Victor Harbor, Port Elliot, Goolwa and Hindmarsh Island	DPTI, Local Councils, customers and wider community
Infrastructure	Fund and build the North-South railway connection through Adelaide CBD to increase the train service capacity from the southern suburbs	DPTI



5. CONCLUSIONS AND RECOMMENDATIONS

5.1. Conclusions

5.1.1. Key Findings

The existing public transport services to the Adelaide Hills – Fleurieu Peninsula region are considered inadequate based on the stakeholder and community feedback survey and submissions with the following common themes:

- Frequency of bus services is generally very low or not available, and one of the consequences is most bus services are poorly patronised, except during the weekday peak periods to Adelaide CBD.
- Network coverage is only good in the Adelaide Hills to Mount Barker corridor, but elsewhere throughout the region in the towns and between the towns, it is very poor resulting in very low patronage. Furthermore, with the services not often operating at the times when residents want to travel to and from shops and medical centres, issues with social isolation and poor quality of life exist, especially for those who do not have access to a private vehicle or have mobility problems and cannot comfortably walk to the closest bus stop.
- Park n Ride capacity is significantly exceeded in the Adelaide to Mount Barker corridor. In particular, the Crafers
 Park n Ride facility is often exceeded by up to 300 per cent with the bus commuters to Adelaide CBD parking in
 the local streets and in the business precinct.
- Fare inequity is a key issue with different metro and regional fares throughout the region and with ticketing systems that are not integrated. The fares to the regional areas, such as Strathalbyn, Langhorne Creek, Yankalilla, Victor Harbor and Goolwa are significantly more expensive than for trips within the Adelaide metropolitan area.
- The South-Eastern Freeway is nearing capacity in the peak direction with the risk of accidents occurring during
 peak times. In particular, the traffic congestion along Glen Osmond Road affects the journey times and reliability
 for the Hills bus services to and from Adelaide CBD in the peak periods.
- Poor integration exists between service providers, even though Keolis Downer is the operator of LinkSA and SouthLink bus services. SeaLink is mostly providing services for the Kangaroo Island travellers through Yankalilla. Most Councils provide their own community transport services for those who have mobility issues, but this is not a service available for all residents.
- Public transport information on the websites, signage, visitor information centres and in tourist information is incomplete, poor quality and not integrated.
- The amenity and the access to bus stops is generally poor and not attractive.
- Public transport to the region is significantly underfunded per capita when compared to other jurisdictions.
- Population growth and changing demography will create more issues for transport with public transport as a poor
 alternative for choice users. The new developments are not being planned as communities to be ready for public
 transport services. This is particularly relevant in the new developments in Mount Barker that does not have a
 fully-connected local road network for more bus routes to service these new residential communities.
- Public transport is currently not supporting economic growth in the region.



5.1.2. Stakeholder and Community Engagement

Stakeholder and community engagement activities were conducted with an online survey, invited submissions, individual stakeholder meetings and workshops. A summary of the activity from this engagement to understand the issues for public transport and to obtain ideas for improvement are given as follows with:

- 1,381 responses from the online survey held from 15 October to 16 November 2018
- 23 meetings with stakeholders including government, industry and politicians
- 227 comments from the stakeholder workshop with 128 issues and 99 potential solutions
- 10 formal submissions (4 from the Hills zone, 3 from the Coasts zone and 3 from metropolitan Adelaide)

The key issues from stakeholder and community engagement were:

- Limited bus network coverage across and between areas in the region with no direct bus services between Strathalbyn and Goolwa and Victor Harbor and no regular public transport services to Yankalilla
- Insufficient frequency and hours of bus services, in particular on weekends and in evenings in the Adelaide –
 Stirling Mount Barker corridor, with no options during these time periods with the lower demand
- Poor quality bus stops that are not suitable in very hot summer or wet winter conditions
- Delays to buses during peak periods on the South East Freeway and poor on-time running and service reliability
- Lack of service integration between the sub-regional zones
- Limited bus services between Victor Harbor, Port Elliot and Goolwa
- Inequity with the fares between Adelaide Metro in the metropolitan contract areas and the regional bus services to
 Macclesfield and Strathalbyn with the Country fares and other regional bus services to the Hills and Coasts zones
 (northern parts of the Adelaide Hills and the Victor Harbor and Goolwa areas) that are operated by LinkSA

5.1.3. Lessons from other Regional Jurisdictions

The research undertaken for the case studies from other regional jurisdictions provided evidence to support the public transport initiatives described and recommended in the action plan, in particular for the regional towns. The key lessons are given as follows:

- A range of on demand transport service models are being trialled elsewhere that may be applicable in the
 Adelaide Hills Fleurieu Peninsula region. The Rural and Regional pilot programmes of Transport for NSW have
 learnt from the early trials that the service models need to be tailored to the demand of each regional community.
- For on demand transport services, the technology requirements vary with the different technological constraints and customer behaviours. They work better linking villages to large towns with a pre-booked service picking up passengers 'close to home' for improved accessibility. Furthermore, pre-booked services are more efficient for passengers who travel around a village / town within a defined geographical boundary. On demand transport service models include:
 - Weekly services to connect villages with no or limited public transport options to the larger villages / towns
 - Services linking the villages to a town to provide further transfer options at the destination
- As shown in Queensland, on demand transport and innovative funding approaches provide opportunities to introduce bus services to connect the emerging growth suburbs with closest towns.
- Transport for NSW has developed the Rural and Regional bus service guidelines that are applied throughout NSW.



 Regional bus and coach services operate with integrated public transport networks with the PTA's TransRegional services for the regional towns in Western Australia and V/Line train and regional town bus networks planned by the PTV in Victoria. This shows better integration between all public transport services in the regions with direct bus and/or train connections to the capital cities in each State.

5.2. Recommendations

The vision to significantly improve public transport services and infrastructure for the Adelaide Hills – Fleurieu Peninsula region was developed under three key themes with objectives as follows:

Regional Equity

- Make the region's public transport as good as, or better than, other comparable regions
- Meet the community needs for transport access to enable healthy and productive lifestyles
- Ensure seamless and integrated fares and ticketing for more equitable pricing and easier usage

Smart Investment

- Future proof public transport for changing travel demand and demographics
- Improve return on investment through customer-focused public transport
- Defer road upgrades by reducing traffic congestion

Economic Growth

- Enable access to jobs, apprenticeships, schools, shopping and medical services regionally and in Adelaide
- Attract more tourists and visitors to the region with easy public transport access
- Support the region's population growth, businesses and rural communities

5.2.1. Short-Term Public Transport Improvement Initiatives

The recommended short-term initiatives (under two years) to improve the public transport system in the region are shown in Figure 5.1. They include:

- Establish an updated bus stop and shelter management program that includes safety audits of the walk access to the stops.
- Set-up an integrated Adelaide CBD visitor and public transport information centre, and at other key tourist visitor information centres throughout the region (ie, in Hahndorf and Victor Harbor).
- Integrate all public transport services information on a single website.
- Design and implement tourism campaigns with packages that include public transport to attractions and events.
- Promote public transport services for tourists, in particular to Hahndorf with improved wayfinding signage and stop
 amenity in Adelaide CBD and in Hahndorf and between bus services in Currie Street and the Adelaide CBD bus
 station in Franklin Street.
- Plan for a comprehensive bus network review for each of the sub-regional zones with a customer service charter
 and extensive community engagement activity. This would include an assessment of the location and capacity of
 the Park n Ride facilities, planning for Bus Rapid Transit (BRT) corridor to Mount Barker and bus priority measures
 along Glen Osmond Road.
- Plan, fund and implement an intertown bus route between Victor Harbor and Goolwa.



- Redesign and implement a simpler and more regular service bus route between Victor Harbor and the Seaford railway line, instead of bus services between Adelaide CBD and Victor Harbor.
- Implement on-demand transport services in areas of need throughout the region with selected trials in:
 - Townships in the Adelaide Hills north (Birdwood, Kersbrook, Gumeracha, Mount Torrens and Woodside) to Tea Tree Plaza interchange (Modbury), Verdun (Hahndorf) and Mount Barker.
 - Macclesfield and Meadows to Stirling, Hahndorf and Mount Barker.
 - Langhorne Creek and Milang to Strathalbyn.
 - O Townships in Yankalilla District Council (Normanville, Carrickalinga, Normanville and Myponga) to Aldinga.
 - O Locally within the Victor Harbor and Port Elliot area.
 - Locally within the Middleton, Goolwa and Hindmarsh Island area.
 - O Between the townships in the McLaren Vale Preservation District, including Willunga, with connections to Aldinga and Seaford at the end of the railway line.

Figure 5.1: Short-Term Public Transport Initiatives for the Adelaide Hills – Fleurieu Peninsula Region





- Plan new development areas and town centres with a public transport master plan approach so that the road
 networks are designed with walkable access for pedestrians to the bus stops and to allow for bus services to be
 efficiently implemented in stages without creating "cul-de-sac" estates.
- Plan for the railway extension to Aldinga with a bus interchange and Park n Ride facility.

5.2.2. Medium-Term Public Transport Improvement Initiatives

The recommended medium-term initiatives (from three to 10 years) to improve the public transport system in the region are shown in Figure 5.2.

Figure 5.2: Medium-Term Public Transport Initiatives for the Adelaide Hills - Fleurieu Peninsula Region



They include:

- Implement the bus network and bus contract changes for each sub-regional zone through an extensive, open and transparent community engagement program. This would apply to the following contract areas:
 - Adelaide Hills Mount Barker corridor (Hills contract within the metropolitan Adelaide contract areas).
 - Adelaide Hills north (LinkSA contract with DPTI).
 - O Strathalbyn Langhorne Creek (regional bus services contract with DPTI).

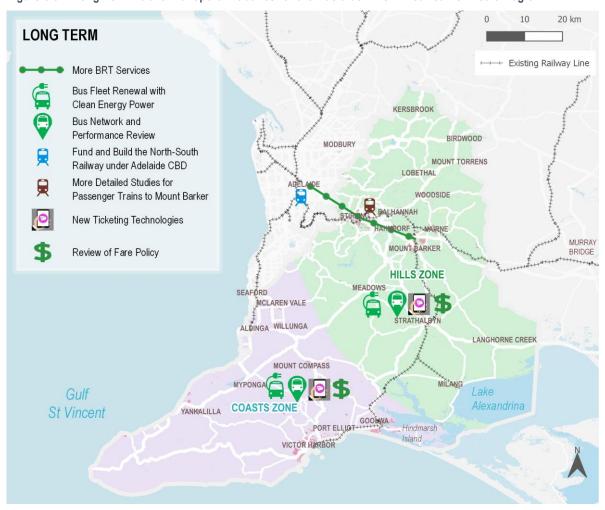


- Victor Harbor Goolwa (LinkSA contract with DPTI) with service to the Noarlunga railway terminus that is the main regional shopping and service centre for the southern part of the City of Onkaparinga.
- Aldinga McLaren Vale Willunga (SouthLink contract within the metropolitan Adelaide contract areas) expanded to include the townships in Yankalilla District Council (Yankalilla, Normanville and Mypona).
- Implement a high frequency BRT to Mount Barker with the redesigned Adelaide CBD corridor and local town bus network, Park n Ride facilities and branded bus stops with improved amenity.
- Implement reversible tidal flow lanes along Glen Osmond Road and other bus priority measures to improve the reliability and running times for bus services from the Adelaide Hills and Mount Barker to Adelaide.
- Extend the Seaford railway to Aldinga with a major bus interchange and Park n Ride facility.

5.2.3. Long-Term Public Transport Improvement Initiatives

The recommended long-term initiatives (over 10 years) to improve the public transport system in the region are shown in Figure 5.3.

Figure 5.3: Long-Term Public Transport Initiatives for the Adelaide Hills - Fleurieu Peninsula Region





They include:

- Continue to monitor the bus networks, services and contracts implemented in the medium term to suit the
 customer travel demands and changing population growth and demographic patterns throughout the region and to
 provide more efficient cost recovery. This includes annual bus service performance reviews with customer and
 community consultation and engagement with customers and the wider community.
- Depending on the outcomes of the feasibility studies completed in the medium term, undertake detailed design
 and environmental planning with patronage forecasting and business case studies to confirm the feasibility
 implement a direct train service between Adelaide CBD and Mount Barker.
- Fund and build the North-South railway connection through Adelaide CBD to increase the capacity for train services from the southern suburbs.
- Continue to review the fare policy to attract new customer markets.
- Implement more advanced ticketing systems.
- Implement a bus fleet renewal program with clean energy power.

5.3. Next Steps

This Adelaide Hills – Fleurieu Peninsula regional public transport strategy includes many initiatives with actions for the key stakeholders. It also described and recommended with several planning studies, policy changes, further stakeholder and community engagement and for some initiatives, business cases that will need to be prepared before the projects can be considered for implementation.

5.3.1. Proposed Studies and Investigations

Several of the initiatives in the action plan could potentially be initiated later in 2019, pending funding and approvals from the State Government and Local Councils. These potential projects are described with the key stakeholders involved in Table 5.1.

Table 5.1: Projects for Immediate Consideration in 2019

Type of Project	Description	Stakeholders Involved
Bus planning	Mount Barker – Adelaide Hills public transport study to scope the Mount Barker bus rapid transit project and the revised network	DPTI, Adelaide Hills Council, Mount Barker District Council, bus operators, bus customers and local community
	 Park n Ride demand study for the Adelaide Hills and Mount Barker corridor to confirm the origins for the Park n Ride commuters at the existing sites and to address the capacity issues for commuter parking at Crafers and Mount Barker 	DPTI, Adelaide Hills Council, Mount Barker District Council, bus operators and local community
	Mount Barker town bus study	DPTI, Mount Barker District Council, bus operators, bus customers and local community
	Victor Harbor – Goolwa coastal town bus route study	DPTI, City of Victor Harbor, Alexandrina Council, bus operators, bus customers and local community



Type of Project	Description	Stakeholders Involved
On-demand transport services	Hills zones for on demand transport to service: The northern townships in the Adelaide Hills (Woodside, Birdwood, Gumeracha and Lobethal) to Tea Tree Plaza interchange (Modbury), Verdun (Hahndorf) and Mount Barker Macclesfield and Meadows to Stirling and Hahndorf Langhorne Creek and Milang to Strathalbyn	DPTI, Adelaide Hills Council, Mount Barker District Council, Alexandrina Council and local community
	 Coasts zones for on demand transport to service: Normanville / Yankalilla to Aldinga Victor Harbor and Port Elliot Middleton, Goolwa and Hindmarsh Island McLaren Vale and Willunga to Aldinga and Seaford 	DPTI, City of Victor Harbor, Yankalilla District Council, Alexandrina Council, City of Onkaparinga and local community
Information and promotion	Integrate the Adelaide CBD information office and the Visitor Information Centre	DPTI, City of Adelaide
	Merge the Adelaide Metro and LinkSA websites	DPTI, bus operators
	 Implement tourism packages with public transport services to attractions and special events 	DPTI, Tourism groups and operators
Fares and ticketing	 Investigate and develop an integrated fare policy for the Adelaide Hills – Fleurieu Peninsula region that considers the equity issues between metropolitan Adelaide and regional bus and train services 	DPTI
	Investigate and trial new ticketing technologies to be integrated for all services in the region with the Adelaide Metro ticketing system	DPTI

Stakeholder and community engagement

All of the public transport initiatives will require on-going consultation with the key stakeholders and community, in particular DPTI, all Councils in the region, the bus operators, bus customers and local community throughout the region and visitors and tourists to the region. The following stakeholder and community engagement tasks are recommended:

- Conduct on-going updates about the regional public transport strategy with a website for the report to be uploaded and a telephone and email address for further questions and dialogue about the strategy.
- Undertake discussions about the local and intertown travel requirements with the key stakeholders and the
 community to determine the likely travel demands and patterns to scope the bus service review and on demand
 transport service trials.
- Conduct meetings with the Local Councils with detailed briefings on the initiatives relevant for each Council.
- Undertake comprehensive bus network reviews for the sub-regional zones with extensive community engagement.

Planning studies and investigations

The following planning studies and investigations are recommended as long-term initiatives:

- Seaford railway extension to Aldinga with a corridor land preservation study and subsequent concept design and business case studies to obtain funding for the construction; the project would include community engagement on the planning and design of a major Park n Ride facility and bus interchange at Aldinga as the terminus of the southern metropolitan railway network.
- Rail alignment concept planning studies between Adelaide and Mount Barker with various options via the Belair railway line and through the Adelaide Hills.
- Concept planning for the underground North-South rail connection in Adelaide CBD to link the Gawler and Seaford railway lines that would increase the rail network capacity from the southern suburbs to Adelaide.



5.3.2. Further Stakeholder and Community Engagement

A critical part of developing a customer-focused public transport network for the Adelaide Hills – Fleurieu Peninsula region is to continue the dialogue with the stakeholders and wider community. Engagement is recommended through:

- On-going updates about the regional public transport strategy with a website for the report to be uploaded and a telephone and email address for further questions and dialogue about the strategy.
- Discussions about the local and intertown travel requirements with the key stakeholders and the community to
 determine the likely travel demands and patterns to scope the bus service review and on demand transport
 service trials.
- Meetings conducted with the Local Councils with detailed briefings on the initiatives relevant for each Council.
- Comprehensive bus network reviews undertaken by DPTI or SAPTA for the sub-regional zones with extensive
 community engagement conducted between the State Government, the existing public transport customers and
 the wider community and stakeholders from the Local Councils, tourism agencies and the bus and rail industry.

5.3.3. Business Case Framework

In order to support the recommendation for a business case for the major public transport infrastructure projects, such as the BRT or railway lines, a framework to develop and prepare a full business case to support a funding application to other government agencies, such as Infrastructure Australia and the new State Government authority of Infrastructure South Australia should include:

- the elements to be included in a business case.
- the strategic rationale for the proposed transport upgrades, and
- the typical economic evaluation criteria that would quantify the benefits, dis-benefits and costs for the project.

Based on the Assessment Framework published by Infrastructure Australia for funding applications, the key elements in the development of a business case for a transport infrastructure project are:

- Strategic Context: to provide the strategic context to support the project based on strategic planning polices and long-term goals and objectives
- Problem Description: to describe the problem to be addressed that includes issues for the transport system, urban development and demographic changes
- Project Overview: to succulently describe the proposed transport project
- Options Identification and Assessment: to identify and assess the long list of options that were considered
- Economic Evaluation: to evaluate the benefits and costs in monetary terms based on financial and economic criteria
- **Deliverability:** to identify the level of difficulty and the risks to deliver the project.

The economic evaluation for a full business case for any of the major public transport infrastructure projects, such as the reintroduction of train services to Mount Barker or beyond, would comprise of a cost benefit analysis with the benefits, disbenefits and costs estimated in monetary terms. The economic evaluation would need to be undertaken in accordance with the following guidelines:

- Australian Transport Assessment and Planning Guidelines
- Infrastructure Australian Assessment Framework (March 2018)
- SA Department of Treasury and Finance, Guidelines for the evaluation of public sector initiatives.



CONCLUSIONS AND RECOMMENDATIONS

The economic evaluation would provide the following measures of economic performance of the public transport infrastructure project:

- Net Present Value (NPV): the difference between the present value (PV) of total incremental benefits and the PV
 of the total incremental costs.
- Benefit Cost Ratio (BCR): ratio of the PV of total incremental benefits to the PV of total incremental costs.

A positive NPV implies that the incremental benefits of the project exceed the incremental costs in today's values. The BCR indicates the expected economic return on every dollar of investment.



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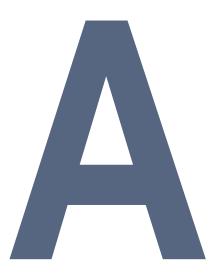
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A. EXISTING PUBLIC TRANSPORT SYSTEM REVIEW

The existing conditions review for public transport in the Adelaide Hills – Fleurieu Peninsula region includes the following:

- A description of the existing public transport services for the bus and rail network, including bus stops, train stations, Park 'n' Ride facilities, bus interchanges and bus priority measures in the study area.
- A public transport walkable catchment area analysis to the existing bus stops and train stations in the study area shown on GIS-based maps to show the gaps in coverage.
- Existing patronage demand for the routes in the study area, by route and bus stops and at the train stations, namely at the southern end of the Seaford railway line.
- Patronage on the existing fixed route and dial-a-ride bus services, community transport services and train services in the region.
- Park 'n' Ride usage at Crafers, Mount Barker, Aldgate and Seaford.
- Relevant census population and demographic data to show the key demographic and travel data trends in the region.





Adelaide Hills and Fleurieu Peninsula Regional Public Transport Study Appendix A: Existing Public Transport System Review







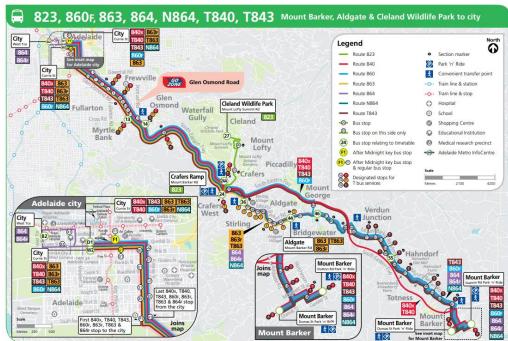




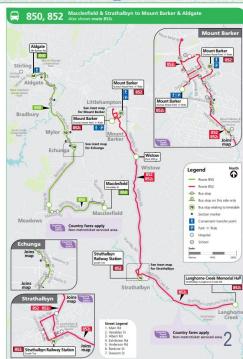




EXISTING PUBLIC TRANSPORT SERVICES

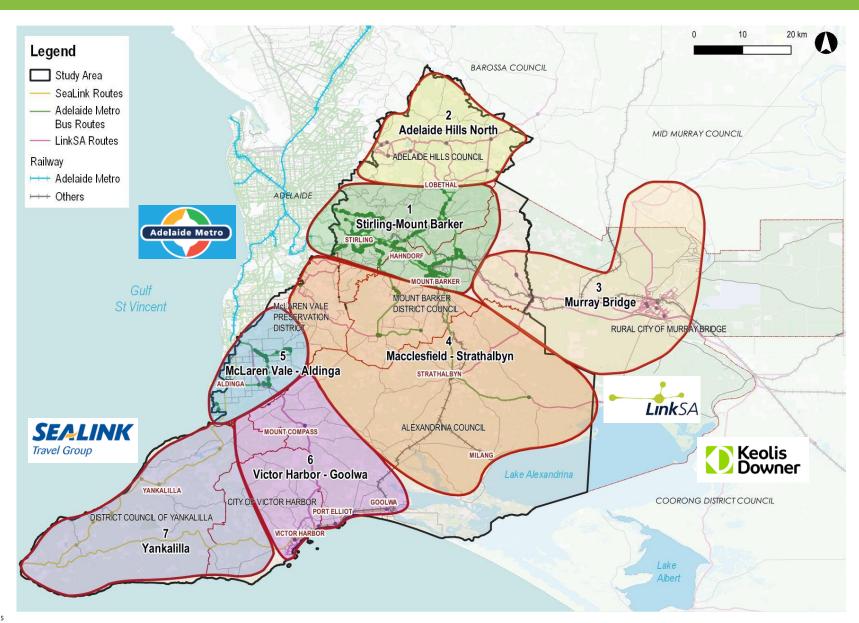








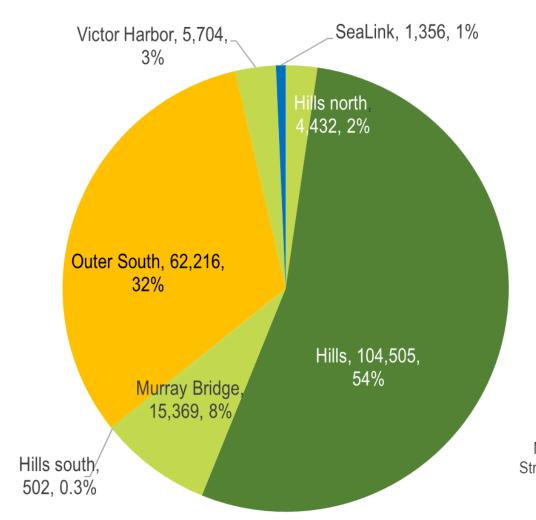
EXISTING PUBLIC TRANSPORT BY SUB-REGION



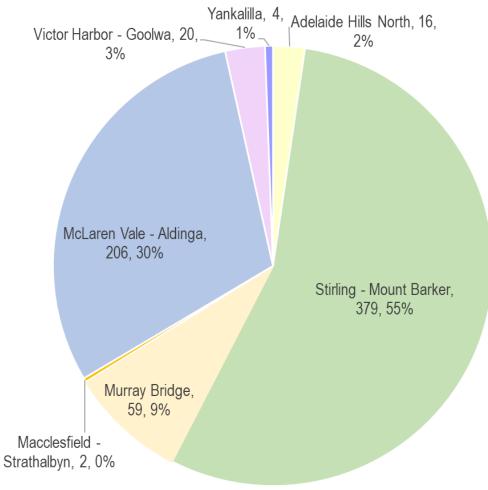


EXISTING BUS SERVICES IN THE STUDY AREA



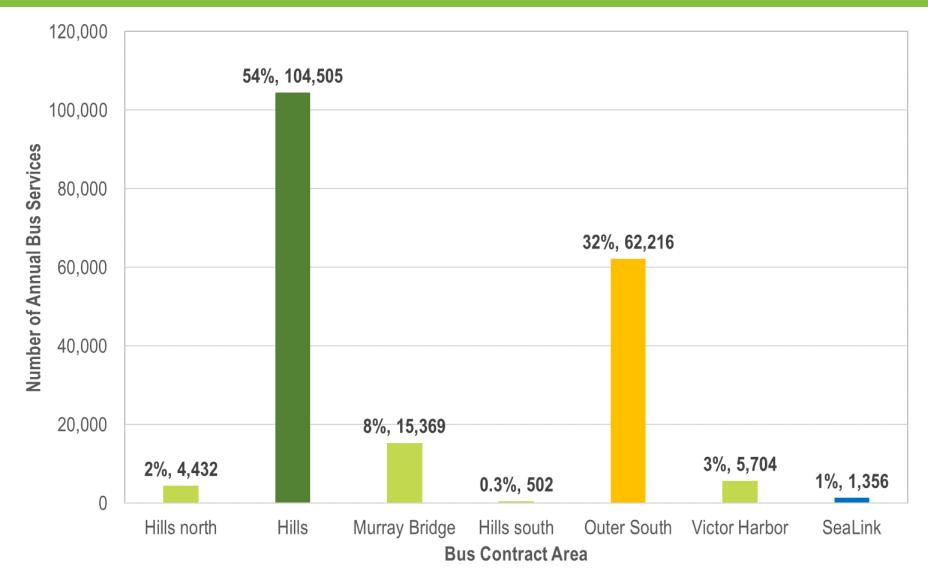


Total Weekday Services by Sub-region



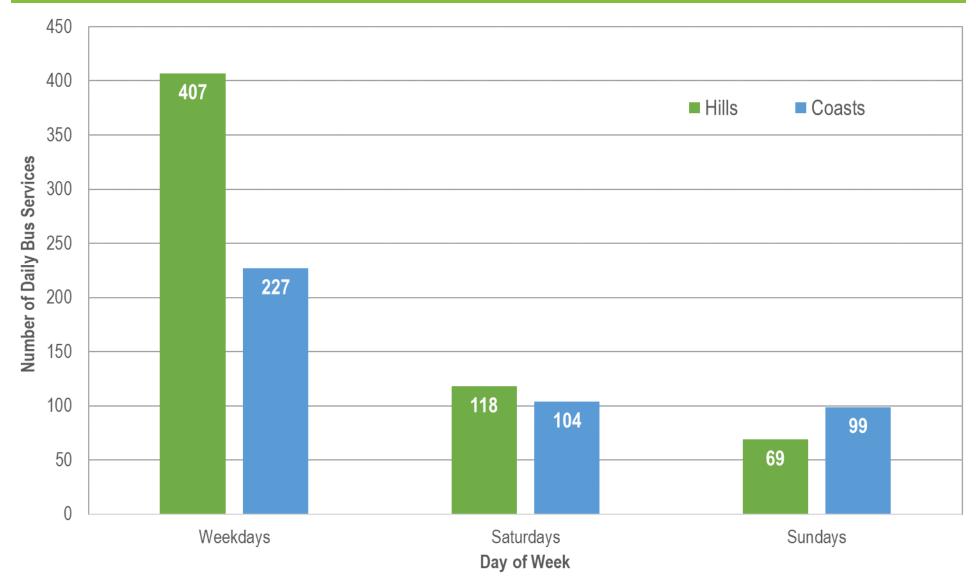


EXISTING BUS SERVICES BY BUS CONTRACT AREA



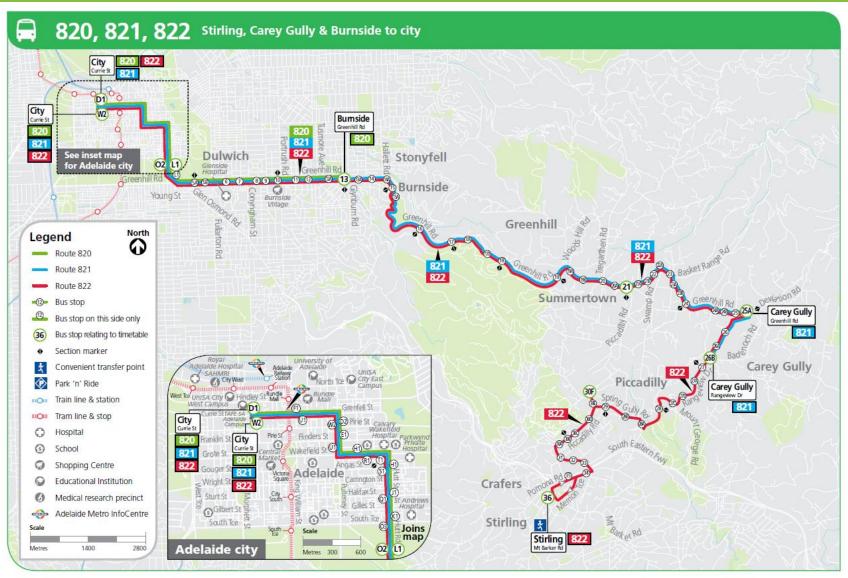


EXISTING BUS SERVICES BY DAY OF WEEK AND ZONE



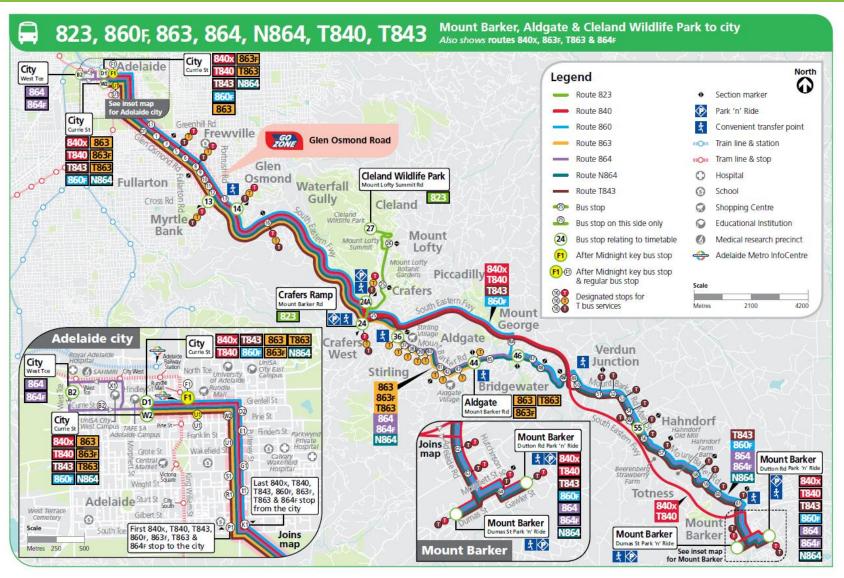


EXISTING BUS ROUTES TO CITY VIA BURNSIDE ROAD



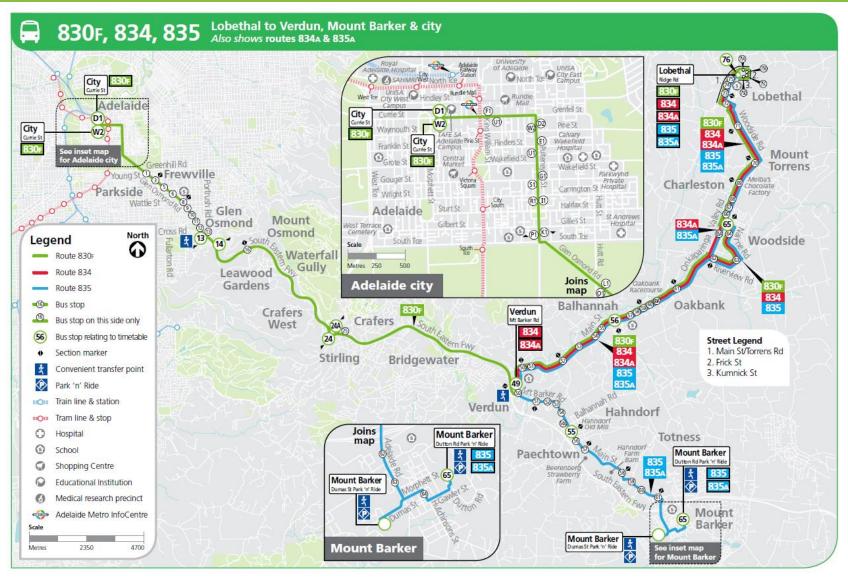


EXISTING BUS ROUTES TO THE CITY VIA FREEWAY



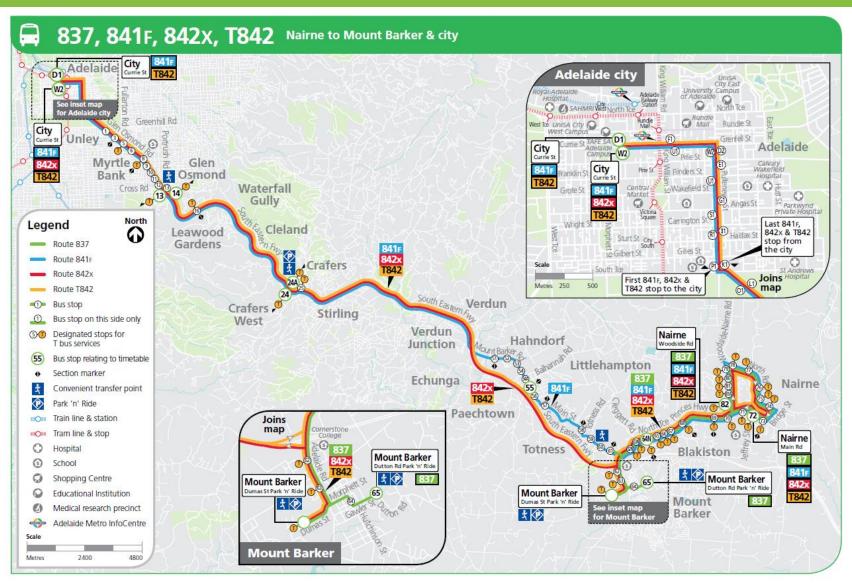


EXISTING BUS ROUTES FROM LOBETHAL / VERDUN



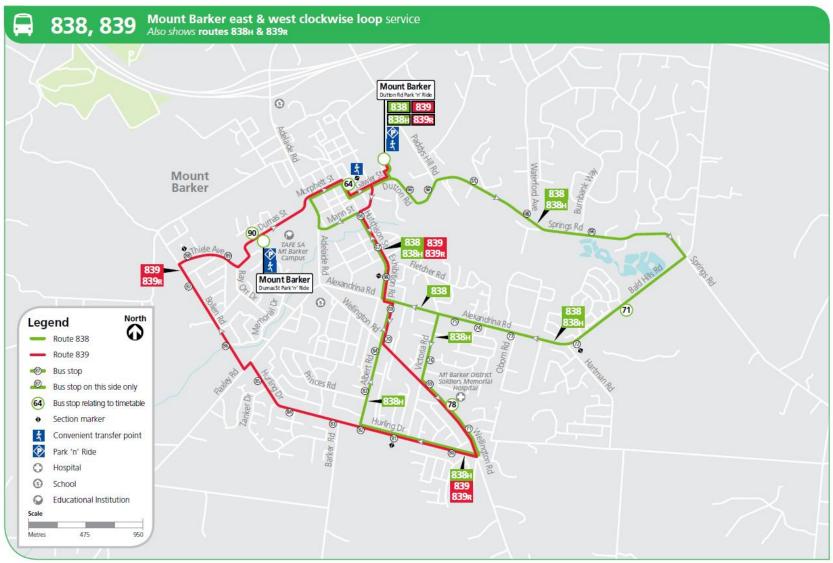


EXISTING BUS ROUTES FOR NAIRNE/LITTLEHAMPTON



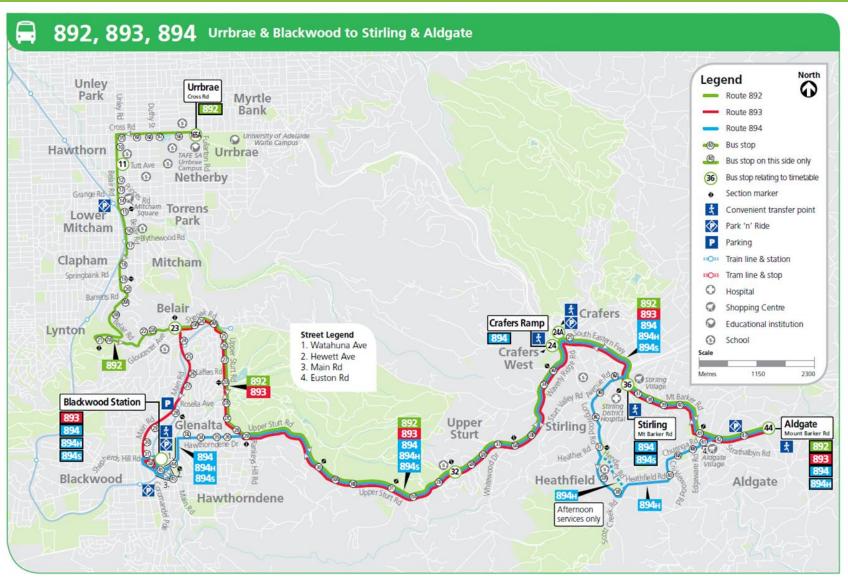


EXISTING MOUNT BARKER LOCAL ROUTES



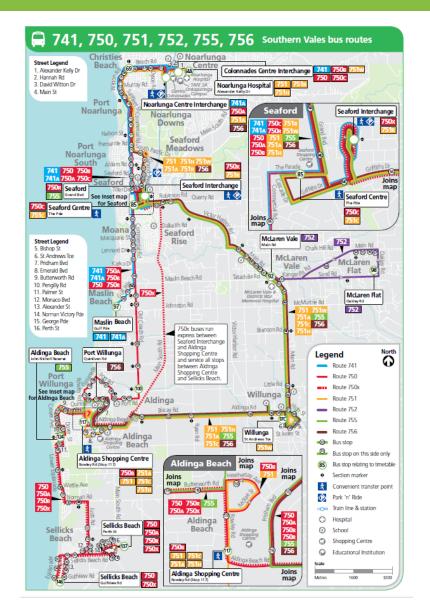


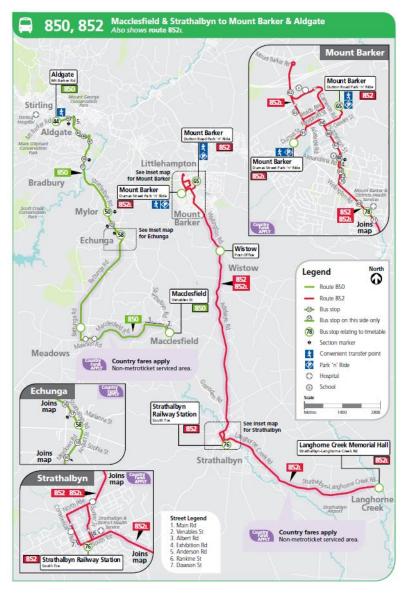
EXISTING LOCAL BUS ROUTES FOR STIRLING AREA





EXISTING BUS ROUTES IN THE OUTER AREAS







EXISTING BUS ROUTES IN THE NORTHERN HILLS

Route Number	r Route Name	Access to Adelaide CBD
830F	Lobethal to City	Glen Osmond Rd - Pulteney St to Currie St
834, 834A	Verdun to Lobethal	Via bus transfer at Verdun
835, 835A	Lobethal to Mount Barker	Via bus transfer at Mount Barker
800	Mt Pleasant to Tea Tree Plaza via Birdwood	Via bus transfer to O-Bahn at Tea Tree Plaza
800C	Mt Pleasant to Tea Tree Plaza via Gumeracha and Cudlee Creek	Via bus transfer to O-Bahn at Tea Tree Plaza
801	Mt Pleasant to Tea Tree Plaza via Cudlee Creek	Via bus transfer to O-Bahn at Tea Tree Plaza
801H	Mt Torrens to Houghton via Lobethal & Cudlee Creek	No access to Adelaide CBD
801B	Houghton to Birdwood via Cudlee Creek & Lobethal	No access to Adelaide CBD
802	Tea Tree Plaza to Springton via Gumeracha	Via bus transfer to O-Bahn at Tea Tree Plaza
802C	Springton to Tea Tree Plaza via Birdwood & Cudlee Creek	Via bus transfer to O-Bahn at Tea Tree Plaza
803	Tea Tree Plaza to Springton via Cudlee Creek & Gumeracha	Via bus transfer to O-Bahn at Tea Tree Plaza
800S	Houghton - Golden Grove	Via bus transfer to O-Bahn at Golden Grove





EXISTING BUS ROUTES IN THE CENTRAL HILLS ZONE

Route Number	Route Name	Access to Adelaide CBD
821	Carey Gully to City	Greenhill Rd - Hutt St to Currie St
822	Stirling to City	Greenhill Rd - Hutt St to Currie St
823	Crafers to Cleland Wildlife Park	No access to Adelaide CBD
837	Nairne to Mount Barker	Glen Osmond Rd - Pulteney St to Currie St
838, 838H, 839, 839R	Mount Barker east and west Clockwise loop	No access to Adelaide CBD
841F, 842X, T842	Nairne to City	Glen Osmond Rd - Pulteney St to Currie St
850	Macclesfield to Aldgate	No access to Adelaide CBD
852, 852L	Strathalbyn to Mount Barker	No access to Adelaide CBD
840X, T840	Mount Barker to City via South Eastern Freeway	Glen Osmond Rd - Pulteney St to Currie St
T843	Mount Barker to City via South Eastern Freeway	Glen Osmond Rd - Pulteney St to Currie St
860F	Mount Barker to City via South Eastern Freeway	Glen Osmond Rd - Pulteney St to Currie St
863, 863F, T863	Aldgate to City	Glen Osmond Rd - Pulteney St to Currie St
864, N864, 864F	Mount Barker to City	Glen Osmond Rd - Pulteney St to Currie St
864H	Mount Barker to Stirling (Heathfield High School)	No access to Adelaide CBD
865	Aldgate to City	Glen Osmond Rd - Pulteney St to Currie St
865C, 865S	Stirling to Crafers	No access to Adelaide CBD
866, 866A, 866R	Stirling to Crafers	No access to Adelaide CBD
892	Urrbrae to Aldgate	No access to Adelaide CBD
893	Aldgate to Blackwood Station; Aldgate, Stirling & Crafers West to Blackwood Station	No access to Adelaide CBD



EXISTING BUS ROUTES IN THE CENTRAL HILLS ZONE

Route Number	Route Name	Access to Adelaide CBD
894, 894H, 894S	Aldgate to Blackwood Station; Aldgate, Stirling & Crafers West to Blackwood Station	No access to Adelaide CBD
Callington	Callington - Mount Barker	No access to Adelaide CBD
Meadows	Meadows - Mount Barker	No access to Adelaide CBD
AO10	Aldgate to Adelaide Oval	Glen Osmond Rd - Pulteney St to King William Rd (Adelaide Oval)
AOX9	Mount Barker to Adelaide Oval	Glen Osmond Rd - Pulteney St to King William Rd (Adelaide Oval)
HL1, HL2	Hahndorf to Mount Barker Township Loop	No access to Adelaide CBD
1240, 1240K	Murray Bridge - Callington - Strathalbyn	No access to Adelaide CBD
1241	Langhorne Creek - Murray Bridge	No access to Adelaide CBD
1257	Meadows - Clarendon - Urrbrae	No access to Adelaide CBD







EXISTING BUS ROUTES IN THE COASTS ZONE

Route Number	Route Name	Access to Adelaide CBD
737	Chandlers Hill to Old Reynella Interchange	Transfer to Seaford Line at Noarlunga
	Maslin Beach to Colonnades Centre Interchange	Transfer to Seaford Line at Noarlunga
	Sellicks Beach to Colonnades Centre Interchange	Transfer to Seaford Line at Noarlunga
751, 751A, 751C, 751H, 751W	Aldinga Shopping Centre to Colonnades Centre Interchange	Transfer to Seaford Line at Noarlunga
752	McLaren Flat to McLaren Vale	No access to Adelaide CBD
755	Aldinga Beach to Seaford Centre	No access to Adelaide CBD
756	Port Willunga to Noarlunga Centre Interchange	Transfer to Seaford Line at Noarlunga
1250	Victor Harbor Dial a Ride	No access to Adelaide CBD
1251	Goolwa to Adelaide via Victor Harbor and Marion	South Rd to Franklin St bus station
1252	Goolwa to Noarlunga Centre via Victor Harbor	Transfer to Seaford Line at Noarlunga
1253	Goolwa to Marion via Victor Harbor	Transfer to buses at Marion shopping centre
1254	Goolwa to Victor Harbor Loop	No access to Adelaide CBD
1255	Community Bus 1 - Hayborough, Victor Harbor, Encounter Bay	No access to Adelaide CBD
1256	Community Bus 2 - Hayborough, Victor Harbor, Encounter Bay	No access to Adelaide CBD
SeaLink	Adelaide to Cape Jervis	South Rd to Franklin St bus station
SeaLink	Goolwa to Cape Jervis	No access to Adelaide CBD



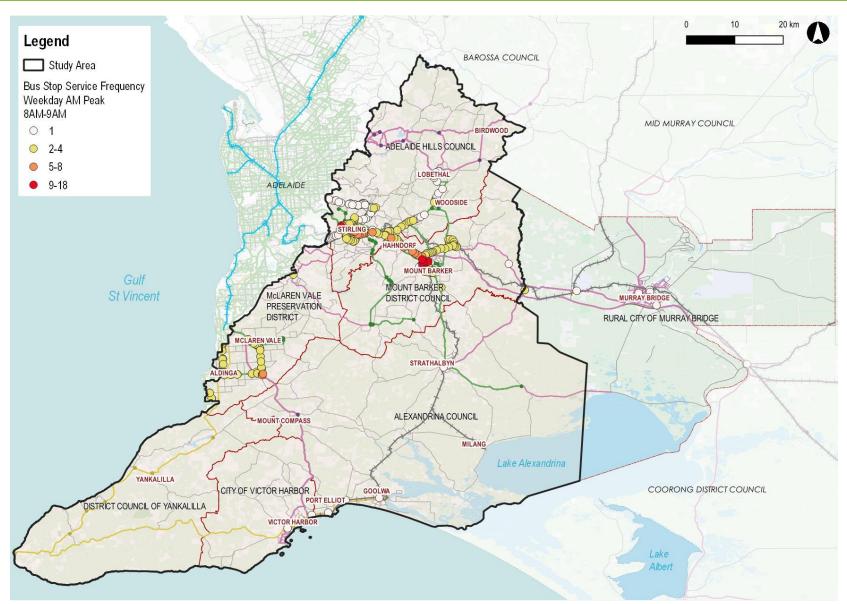






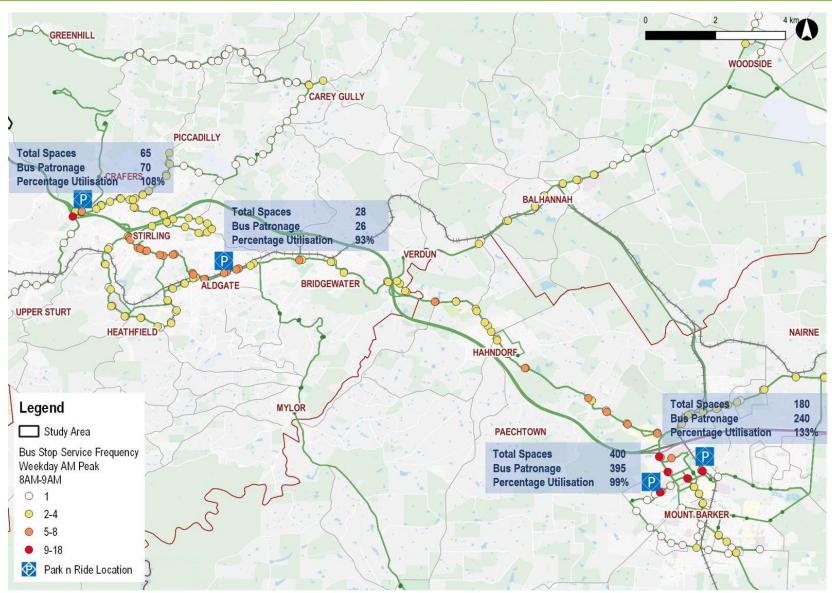


EXISTING PUBLIC TRANSPORT SERVICES (AM PEAK)



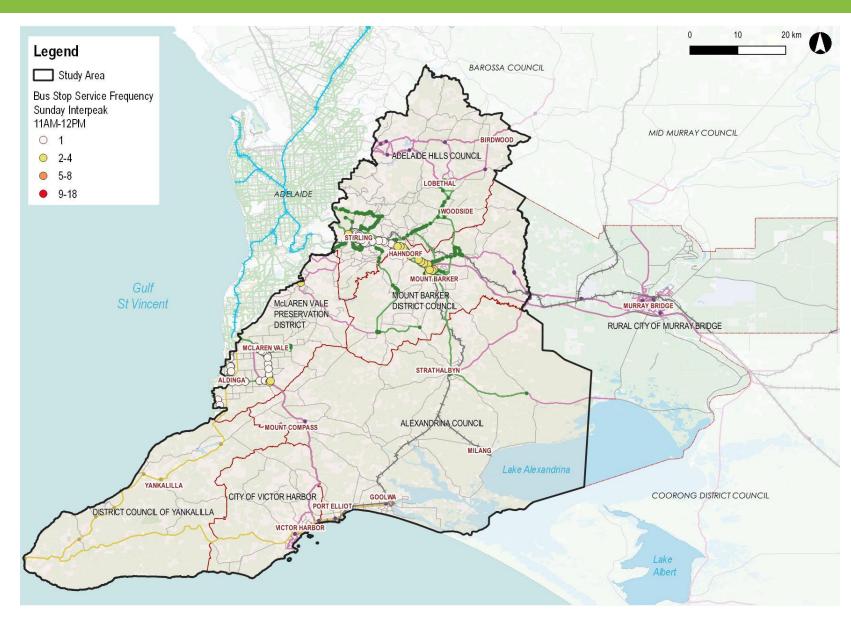


EXISTING PUBLIC TRANSPORT SERVICES (AM PEAK)





EXISTING PUBLIC TRANSPORT SERVICES (WEEKEND)





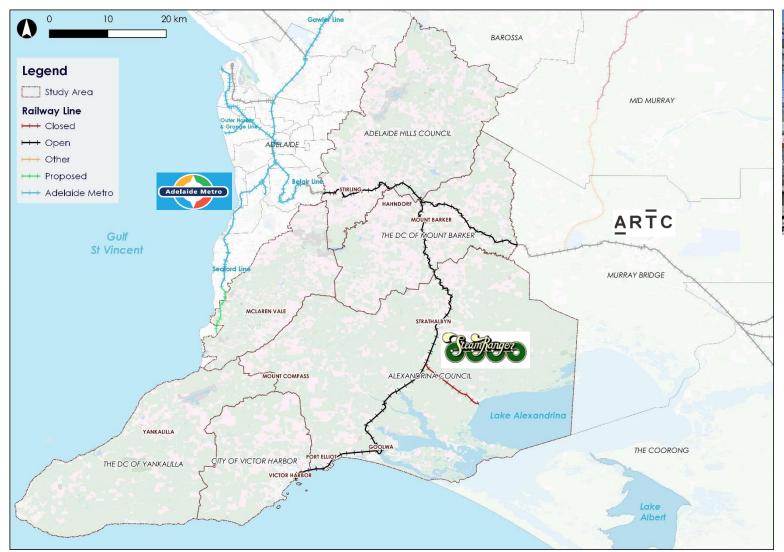
EXISTING PUBLIC TRANSPORT INFRASTRUCTURE



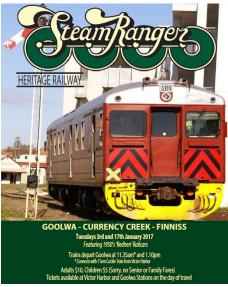




EXISTING RAILWAYS IN THE REGION









STEAMRANGER HERITAGE RAILWAY LINE

The SteamRanger Heritage Railway operates a number of different heritage steam and diesel hauled tourist trains between Mount Barker in the Adelaide Hills to Strathalbyn, Goolwa, Port Elliot and Victor Harbor. The station and stabling area is next to the Mount Barker Park n Ride facility in Dutton Road.

Trains operate up to 140 days each year during the holiday periods and weekends during the cooler months. The trains are operated by volunteers from the Australian Railway Historical Society, who also maintain the railway line and the heritage locomotives and carriages.











BELAIR AND ARTC RAILWAY LINE TO MOUNT BARKER

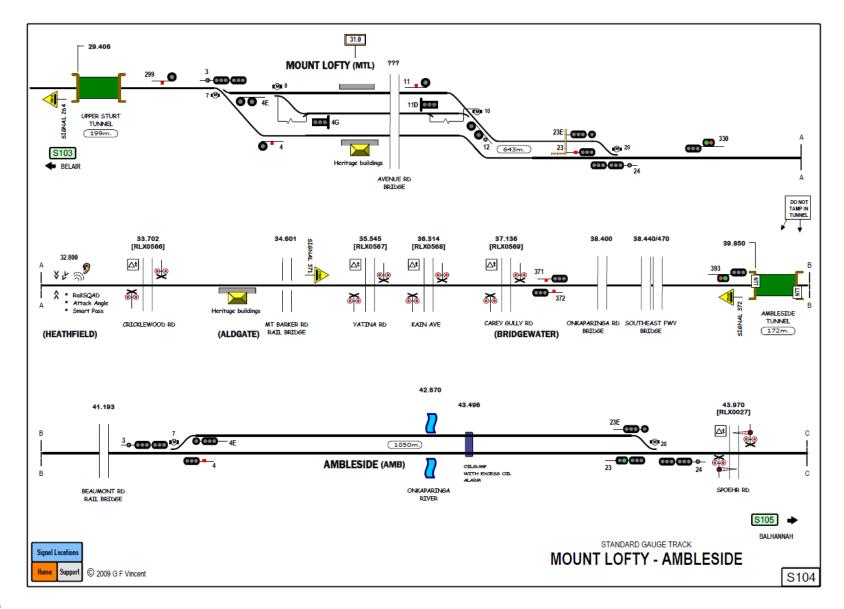






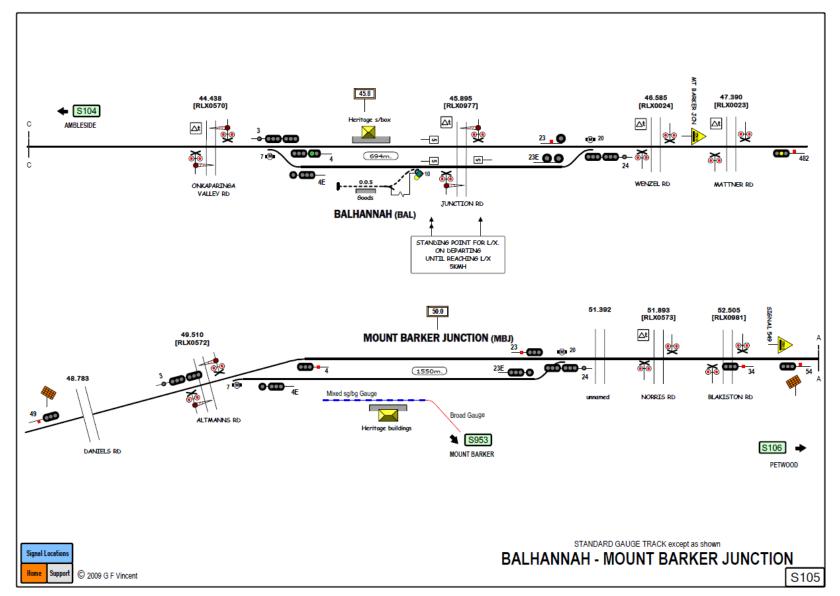


TRACK DIAGRAM FROM BELAIR TO AMBLESIDE



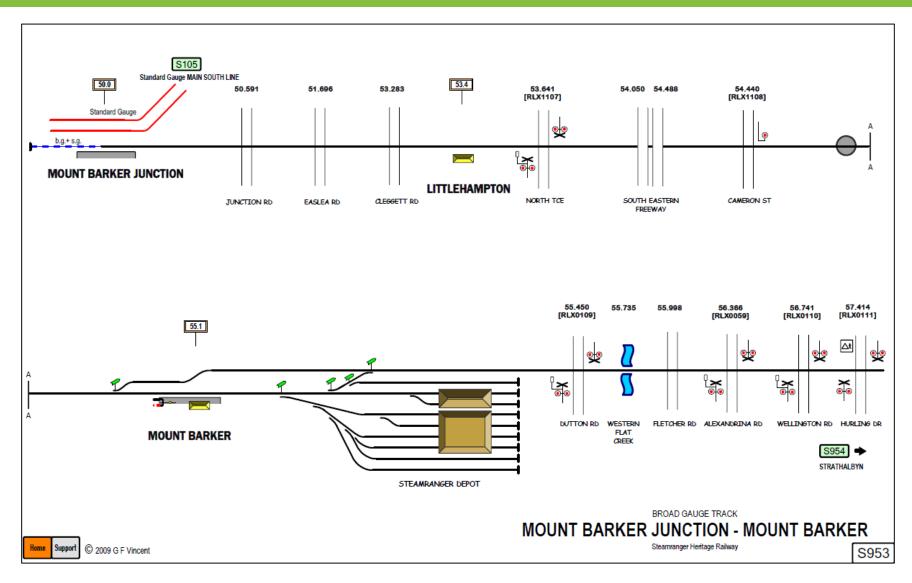


TRACK DIAGRAM FROM BALHANNAH TO MOUNT BARKER



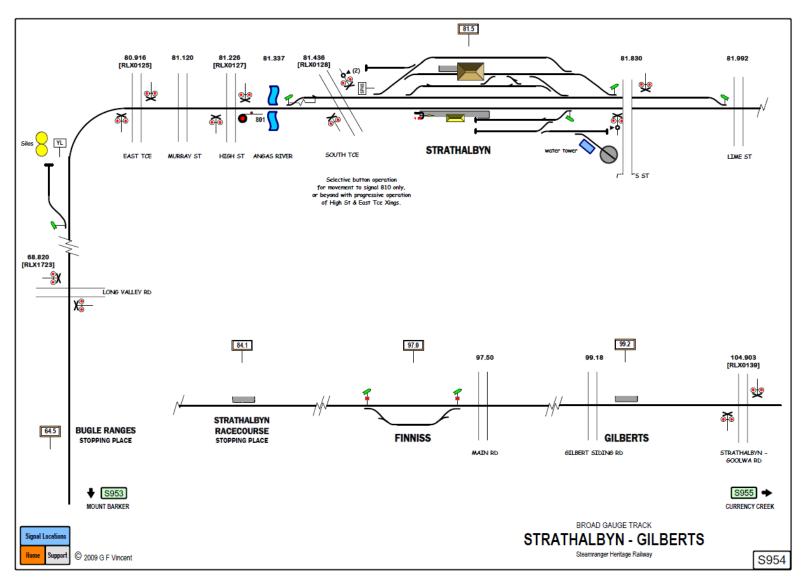


TRACK DIAGRAM IN THE MOUNT BARKER AREA



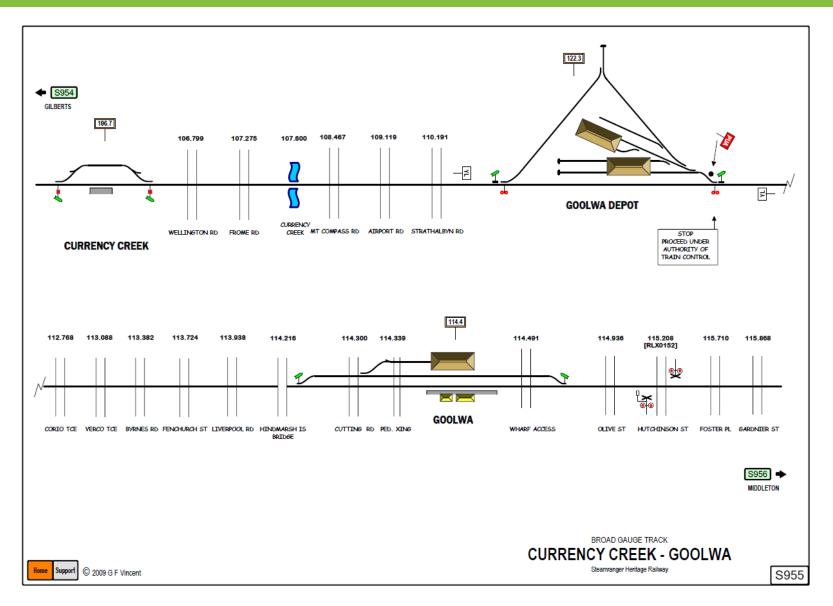


TRACK DIAGRAM IN THE STRATHALBYN AREA



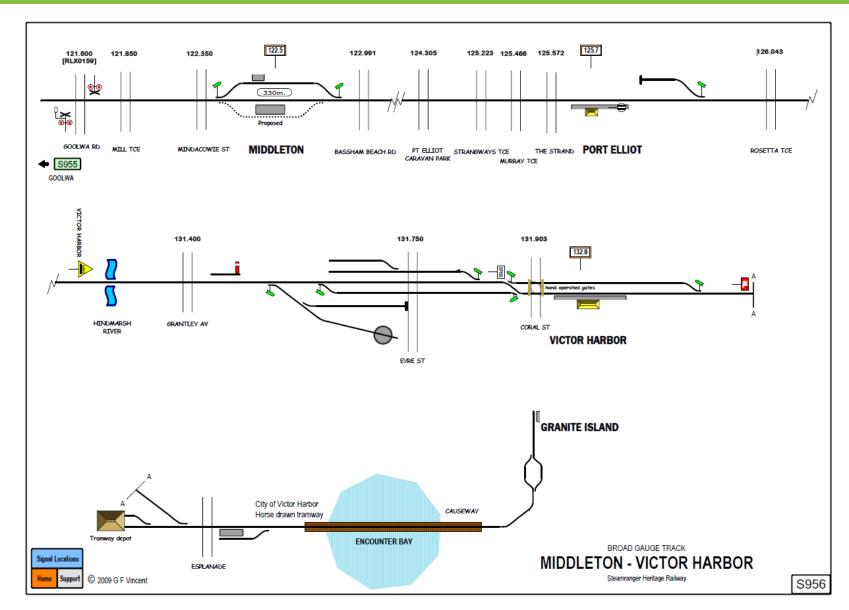


TRACK DIAGRAM IN THE GOOLWA AREA



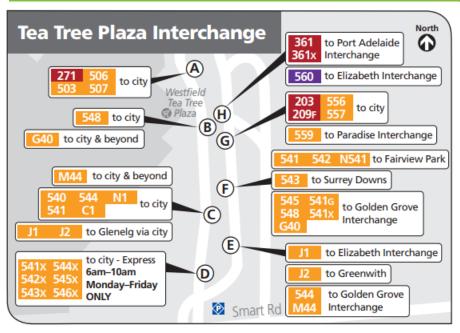


TRACK DIAGRAM IN THE VICTOR HARBOR AREA





BUS INTERCHANGES/STOPS IN THE NORTHERN HILLS





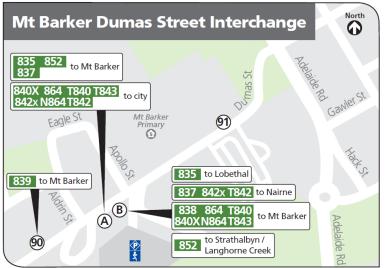




LinkSA Country Bus Services timetable signage at Tea Tree Plaza Interchange



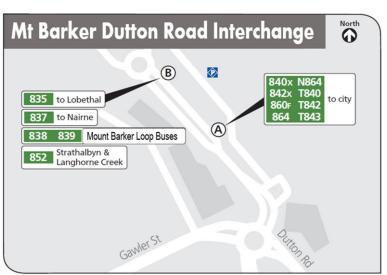
BUS INTERCHANGES/STOPS FOR THE CENTRAL HILLS







The Dutton Road and Dumas Street bus interchanges in Mount Barker (shown above) are mostly for Park n Ride activity.



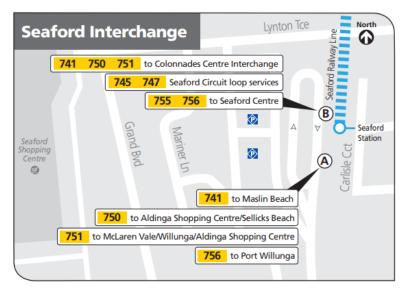




The "Hills" bus stop in Grenfell Street, Adelaide CBD is a single stop for all Adelaide Hills – Mount Barker corridor bus services. It does not have sufficient space for bus waiting passengers. 32



BUS INTERCHANGES/STOPS IN THE COASTS ZONE





Coach stop for SeaLink in Myponga





BUS STOPS IN THE REGION

 Bus stops range in quality throughout the region with some shelters for waiting customers, however many stops have poor amenity and walk access











PARK N RIDE FACILITIES IN THE STUDY AREA

Service	Location	Number of Car Parks	Distance from Adelaide CBD (km)	Comments
Seaford Line	Seaford Interchange	450	35.9	opened in 2014
Seaford Line	Seaford Meadows	550	34.7	opened in 2014
Hills contract	Dumas Street, Mount Barker	400	35.0	opened in Sept 2014
Hills contract	Dutton Road, Mount Barker	180	36.0	at former railway station
Hills contract	Aldgate	28	19.1	43 Mount Barker Road
Hills contract	Crafers	65	15.1	north side of SE Freeway
LinkSA	Tea Tree Plaza interchange	700	12.0	opened in 2014
	Total	2,373		









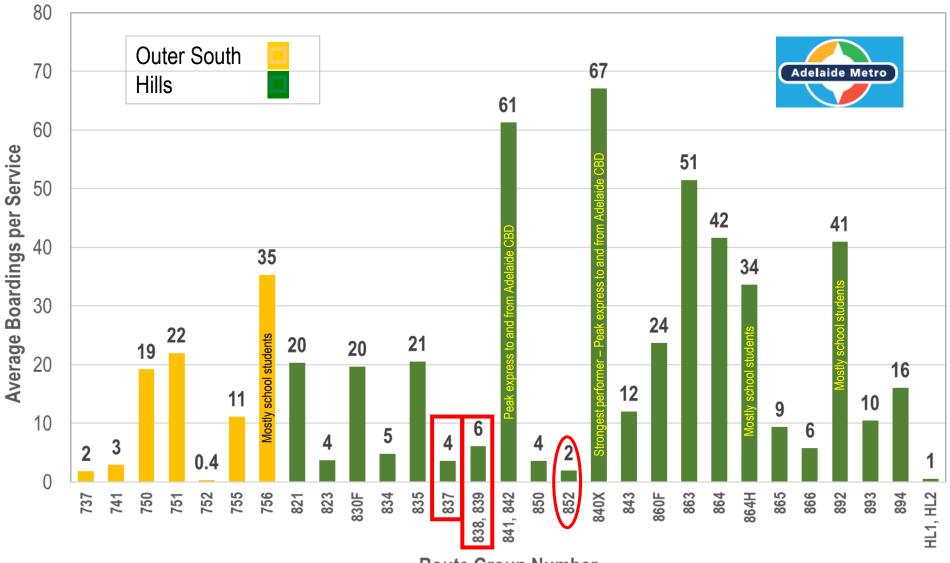
EXISTING PUBLIC TRANSPORT PATRONAGE REVIEW





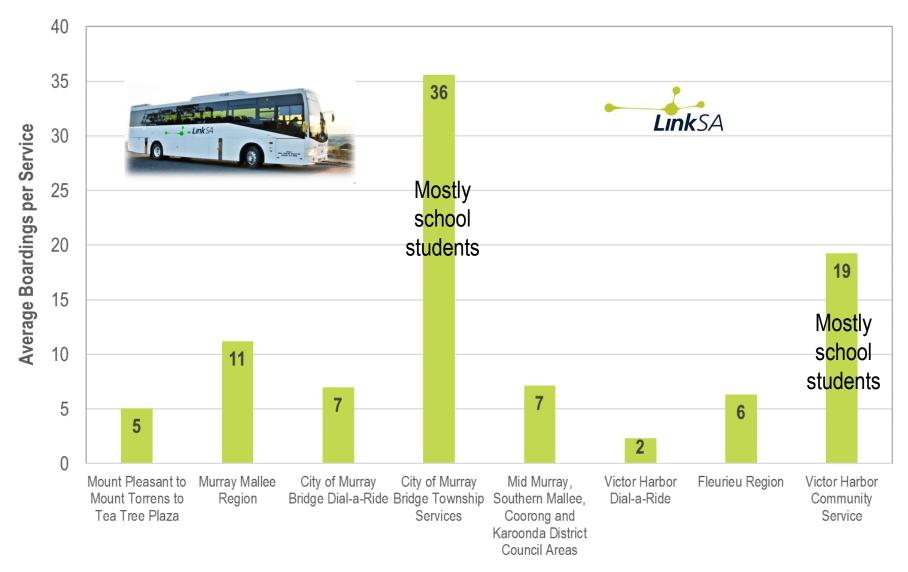


ADELAIDE METRO PATRONAGE TO THE REGION



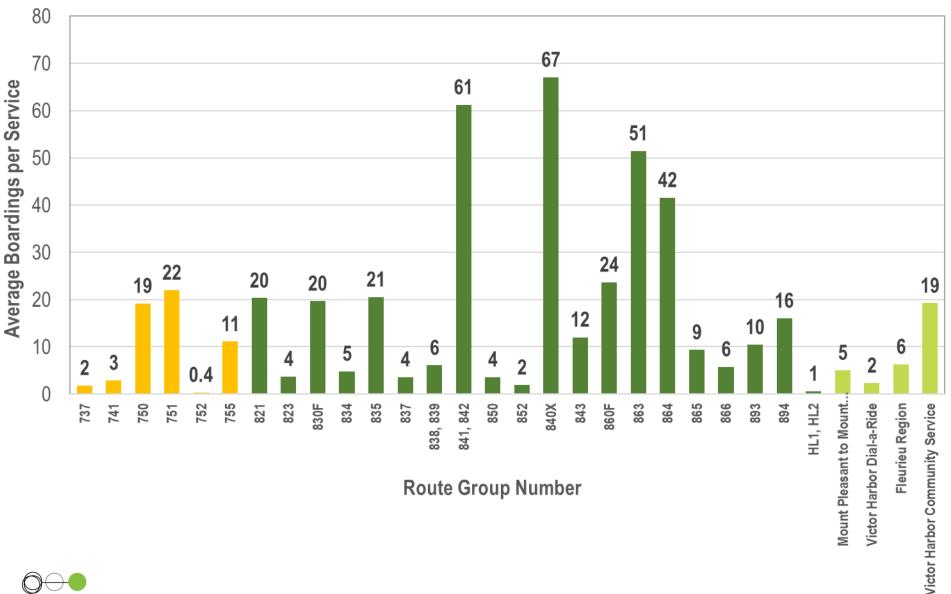


LINKSA BUS SERVICE PATRONAGE IN THE REGION





COMPARISON OF BUS PATRONAGE IN THE REGION





B. STRATEGIC REGIONAL PLANNING AND DEMOGRAPHIC REVIEW

This section provides a review of the relevant strategic planning reports with a discussion about the future planning directions, a demographic profile for the six Councils in the study area and analysis of the existing travel patterns in the study area. The strategic planning review included:

- Relevant strategies and plans from the RDA and the six Local Councils in the study area;
- The 30 Year Plan for Greater Adelaide as updated in 2017 and the Integrated Transport and Land Use Plan 2015 (this transport policy is subject to change with the Marshall Liberal Government);
- The draft Integrated Movements Systems Policy Discussion Paper, State Planning Commission, August 2018;
- Other State Government planning documents.





Adelaide Hills and Fleurieu Peninsula Regional Public Transport Study Appendix B: Strategic Regional Planning and Demographic Review







STATE GOVERNMENT PLANNING STRATEGIES



THE 30-YEAR PLAN FOR GREATER ADELAIDE

2017 Updat





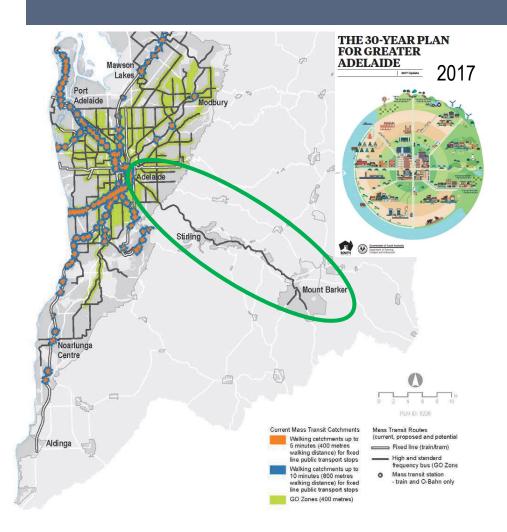
THE INTEGRATED TRANSPORT AND LAND USE PLAN

July 2015

Government of South Australia



REVIEW OF STATE GOVERNMENT STRATEGIES



The 30 Year Plan for Greater Adelaide sets out the fundamental principles to manage the growth and change that is forecast to occur in the Greater Adelaide region.

The 2017 update has set a revised population growth target of 545,000 people with 258,000 new dwellings by 2045. It has six revised targets with the following three relevant to supporting a transport mode change to non-car modes:

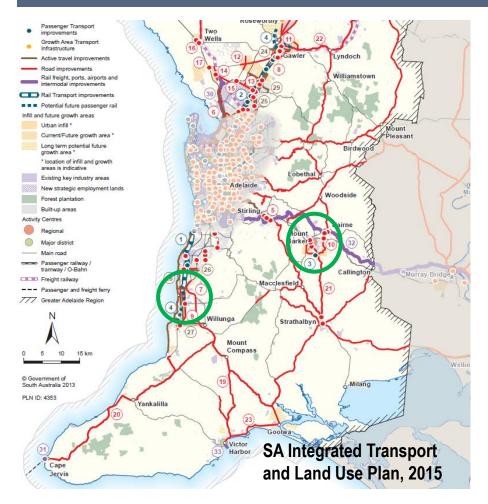
- Target 2: 60 per cent of all new housing will be built within close to quality public transport by 2045.
- Target 3: Increase the share of work trips made by active transport modes by 25 per cent by 2045...
- Target 4: Increase the percentage of residents living in walkable neighbourhoods by 25 per cent by 2045.

Key Public Transport Recommendations in the study area

Plan for Mount Barker – Stirling – Adelaide CBD as a future frequent bus corridor



REVIEW OF STATE GOVERNMENT STRATEGIES



The South Australia Strategic Plan released in 2011 provides the priorities, visions and goals and targets for the State. The goals and targets from the SA Strategic Plan that are relevant to the vision and objectives for the Adelaide Hills/Fleurieu Region are:

- Goal: New developments are people friendly, with open spaces and parks connected by public transport and bikeways.
- Goal: South Australia's transport network enables efficient movement by industry and the community.
- Goal: Governments demonstrate strong leadership working with and for the community
- Goal: We are innovative in designs and technologies and we use our intellectual property to advance our state
- Goal: We are safe and protected at work and on the roads

Key public transport recommendations in the study area

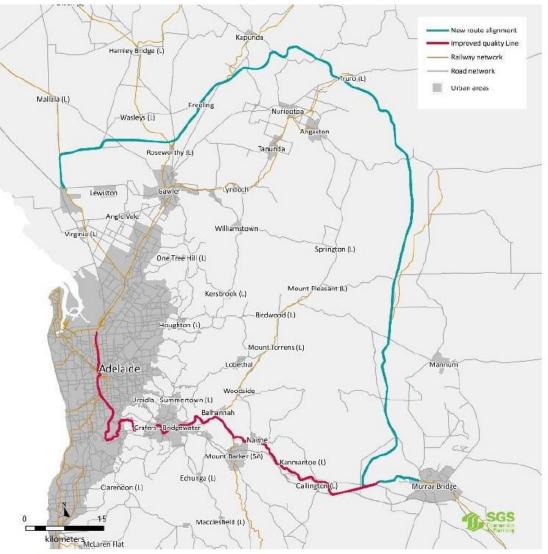
- Expand the Park n Ride capacity at Mount Barker
- Preserve future railway corridor from Seaford to Aldinga



GLOBELINK FOR SOUTH AUSTRALIA

Globelink is a long-term plan to maximise the interstate and overseas trade potential for economic benefits to the State. A study of a new intermodal freight hub in the Murray Bridge region, which includes a freight-only airport and road and rail link to the road north of Whyalla bypassing Adelaide, is being conducted by the State Government in 2019.





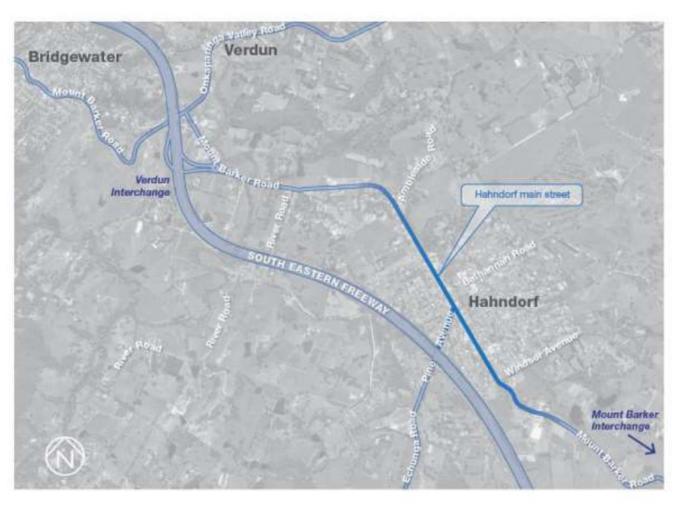


Source: SGS, 2018

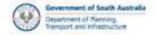
HAHNDORF STRATEGIC TRAFFIC PLANNING STUDY

In 2018, the Federal
Government provided funding
for a strategic traffic planning
study to address congestion,
connectivity, freight efficiency
and safety in and around the
Hahndorf township that is in the
Mount Barker District Council.

The planning study, that includes the development and assessment of road network options to address the heavy haulage truck movements through Main Street in Hahndorf, was started in 2019.



Hahndorf Township Strategic Traffic Planning Study – January 2019





SOUTH EASTERN FREEWAY CORRIDOR OVERVIEW

A **maximum 60 km/h speed** limit applies to all trucks and **buses** from the Crafers interchange to the bottom of the freeway. The speed limit for all other vehicles is 90 km/h.

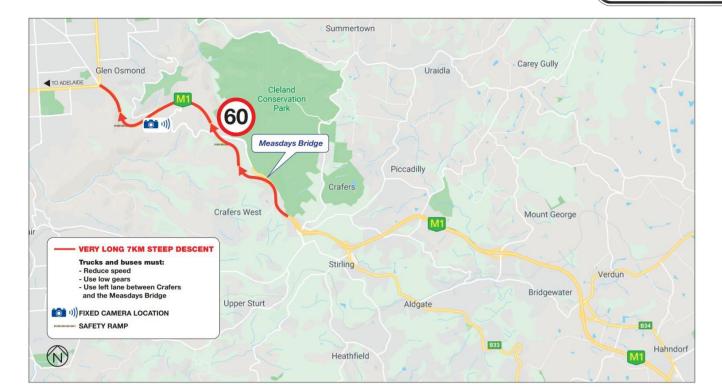
From 1 May 2019, changes to legislation will introduce new **higher** penalties for drivers of all trucks and buses who are detected driving unsafely on the down-track of the South Eastern Freeway into Adelaide.

TRUCKS & BUSES

HEAVY
PENALTIES

FOR
UNSAFE DESCENT

5 km AHEAD





REGIONAL STUDIES







REVIEW OF RELEVANT REGIONAL STUDIES



Key Public Transport Recommendations

- Significant enhancement of regional public transport to/from Adelaide by providing a more frequent and coordinated bus schedule from Victor Harbor, Goolwa and Yankalilla to the Seaford bus/rail interchange, with the ultimate aim of extending Metrocard ticketing to these towns
- Upgrade the existing Metrocard ticketed bus service to Strathalbyn with a more frequent and coordinated bus schedule to the Mount Barker bus interchange







LOCAL GOVERNMENT PLANNING STRATEGIES





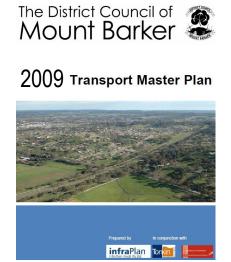


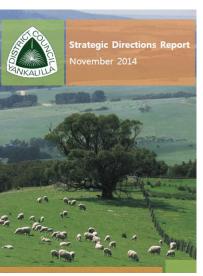


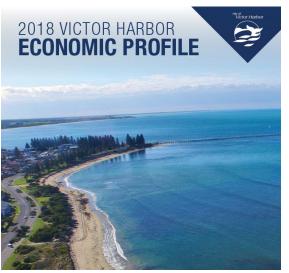




REVIEW OF LOCAL COUNCIL POLICIES











- Plan future residential developments for public transport
- Upgrade and maintain bus stops, footpaths and bus bays as required by the Disability Discrimination Act
- Lobby for an equitable and integrated fare structure
- Support a region-wide community passenger network for people who are transport-disadvantaged through geographic isolation or mobility problems



May 2015

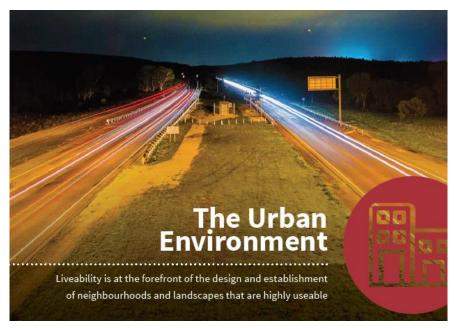
Integrated Movement and Transport Strategy 2016-21

DISCUSSION PAPE



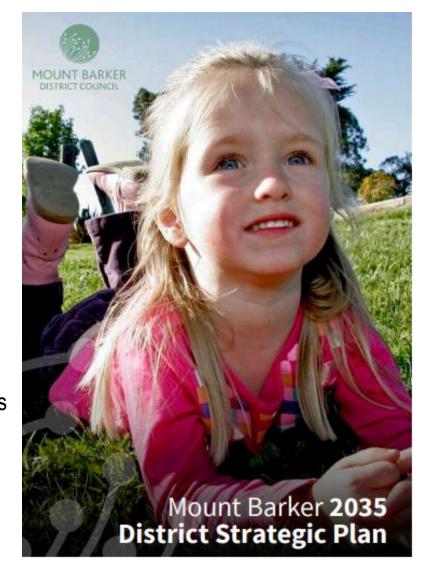


MOUNT BARKER DISTRICT STRATEGIC PLAN 2035



Strategic Goal: The Urban Environment

- Improved public transport services including for communities outside of the main population zones will be required as will additional Park n Ride facilities
- Support and advocate for expanded public transport infrastructure and services and other transport options that promotes and enables accessibility and connectivity





30 YEAR PLAN FOR MOUNT BARKER

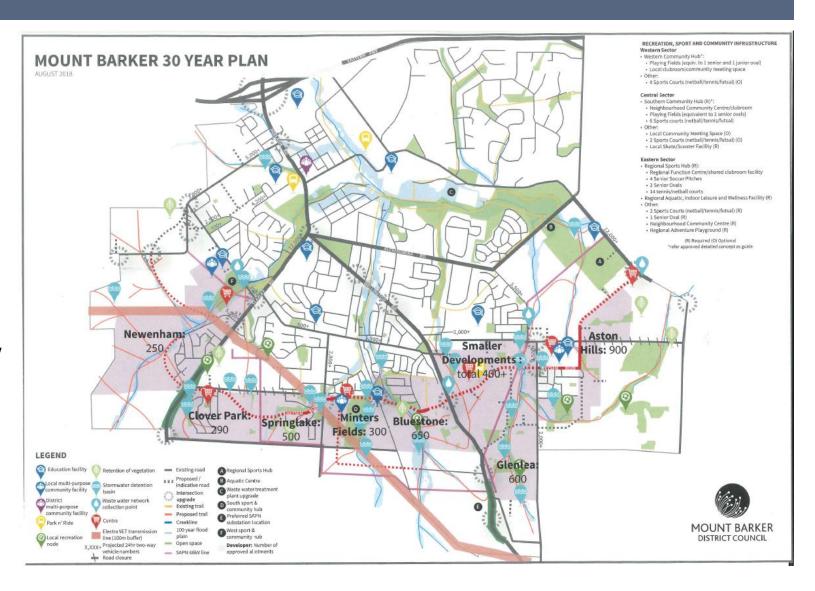
As of August 2018

Over 8 development sites with a total of 3,900 dwellings

Mount Barker urban area is sub-divided into three sectors:

- Western with the Western Community Hub
- Central with the Southern Community Hub
- Eastern with the Regional Sports Hub

Heysen Boulevard is planned to connect the southern developments from east to west.

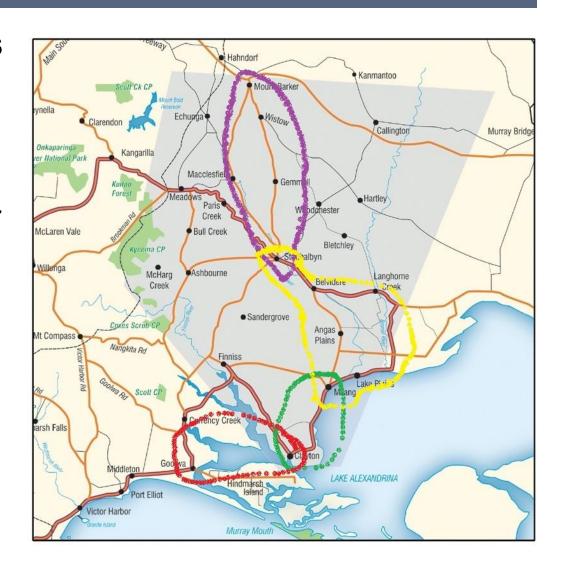




ISSUES FOR YANKALILLA AND ALEXANDRINA

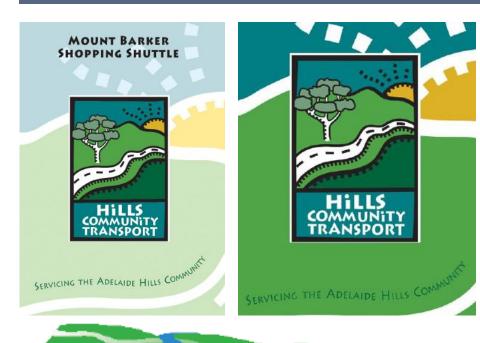
- Very poor public transport access to Adelaide for work, business, social and medical trips
 - Yankalilla via Seaford
 - Strathalbyn via Mount Barker
- Isolated communities such as Milang and Clayton
- Lack of public transport options between the communities
- Innovation with carpool scheme







LOCAL TRANSPORT INITIATIVES FROM COUNCILS



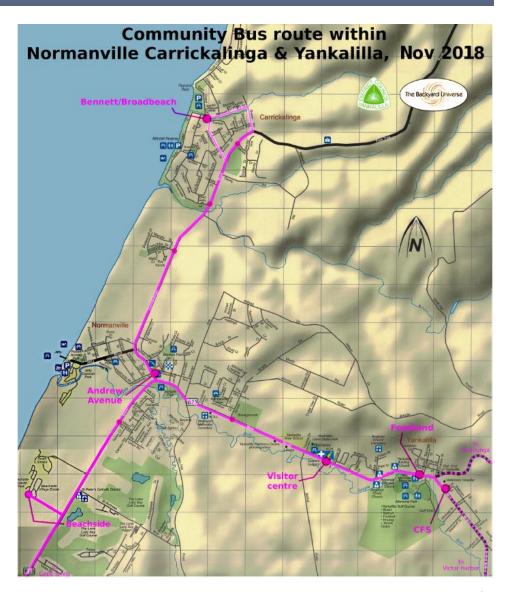




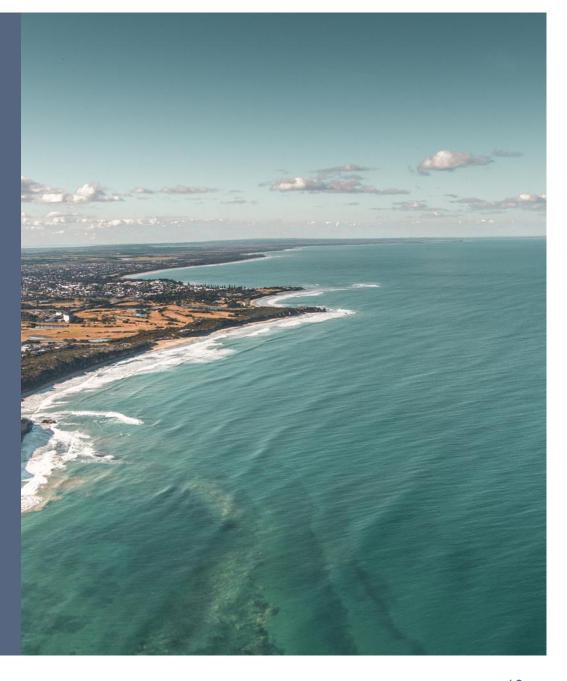








TOURISM PLANS AND STRATEGIES





ADELAIDE HILLS - FLEURIEU PENINSULA TOURISM

Description



The Value of Tourism in the Adelaide Hills
3 Year Annual Average to December 2017

FLEURIEU
PENINSULA
The Value of Tourism
Normalivitie Pleusieu Penensula

The Value of Tourism on the Fleurieu Peninsula
3 Year Annual Average to December 2017

	Car College (Carlotte College	
Expenditure December 2014 - \$112m	Expenditure December 2017 - \$163m	Full Potential December 2020 - \$177m
\$	\$163m	Visitor Expenditure
ttt	186k	Overnight Visitors / Year
*	41%	Proportion that are Interstate Overnight Visitors
-ivia	55%	Proportion that are Intrastate Overnight Visitors
CALLE CAT	4%	Proportion that are International Overnight Visitors
-	619k	Visitor Nights
₽	1.2m	Domestic Day Trips

Expenditure December 2014 - \$390m	Expenditure December 2017 - \$437m	Full Potential December 2020 - \$683m
\$	\$437m	Visitor Expenditure
ttt	730k	Overnight Visitors / Year
*	19%	Proportion that are Interstate Overnight Visitors
i di	78%	Proportion that are Intrastate Overnight Visitors
₩ NAME (FILE)	3%	Proportion that are International Overnight Visitors
<u></u>	2.3m	Visitor Nights
₽	2.5m	Domestic Day Trips



ADELAIDE HILLS - FLEURIEU PENINSULA TOURISM

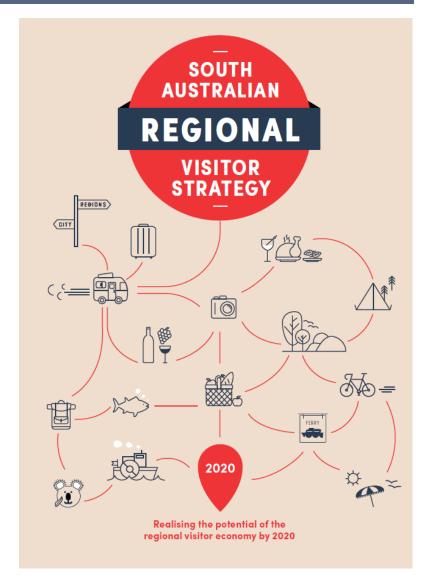


Boutique accessibility

Incredible experiences on the doorstep of a major capital city.

If you do not have access private transport or a hire car, these regions are not on the "doorstep".







DEMOGRAPHIC PROFILES FOR LOCAL COUNCILS

Socio-Economic Profile of the Adelaide Hills Fleurieu Kangaroo Island Regional Development Australia Region

A report to

Regional Development Australia Adelaide Hills Fleurieu Kangaroo Island



26 September 2017







DEMOGRAPHIC PROFILES FOR LOCAL COUNCILS

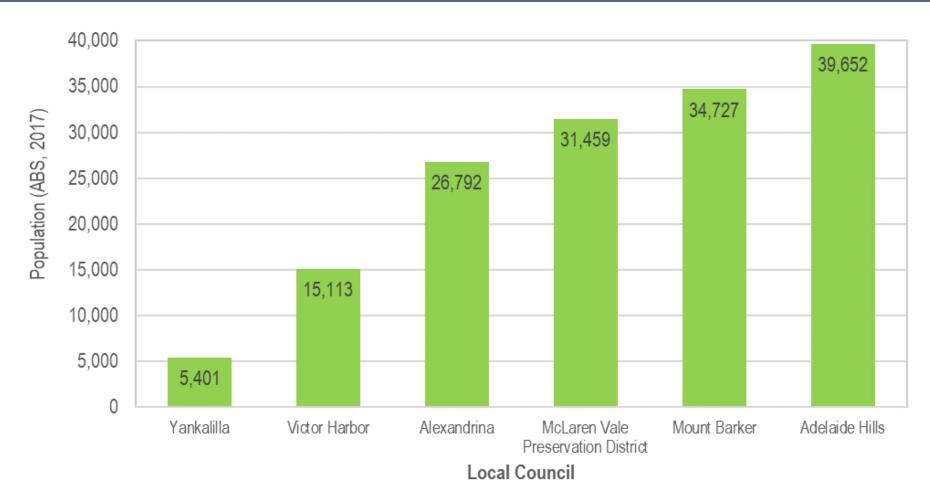
A summary of the demographic population and travel demand for residents and workers in the study area was prepared based on the 2016 Census statistics and the existing community profiles from each of the Councils in the study area to provide insights into the diversity of the population and transport needs in the study area.

2017 Population in the Adelaide Hills - Fleurieu Peninsula Region Study Area by Local Council

Local Government	Population (ABS 2017)	Land Area (ha)	Population Density (persons per hectare)
Adelaide Hills	39,550	79,498	0.50
Mount Barker	34,643	59,466	0.58
McLaren Vale Preservation District	31,269	39,565	0.79
Alexandrina	26,775	182,684	0.15
Victor Harbor	15,180	38,510	0.39
Yankalilla	5,373	75,096	0.07
Total	152,790	474,819	0.27



2017 POPULATION IN THE STUDY AREA



Total Population (2017) is **153,000** excluding the Rural City of Murray Bridge. Rural City of Murray Bridge has 22,000 residents.



KEY DEMOGRAPHIC COMPARISON

The Socio-Economic Profile of the Adelaide Hills Fleurieu Kangaroo Island (AHFKI) Regional Development Australia (RDA) Region provides a statistical summary of key economic and social information for the region.

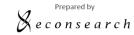
From 2005/06 to 2015/16, Victor Harbor, Alexandrina and Mount Barker experienced a significant increase in population (over 20 per cent). Yankalilla, the McLaren Vale District and the Adelaide Hills had modest population growths: Yankalilla (13 per cent), the McLaren Vale District (11 per cent) and the Adelaide Hills (2 per cent).

Population growth over 20 years from 2011 (Census year) in the AHFKI RDA will be expected to grow by almost 30 per cent whereas the total SA population is expected to increase by approximately 18 per cent. The population in Victor Harbor, Mount Barker, Alexandrina and Yankalilla is projected to grow over 30%.

Socio-Economic Profile of the Adelaide Hills Fleurieu Kangaroo Island Regional Development Australia Region

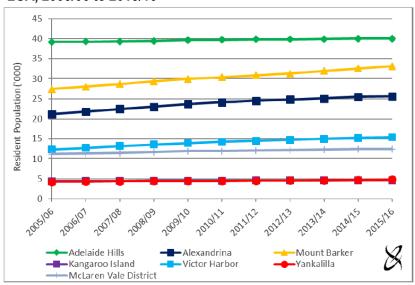
A report to

Regional Development Australia Adelaide Hills Fleurieu Kangaroo Island

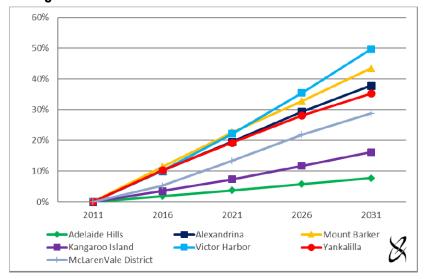


26 September 2017

Estimated resident population in the AHFKI RDA region by LGA, 2005/06 to 2015/16



Population projections for the AHFKI RDA region by LGA, change from 2011





KEY DEMOGRAPHIC COMPARISON

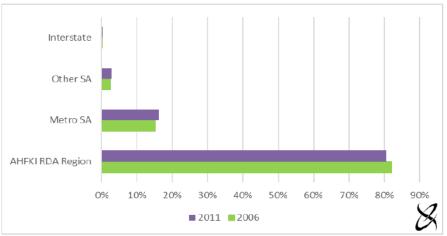
Place of residence for workers in the region:

- 81% live in the region
- 16% live in a metropolitan LGA
- 3% live in another regional LGA

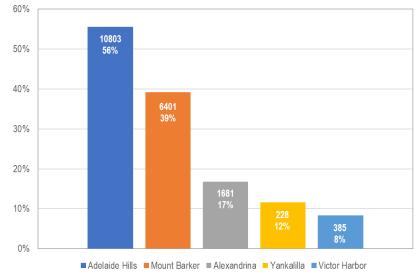
Place of work for residents in the region:

- 56% from Adelaide Hills Council and 39% from Mount Barker work in metro Adelaide
- Only 14% from Victor Harbor, Yankalilla and Alexandrina commute to metro Adelaide

Figure 5-9 Place of work, AHFKI RDA region, by usual residence, 2006 and 2011



Source: The Socio-Economic Profile of the Adelaide Hills Fleurieu Kangaroo Island (AHFKI) Regional Development Australia (RDA) Region

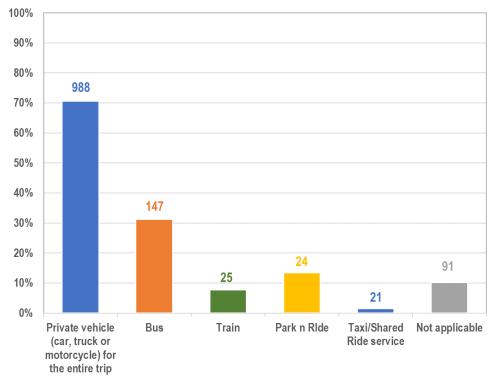


Source: Reproduced from Census data (2016)

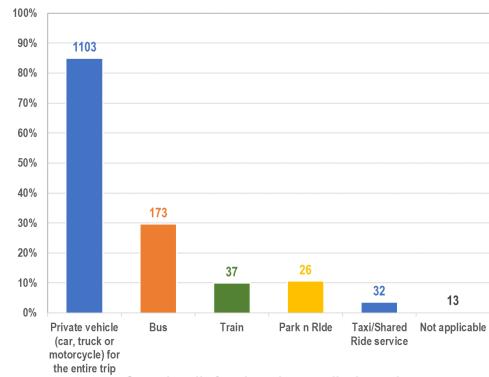


HOW DO THE STUDY AREA RESIDENTS TRAVEL?

15% more people use private vehicles for shopping, medical, recreational and social trips



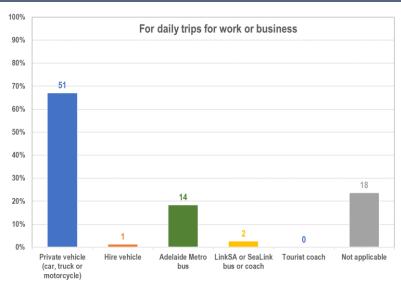
For work, school or business on weekdays

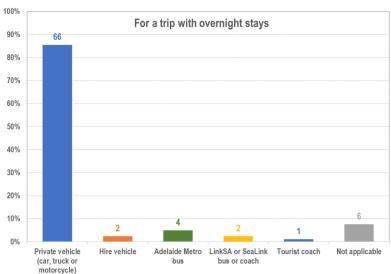


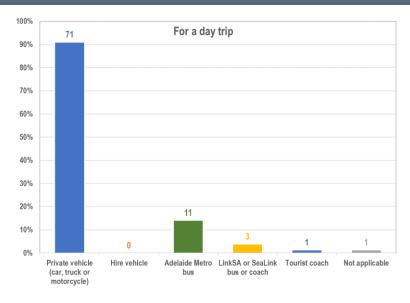
Occasionally for shopping, medical appointments, recreational or social trips

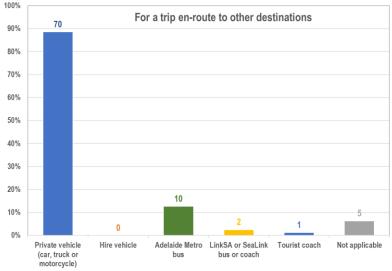


HOW DO VISITORS/TOURISTS TRAVEL TO THE REGION?



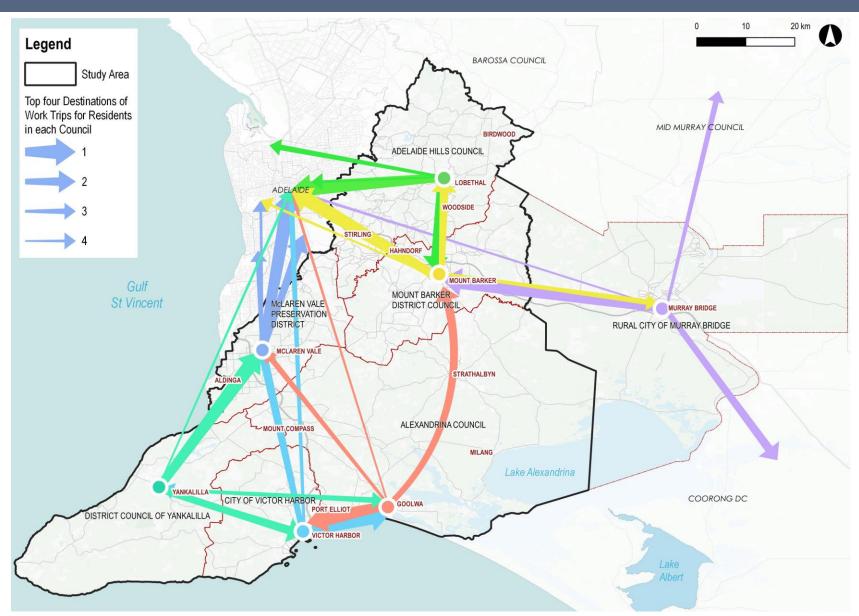






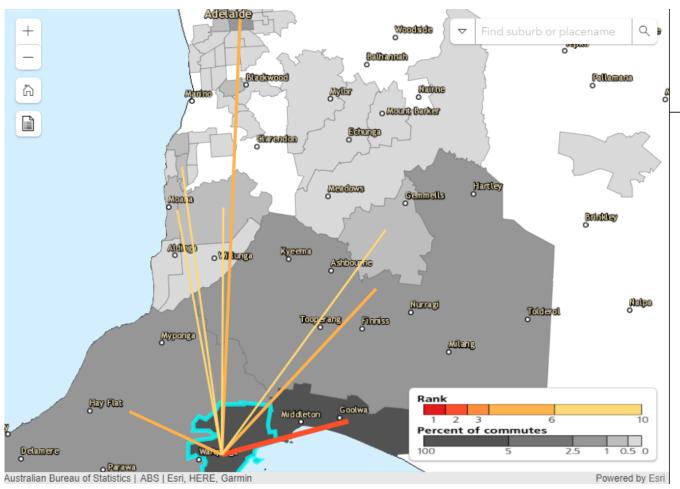


TRAVEL DEMAND FOR PEAK PERIOD WORK TRIPS





TRAVEL DEMAND FOR VICTOR HARBOR



Summary of persons commuting from the Victor Harbor SA2

Travel Mode	Counts	%
Public Transport	60	1.34
Vehicle	3,267	72.92
Active Transport	171	3.82
Other Mode	28	0.63
Worked at home*	905	20.20
Mode not stated	44	0.98
Total	4,480	

Notes:

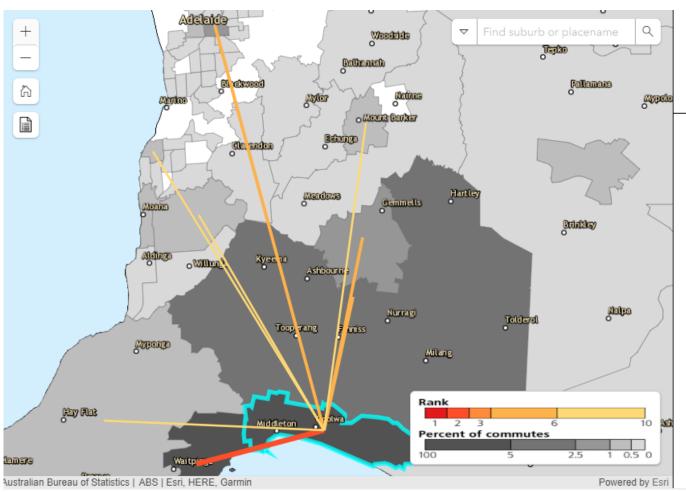
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Victor Harbor



TRAVEL DEMAND FOR GOOLWA



Summary of persons commuting from the Goolwa - Port Elliot SA2

Travel Mode	Counts	%
Public Transport	33	0.95
Vehicle	2,497	71.71
Active Transport	173	4.97
Other Mode	22	0.63
Worked at home*	703	20.19
Mode not stated	50	1.44
Total	3,482	

Notes:

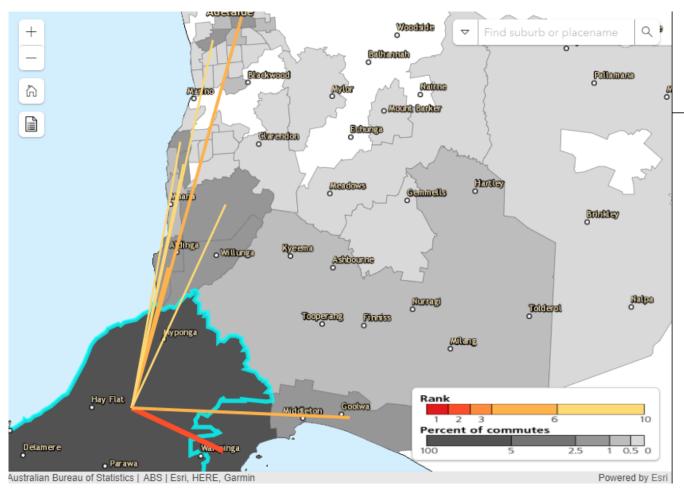
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Goolwa - Port Elliot



TRAVEL DEMAND FOR YANKALILLA



Summary of persons commuting from the Yankalilla SA2

Travel Mode	Counts	%
Public Transport	16	0.71
Vehicle	1,485	65.88
Active Transport	84	3.73
Other Mode	26	1.15
Worked at home*	611	27.11
Mode not stated	29	1.29
Total	2,254	

Notes:

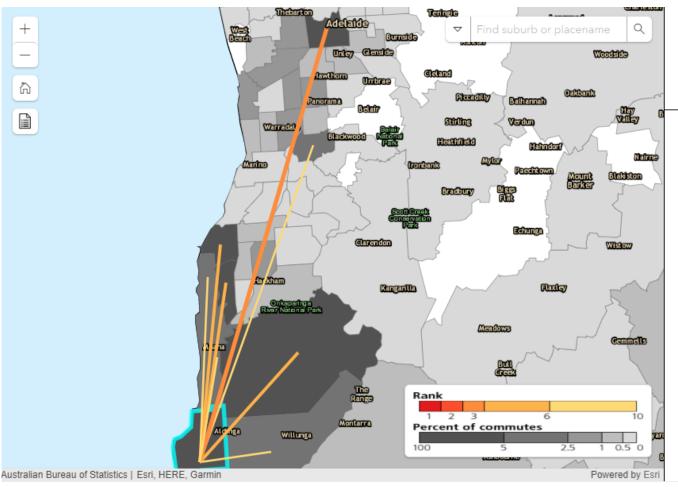
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Yankalilla



TRAVEL DEMAND FOR ALDINGA



Summary of persons commuting from the Aldinga SA2

Travel Mode	Counts	%
Public Transport	250	3.96
Vehicle	4,642	73.58
Active Transport	106	1.68
Other Mode	43	0.68
Worked at home*	1,186	18.80
Mode not stated	72	1.14
Total	6,309	

Notes:

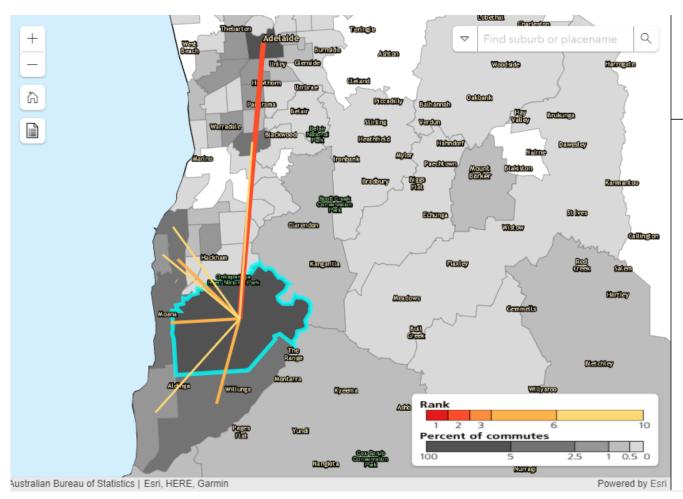
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Aldinga



TRAVEL DEMAND FOR McLAREN VALE



Summary of persons commuting from the McLaren Vale SA2

Travel Mode	Counts	%
Public Transport	84	3.06
Vehicle	1,951	70.97
Active Transport	90	3.27
Other Mode	21	0.76
Worked at home*	590	21.46
Mode not stated	14	0.51
Total	2,749	

Notes:

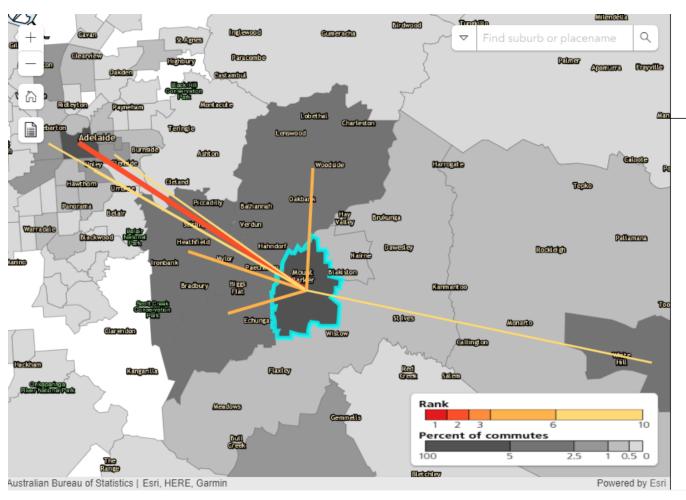
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to McLaren Vale



TRAVEL DEMAND FOR MOUNT BARKER



Summary of persons commuting from the Mount Barker SA2

Travel Mode	Counts	%
Public Transport	459	5.58
Vehicle	6,044	73.42
Active Transport	180	2.19
Other Mode	43	0.52
Worked at home*	1,423	17.29
Mode not stated	82	1.00
Total	8,232	

Votes.

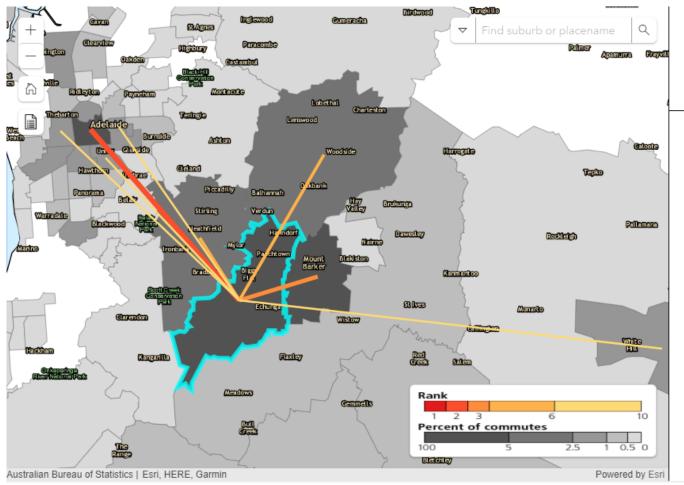
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Mount Barker



TRAVEL DEMAND FOR HAHNDORF



Summary of persons commuting from the Hahndorf - Echunga SA2

Travel Mode	Counts	%
Public Transport	101	4.70
Vehicle	1,503	69.97
Active Transport	76	3.54
Other Mode	22	1.02
Worked at home*	424	19.74
Mode not stated	27	1.26
Total	2,148	

Notes:

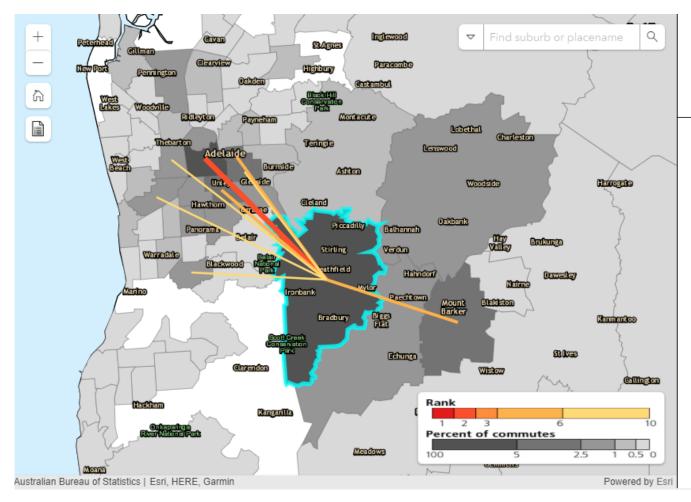
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Hahndorf - Echunga



TRAVEL DEMAND FOR STIRLING



Summary of persons commuting from the Aldgate - Stirling SA2

Counts	%
610	7.01
6,235	71.64
155	1.78
49	0.56
1,606	18.45
54	0.62
8,703	
	610 6,235 155 49 1,606 54

Notes:

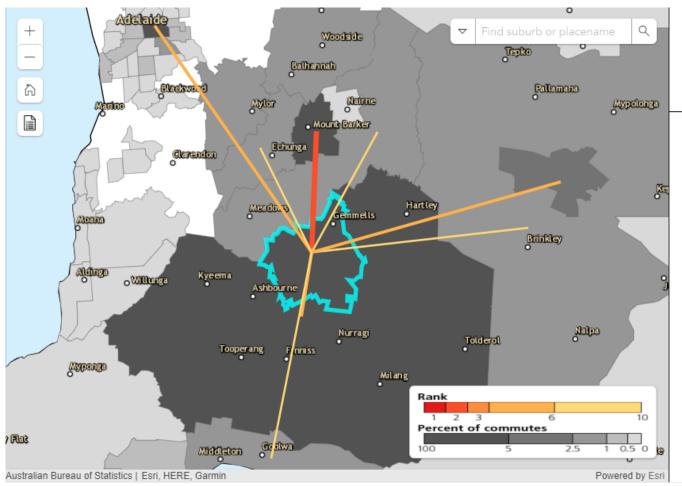
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Aldgate - Stirling



TRAVEL DEMAND FOR STRATHALBYN



Summary of persons commuting from the Strathalbyn SA2

Travel Mode	Counts	%
Public Transport	51	1.70
Vehicle	2,254	75.26
Active Transport	115	3.84
Other Mode	27	0.90
Worked at home*	519	17.33
Mode not stated	25	0.83
Total	2,995	
	-	

Notes

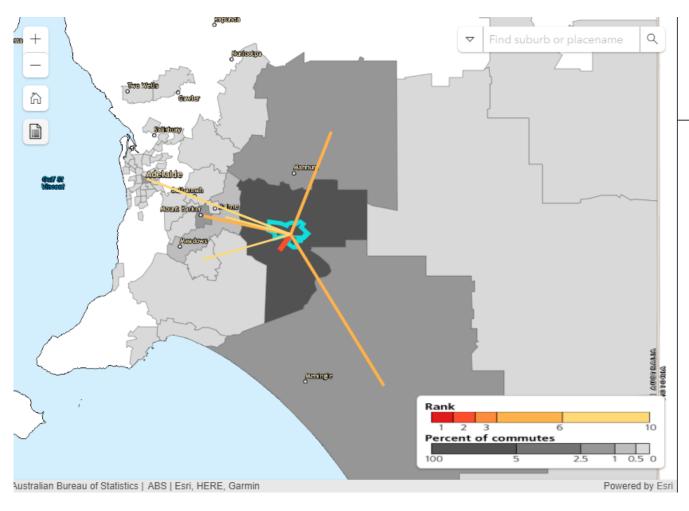
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Strathalbyn



TRAVEL DEMAND FOR MURRAY BRIDGE



Summary of persons commuting from the Murray Bridge SA2

Travel Mode	Counts	%
Public Transport	47	0.68
Vehicle	5,627	81.91
Active Transport	246	3.58
Other Mode	48	0.70
Worked at home*	827	12.04
Mode not stated	83	1.21
Total	6,870	

Notes:

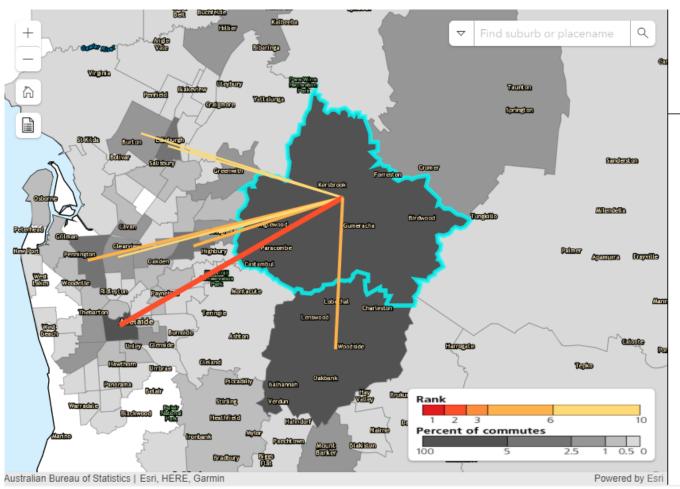
Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.

* Includes persons who stated they 'Did not go to work'.

Return to Murray Bridge



TRAVEL DEMAND FOR ADELAIDE HILLS COUNCIL



Summary of persons commuting from the Adelaide Hills SA2

Travel Mode	Counts	%
Public Transport	133	3.74
Vehicle	2,521	70.85
Active Transport	114	3.20
Other Mode	16	0.45
Worked at home*	723	20.32
Mode not stated	41	1.15
Total	3,558	

Notes:

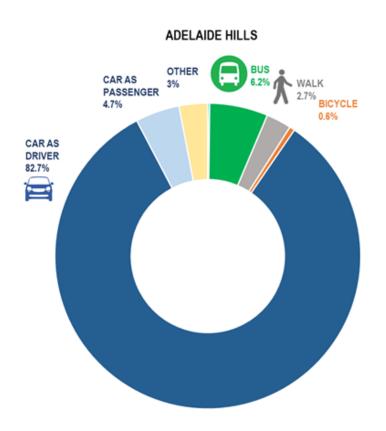
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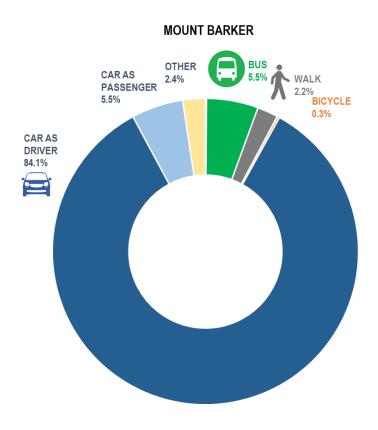
* Includes persons who stated they 'Did not go to work'.

Return to Adelaide Hills



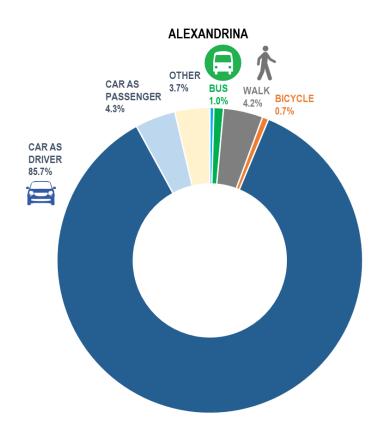
EXISTING MODE SHARE TO WORK BY LOCAL COUNCIL

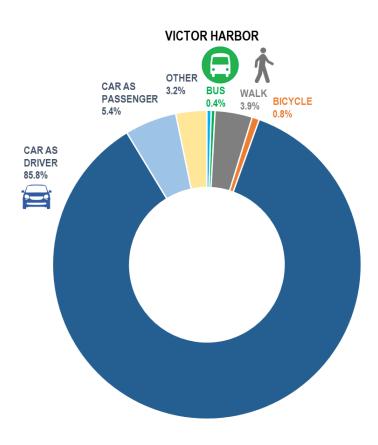






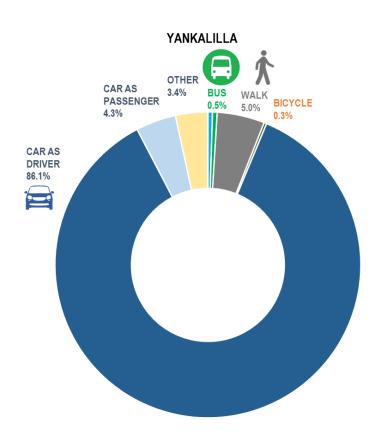
EXISTING MODE SHARE TO WORK BY LOCAL COUNCIL

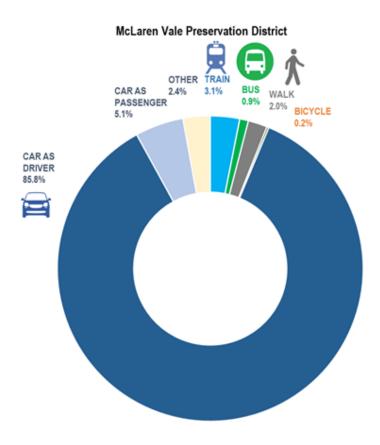






EXISTING MODE SHARE TO WORK BY LOCAL COUNCIL







C. KEY STAKEHOLDER AND COMMUNITY ENGAGEMENT FINDINGS

The results of the online community survey questions are presented in summary slides with histograms summarised with percentages for each answer in the following sections. A list of the key findings from the stakeholder meetings and workshops are also included with the community submissions.





Adelaide Hills and Fleurieu Peninsula Regional Public Transport Study Appendix C: Key Stakeholder and Community Engagement Findings



Adelaide Hills - Fleurieu Peninsula Regional Public Transport Study

Community Survey of Public Transport Issues and Opportunities

GTA Consultants, on behalf of Regional Development Australia - Adelaide Hills, Fleurieu & Kangaroo Island (RDA), has been engaged to develop and assess options to improve public transport in the Region.

This short survey is strictly confidential and the results will only be used to develop public transport options and to set the future investment priorities. If you provide your contact details, they will not to be used for any other marketing and promotional purposes.

For taking the time to contribute to this important survey, we are offering a randomly drawn prize of a \$500 voucher which can be used on either Spirit of the Coorong (departing Goolwa Wharf) or The Big Duck Boat Tours (departing Victor Harbor).

The survey closes at 5 pm on Friday 16 November 2018.











Ideas obtained from October to December 2018

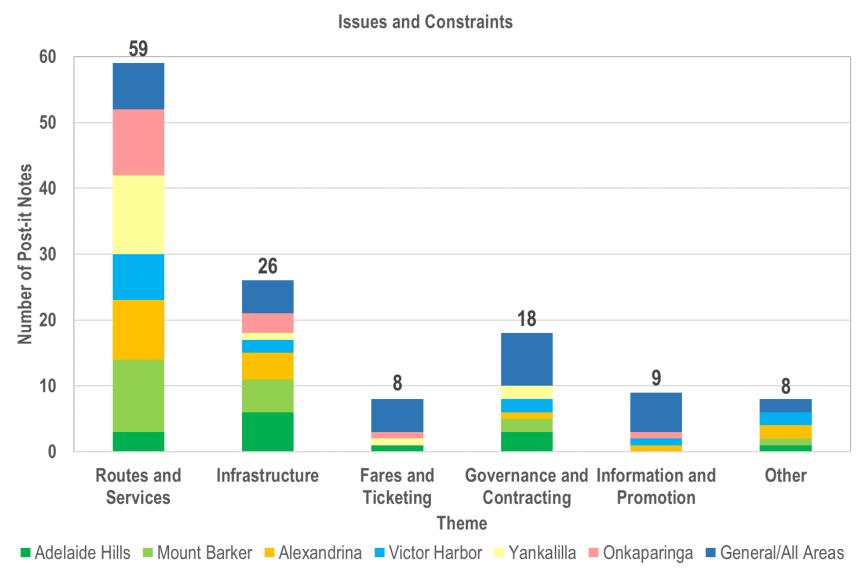


ISSUES AND
CONSTRAINTS FOR
PUBLIC TRANSPORT
PROVIDED BY KEY
STAKEHOLDERS AT
MEETINGS AND
WORKSHOPS





WORKSHOP ISSUES GIVEN BY THEME/COUNCIL AREA





Routes and services (frequency and hours of service)

- Not enough late night / early morning services from Adelaide to Mount Barker 2
- Need more services from Hahndorf to CBD after 4.30 pm to encourage visitors to stay longer 2
- Pinch-points on Glen Osmond Road affecting bus service travel times and reliability 1
- No public transport from Yankalilla to Seaford interchange 1

Infrastructure (bus priority, stops, Park n Ride, stations, rail)

- Dependence on car; even for Park 'n' Ride 2
- Lack of State-level transport planning for future infrastructure 1
- Closed railway lines and those not available use for regular passenger trains 1
- Lack of infrastructure at bus stops/waiting areas

Fares and ticketing (pricing and integration)

- Lack of fare and ticketing integration with Adelaide Metro services 1
- Significantly higher fares for regional bus services compared to Adelaide Metro 1
- Bus fares vary from operator to operator 1



The numbers beside the orange dots 1 show the importance that the attendees gave to each of the issues at the workshop held in Nov 2018. More dots show higher importance.

Governance and contracting (metro versus regional)

- No integrated regional transport strategy All Councils do own strategies 4
- Ageing demographic need for health services or better public transport
- Lack of incentives for innovation and improvements 1
- Need specific targeted regional public transport plans that are budgeted 1
- Needs a passenger focus not operational focus; no strategy for patronage growth 1

Information and promotion for commuters, locals and tourists

- Limited information from Adelaide Metro Journey Planner with no information regarding timetable or stops of connecting services 1
- Lack of a single central location for information about public transport options 1
- Seaford Meadows Park n Ride is underutilised, possibly because it is under promoted?
- Outdated information or lack of information at bus stops and interchanges 1

Other

- Need to secure more funding for community transport services with the NDIS 1
- Inadequate availability of accessible buses for people with limited mobility 1



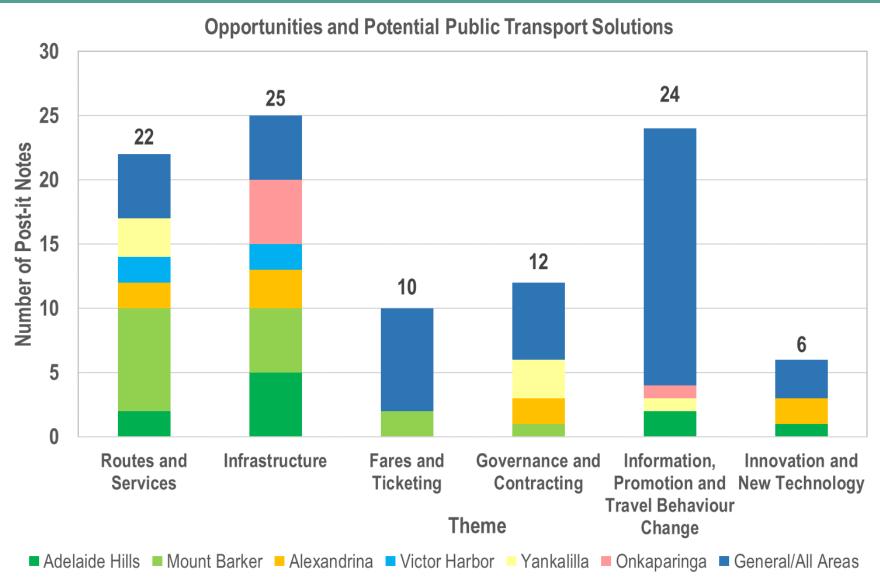
The numbers beside the orange dots 1 show the importance that the attendees gave to each of the issues at the workshop held in Nov 2018. More dots show higher importance.

OPPORTUNITIES FOR IMPROVING PUBLIC TRANSPORT IN THE REGION PROVIDED BY KEY STAKEHOLDERS AT MEETINGS AND WORKSHOPS





WORKSHOP IDEAS GIVEN BY THEME/COUNCIL AREA





Routes and services (frequency and hours of service)

- Plan for and implement a frequent passenger rail or Bus Rapid Transit (BRT) (O-Bahn-style)
 services between Mount Barker and Adelaide CBD with Park n Ride stations
- Implement bus "shuttle" services from the townships to the Park n Ride facilities in the Adelaide Hills (Verdun), and to Seaford from Aldinga, McLaren Vale, Willunga and Yankalilla
- Secure State/Federal grants to plan public transport solutions with linkages to other State
 Government strategies 2
- Operate all route services 52 weeks/year instead of only 40 weeks/year for school services to avoid shutdown of the town bus services during school holidays (ie, Victor Harbor) 2
- Make existing routes more attractive with more frequent services and extended hours 1
- Implement an on-demand/dial-a-ride rural community bus between Mount Barker, Strathalbyn,
 Milang and Goolwa to connect these communities
- Provide more services between Strathalbyn and Mount Barker to connect with express services to Adelaide for faster trips
- Conduct corridor-based planning of bus network and efficient stopping patterns 1
- Expand the SA car pool program State-wide 1



Infrastructure (bus priority, stops, Park n Ride, stations, rail)

- Get greater State Government commitment for public transport with better transport planning 3
- Align/support transport strategy with other government initiations, such as SA Tourism Commission 2030 strategic review that is currently underway
- Plan and design for mass rapid transit (BRT) connecting region to Adelaide CBD 2
- Invest in smart technology for regional bus services
- Plan, design and fund a new railway corridor between Mitcham and Mount Barker; consider use
 South East freeway median strip plus tunnel as a new bypass for the slow traffic sections
- Plan and design for priority movement along Glen Osmond Road with a 12 hour clearway 1
- Implement safe set-down and pick-up in between stops where safe in rural areas 1
- Commitment to the extension of the Seaford rail line to Aldinga and reserve the corridor 1
 - Ultimately plan, design and build with a bus interchange and Park n Ride at Aldinga
- Plan for and build O-Bahn between Mount Barker and Adelaide on current railway corridor
- Plan, design and fund for a regional rail line from Adelaide to:
 Stage 1: Mount Barker Stage 2: Victor Harbor Stage 3: Murray Bridge 1
- Reinstate the rail link from Mount Barker to Victor Harbor 1



Fares and ticketing (pricing and integration)

- Extend Metrocard to regional services 2
- Provide subsidies and incentives for route service contractors to reduce costs 1
- Integrate ticketing for Adelaide travel area 1
- Offer incentives to increase revenue and patronage 1
- Remove 5 km limit for access to free education dept bus service 1
- Change guidelines for Patient Assistance Transport Scheme to include the south coast 1
- Expand eligibility to SATSS (South Australian Taxi Subsidy Scheme)

Information, Promotion and Travel Behaviour Change for commuters/locals/tourists

- Improve information of services, including a regional integrated journey planner 5
- Relocate CBD visitor centre as a one-stop shop for all transport info in SA and promote it 1
- Promote use of public transport to tourist attractions and cultural events 1
- Design and implement an integrated website for all public transport information 1
- Co-ordinate metro and regional information to show access to local facilities 1
- Install more real time information at stops with maps and voice instructions about services 1



Governance and contracting (metro versus regional)

- Pool government funds for transport from other departments for better integrated services 3
- Expand funding to community passenger networks to carry broader demographic
- Assist local community by enabling Uber type services funding employment 2
- Integrate contracts and services by transport corridor 1
- Provide funding to integrate community passenger networks and using common software systems for trip management 1
- Re-direct footy travel money to regional transport 1
- Get DPTI to take over DECD school buses so they can be used for other services 1
- Consider different contract models for an integrated network in the Fleurieu Region 1
- Move to a ticket subsidy model based on a per capita budget 1

Innovation and new technology

- Tailor the on-demand transport solutions for each town using smaller vehicles 3
- Trial an autonomous bus service between Goolwa, Middleton, Port Elliot and Victor Harbor 2



ONLINE COMMUNITY SURVEY

Adelaide Hills and Fleurieu Peninsula Regional Public Transport Study

Regional Development Australia - Adelaide Hills, Fleurieu and Kangaroo Island has started a public transport study across the following council areas:

- Adelaide Hills Council
- · Mount Barker District Council
- · District Council of Yankalilla
- Alexandrina Council
- · City of Victor Harbor
- · City of Onkaparinga (McLaren Valle Preservation District)

Study Area for the Adelaide Hills/Fleurieu Regional Public Transport Study



The two key components of the project are:

- 1. Determining future demand and needs for public transport in the region
- Developing ideas for public transport solutions to address the future public transport needs in the region



The online community survey was conducted from 18 October to 16 November 2018 via Survey Monkey. The community survey questions are provided as follows:



Adelaide Hills - Fleurieu Peninsula Regional Public Transport Study

Community Survey of Public Transport Issues and Opportunities

GTA Consultants, on behalf of Regional Development Australia - Adelaide Hills, Fleurieu & Kangaroo Island (RDA), has been engaged to develop and assess options to improve public transport in the Region.

This short survey is strictly confidential and the results will only be used to develop public transport options and to set the future investment priorities. If you provide your contact details, they will not to be used for any other marketing and promotional purposes.

For taking the time to contribute to this important survey, we are offering a randomly drawn prize of a \$500 voucher which can be used on either Spirit of the Coorong (departing Goolwa Wharf) or The Big Duck Boat Tours (departing Victor Harbor).

The survey closes at 5 pm on Friday 16 November 2018.

* 1. Please tick the appropriate category.

I am a local resident in the Adelaide Hills -	I am a visitor or tourist to the Adelaide Hills
Fleurieu Peninsula region	Fleurieu Peninsula region

Please enter your usual place of residence? (enter your city, town, township or suburb name)



Adelaide Hills - Fleurieu Peninsula Regional Public Transport Study

For residents of the Adelaide Hills - Fleurieu Peninsula Region

2. How do you typically travel to metropolitan Adelaide? (Tick all that apply for the relevant trip types.)

	Private vehicle (car, truck or motorcycle) for the entire trip	Bus	Train	Park n Ride	Taxi/Shared Ride service	Not applicable
For work, school or business on weekdays						
Occasionally for shopping, medical appointments, recreational or social trips						
Other (please specif	y)					



3. How do you travel between towns and townships in the Adelaide Hills -							5. How do you travel within your local town or township for shopping, medical,						
Fleurieu Peninsula region? (Tick all that apply for the relevant trip types.)							recreational and social trips? (Tick all that apply.)						
	Private						Private vehicle (car, truck or motorcycle) Taxi/Shared Ride service						
	vehicle (car, truck or						Adelaide Metro	bus		Walk	ing or cycling	g	
	motorcycle) for the entire				Taxi/Shared	Not	Other bus or co	ach (LinkSA,	SeaLink, etc)	Not	applicable		
	trip	Bus	Train	Park n Ride	Ride service	applicable	Community tran	nsport					
For work, school or business on weekdays							Other (please s	pecify)					
Occasionally for shopping, medica appointments, recreational or social trips	.l						For visitors or Region	tourists	to the Ad	lelaide H	lills - Fleı	ırieu Peni	nsula
Other (please spec	ify)						6. How do you tr	avel to the	e Region? (Tick all th	at apply fo	or the releva	ant trip
							types.)						
4. How do you business? (Tic			al town or	township fo	or work, scl	nool or		Private vehicle (car, truck or motorcycle)	Hire vehicle	Adelaide Metro bus	LinkSA or SeaLink bus or coach	Tourist coach	Not applicable
	(car, truck or m		Taxi/	Shared Ride s	service		For daily trips for work or business						
Adelaide Metro	bus		Walk	ing or cycling			For a day trip						
Other bus or co	oach (LinkSA, Se unsport	aLink, etc)	Not	applicable			For a trip with overnight stays						
Other (please s	specify)						For a trip en-route to other destinations						



Issues and opportunities to improve public transport to, from and within the Region

* 7. What is the main reason for your current choice of transport to/from or within the Adelaide Hills - Fleurieu Peninsula region?				
O Lowest cost	○ Most convenient			
Fastest and most direct	Safe and secure			

We want to understand what your issues and barriers are to using public transport more often.

9. If you have any other issues about the existing public transport, please
provide your comments.

10. Please provide any ideas or suggestions to improve public trans	sport to,
from and within the Region.	

* 8. How do you **rate public transport** in the Adelaide Hills - Fleurieu Peninsula region for the following:

	Very good	Good	Average	Poor	Very poor
Connections to where you want to go	•	•	•	•	•
Frequency and hours of services when you want to travel	0	0	0	0	0
Travel times (duration of trip)	•	•	•	•	•
Service reliability	0	0	0	0	0
Fares (cost of travelling)	•	•	•	•	•
Access and amenity at stops and stations	0	0	0	0	0
Comfort in the vehicle during the journey	•	0	•	0	•
Park 'n' Ride facilities	0	0	0	0	0



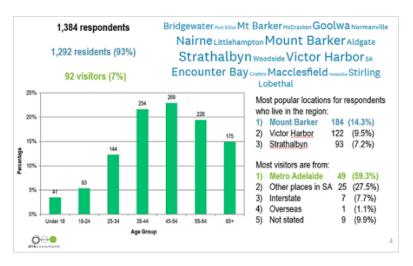
Other (please specify)

		is. What is your employment statu	151			
		Full time worker (more than 35 hours w	veek) University/TAFE student			
Thank you for completing the curvey	Please provide your age group, gender and employment status	Part time worker (less than 35 hours week) Retired				
Thank you for completing the survey. Please provide your age group, gender and employment status. If you wish to be kept informed about the study or enter the draw for a prize, please provide your name, email address and telephone number.		○ School student	○ Not working			
11. What is your age group?		14. Finally, please tick if you want	to:			
Under 18	45-54	Enter the draw for the prize				
18-24	<u> </u>	Stay informed about the study				
25-34	<u>65+</u>					
35-44		15. Please enter your name.				
12. What is your gender?						
○ Male						
○ Female						
Prefer not to answer		16. Please enter your email addres	S.			
		17. Please enter your mobile phone nu	ımber or daytime phone number			
		(optional)				

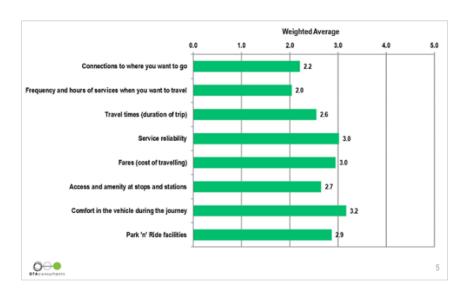


RESULTS FROM THE ONLINE COMMUNITY SURVEYS

An online public survey resulted in 1,384 responses from both residents (93%) and visitors to the region (7%). The top three townships survey respondents lived were Mount Barker, Victor Harbor and Strathalbyn but all sub-regions within the study area were well represented. As shown in the graphic below, there was also a good distribution of age groups that contributed.

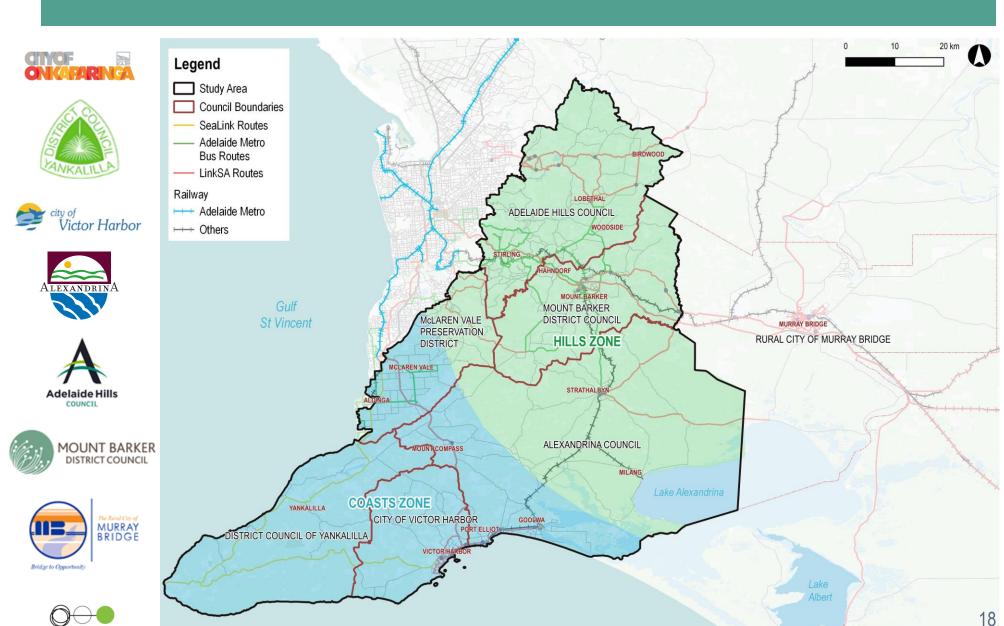


When asked to rate eight aspects of public transport on a scale from very poor to very good, respondents clearly believe public transport is average across the board. The worst aspects are around frequency of service, hours of service, routes and connections. The best aspect was vehicle comfort although this is likely variable across the region.





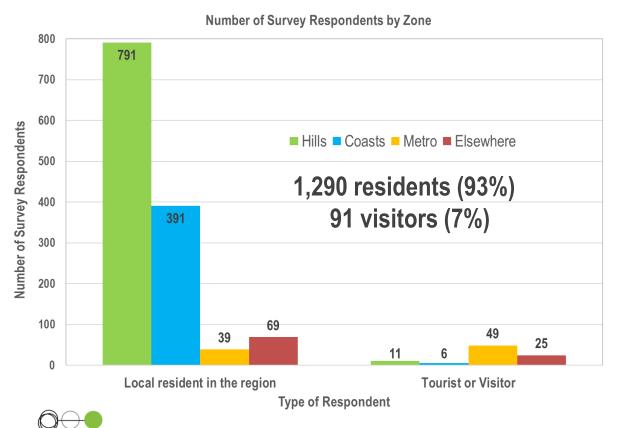
ADELAIDE HILLS - FLEURIEU PENINSULA ZONES

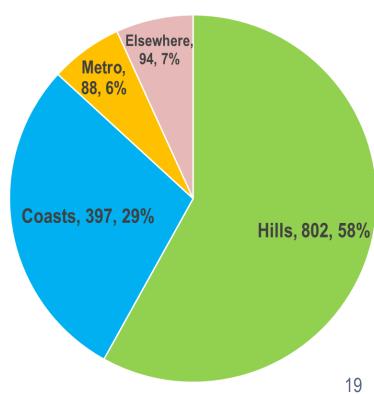


GTAconsultants

ENGAGEMENT WITH COMMUNITY AND STAKEHOLDERS

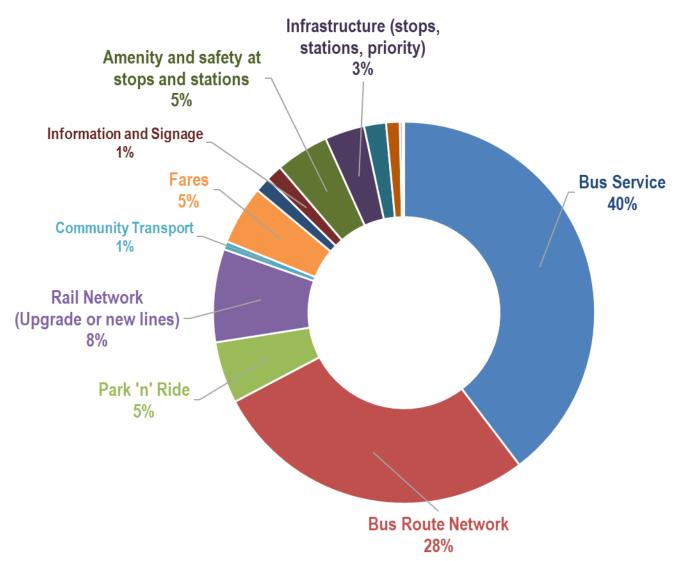
- 1,381 responses from the online survey from 15 Oct to 16 Nov 2018
- 23 meetings with stakeholders including government, industry and politicians
- 227 comments from workshop #1 with 128 issues and 99 potential solutions
- 10 formal submissions (4 in Hills zone, 3 in Coasts zone, 3 in Metro Adelaide)





Survey Respondents by Zone

WHAT ISSUES DO ALL RESPONDENTS HAVE?



Crowded at peak times; Infrequent services in the off-peak and on weekends

Indirect connections;
No regular bus services
to the smaller towns

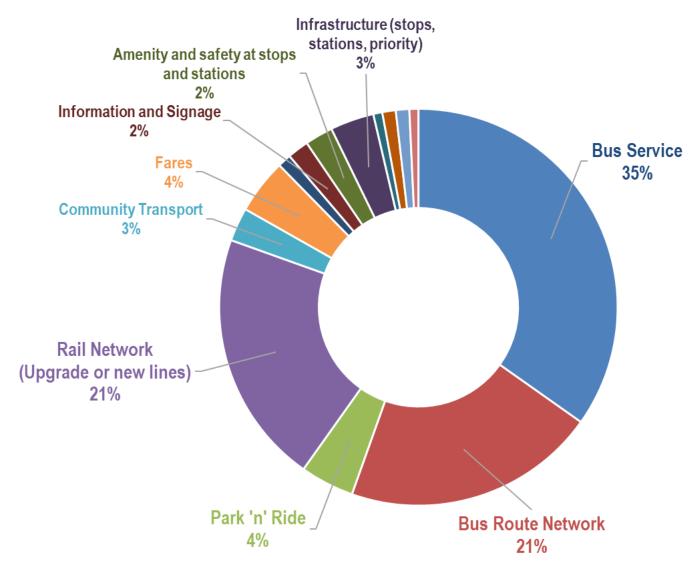
Takes too long to get to Adelaide CBD

Bus ride is too rough and bumpy

Bus stops are too far to walk to for me
Shelter at my bus stop is not weather proof



WHAT NEW IDEAS DO ALL RESPONDENTS HAVE?



More feeder services using smaller buses to run more frequently between towns and on weekends

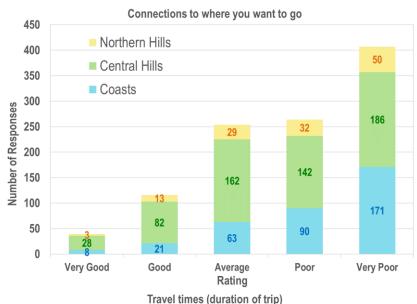
More bus stops closer to residents, particularly where new estates are being developed

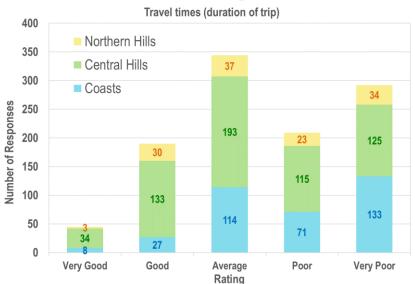
Train service between CBD and Mount Barker

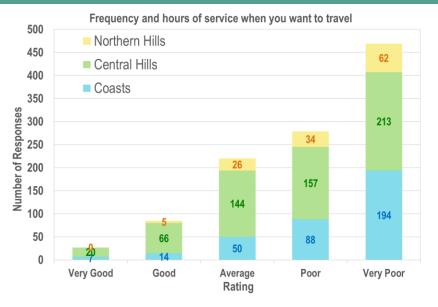
Cheaper fare and be able to use my MetroCard

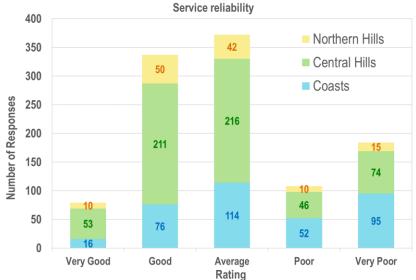


HOW THE COMMUNITY RATES PUBLIC TRANSPORT



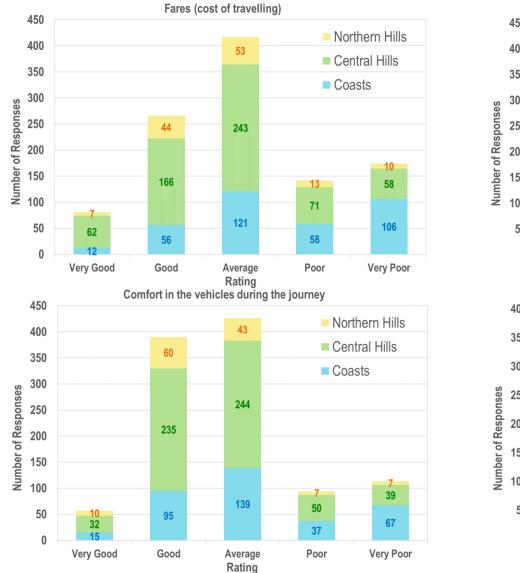


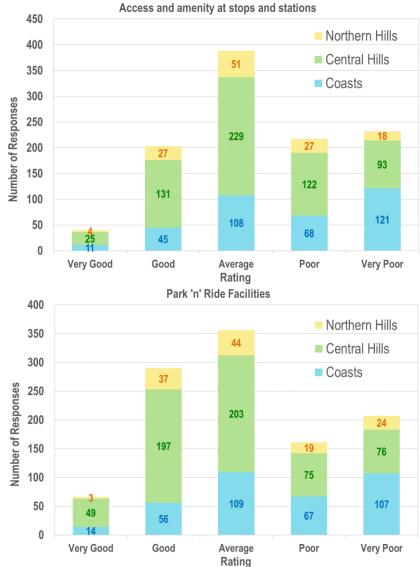






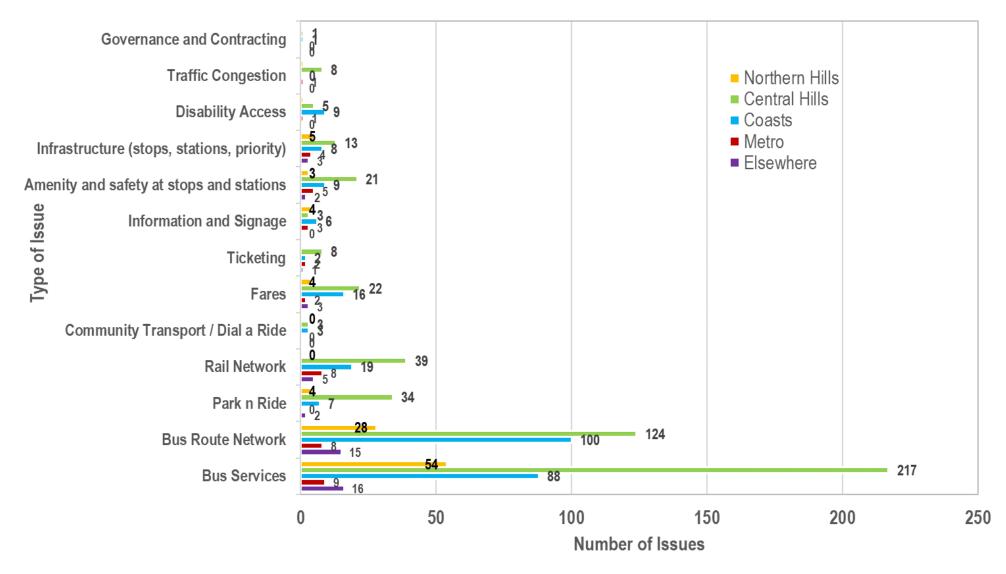
HOW THE COMMUNITY RATES PUBLIC TRANSPORT





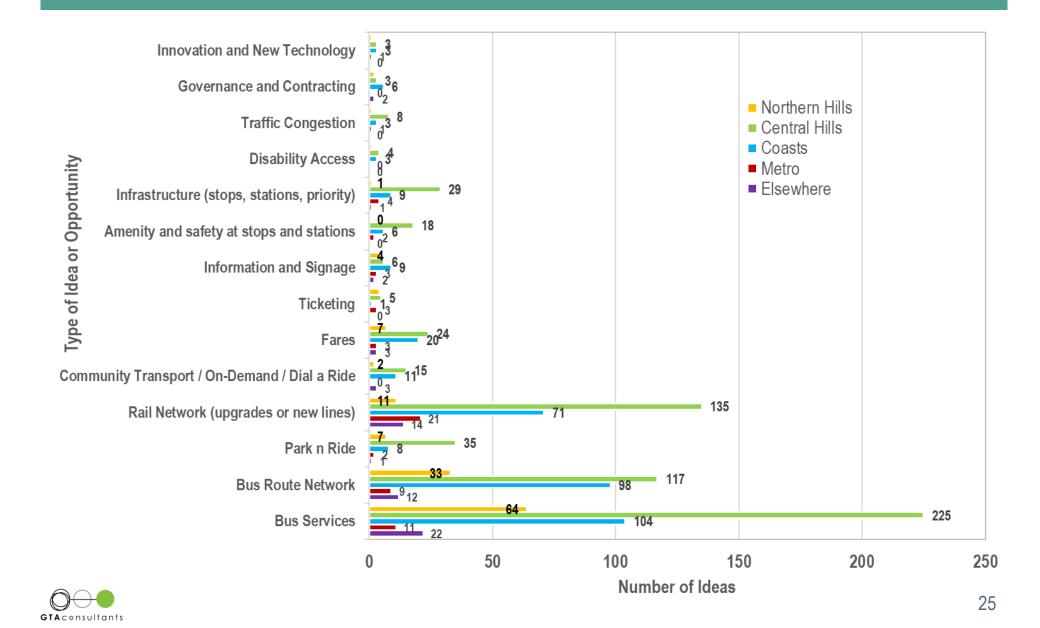


WHAT ARE THE ISSUES FOR RESPONDENTS BY ZONE?





WHAT NEW IDEAS DO RESPONDENTS HAVE BY ZONE?



COMMENTS FROM RESIDENTS IN THE ADELAIDE HILLS

- I live in Mount Pleasant, but travel to Mount Barker regularly, to the shopping precinct and movies. It would be great to have a bus service traveling from Mount Pleasant to Mount Barker on a regular basis. I travel a lot to Woodside too. At present there is a service to Tea Tree Gully, which passes through Birdwood, which is okay, but ideally I would love to be able to hop on a bus to Mount Barker.
- There is no service from Mount Pleasant to the Barossa precinct, even though we are in the Barossa Council. Mount Pleasant is really in "No Man's Land".
- With so many people heading towards the CBD, from new developments up around Charleston, Woodside, Lobethal, and coming soon, Mount Torrens, there needs to be a regular all day metro service around this region, or else people will drive. This is already causing some congestion on the Onkaparinga Valley Road. At least have a regular, all day service from the city to Lobethal so that commuters like myself aren't driving long distances to Park n Rides, like Verdun, Bridgewater, Aldgate and Crafers.
- Why not use shuttle buses from locations to the park 'n' rides around the Hills to give a bit more flexibility?
- If our children want to go to town on the weekend, we either have to drive them or take them to Crafers by car to catch the bus to the City.



COMMENTS FROM RESIDENTS IN THE ADELAIDE HILLS

- More buses, more often.
- Better park and ride facilities; the buses that stop at Crafers stop in different places depending on which direction they travel, so that means a long walk to/from my car the Crafers bus stops need to be consolidated into one multi-directional stop.
- Regular commuter rail travel would be a godsend and would mean faster travel times to/from the city than current bus travel which is often slowed in heavy traffic via the freeway.
- Bus stops need updating; Crafers is a high rainfall area in winter and bus stops do not provide enough shelter.
- Most of the Adelaide Hills is not serviced by any public transport or it is so infrequent as to be impractical. For example, if you want to get from Macclesfield to Aldgate there is only one opportunity 6:47am. Then you only have one late afternoon option for the return or two if you're lucky and it's a school day. In that case, you have a mere 9 hours to wait for the return bus. Aldgate is relatively built up with a decent-sized population and the town of Mylor is only 7.5km away, but it is impossible to get to by public transport except for the above mentioned service. You can arrive in the evening when the shops are shut and then have to leave before they're open. I am sure there are many examples like this, I'm just picking ones I'm familiar with.
- The bus stops are quite frequently far apart or not close to the home so that if you are elderly or injured, it is hard to reach the stops. This is a particular problem for older people who don't drive much.
- Add weekend and evening services on Greenhill Road route.
- Rationalise the Route 821/871/872 bus convoy up Greenhill Road after school.
- Reduce all stop wait times to under 30 minutes.



COMMENTS FROM RESIDENTS IN THE HILLS ZONE

- More parking (free) close to bus stops. Shelter from wind, rain and heat at more stops.
- Remove right turns the whole way down Glen Osmond Road, and no parking at anytime on the road, better access to the Frewville Shopping centre (people queue up blocking traffic on this road). A bus lane on GO road would be good. Additionally future state a underpass/tunnel at the bottom of the freeway would be great. Or a toll tunnel directly to the city.
- More express buses and perhaps local mini buses to service within town to take to local Hub particularly if one car family. Train service for particularly mornings and evenings with buses meeting train passengers.
- Operate Routes 835 and 837 7 days a week with night services introduced. First service on Route 864 needs to arrive in the City to enable transfers with first J1 service to Airport.
- Extend the Adelaide Metro boundary to Murray Bridge. Kanmantoo, Callington and Strathalbyn are closer to the CBD than Sellicks Beach (Route 750) that operates 7 days and at night!
- A connectivity network providing improved frequency of services to nearby towns and not just focusing on Adelaide CBD. Cross-town Services such as from Victor Harbor to Mount Barker could be good. Over a decade ago a Marion to Mount Barker service operated on Saturday nights to cater for those who went to the cinemas at Marion shopping centre. Consider a service from Strathalbyn to Aldinga or Seaford via Normanville and Carrikalinga connecting with City-bound electric trains can be done.
- Don't get rid of bus timetables. They are really helpful at the Information Centre in Hahndorf where I volunteer.



COMMENTS FROM RESIDENTS IN THE COASTS ZONE

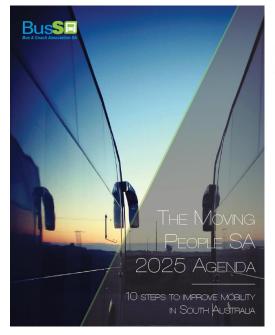
We need more public transport choices such as regular buses within Victor Harbor and surrounding towns for those of us who can't drive (and there's a lot of us). I can't drive due to epilepsy. Cycling only gets me so far and I have a small business with clients I'm expected to see. To get groceries or chemist items (and more), it costs me \$50 in return trip with a taxi and that's for a 5km round trip. I can't always ask friends to drive me around. If I didn't have my own home business, it would be very difficult to find a job without regular buses going. The only one I know of is a kind of shopping bus for the oldies and it tends to focus on going around the shops. What if where I got a job wasn't on that route, and not at just morning and evening? We need regular buses doing decent routes around Victor and surrounds. Not having my driver's license, I've realised how difficult life is in a town without proper transport services. Even getting to the doctor at Middleton is hard.

There needs to be a bus service that links to Seaford railway station. This needs to be at 6:00 am - 6:20 am to allow connections to Adelaide for students and workers and there needs to be 2 services back from Seaford Railway Station back to Yankalilla/Normanville for students returning at aprox 5.15pm (seaford Railway station) and 6:30pm for later finishing workers

Regular Bus between Victor Harbor and Goolwa and Victor Harbor and Adelaide or at least Colonades/Marion. Regular train from Victor Harbor to Mount Barker or extend the train line from Seaford to Victor with a regular train running between Victor Harbor and Seaford/Adelaide. These options would all more tourists to visit the Fleurieu and offer another mode of transportation for people who live on the Fleurieu but work in Adelaide and vice versa.



SUMMARY OF COMMUNITY SUBMISSIONS RECEIVED FROM OCTOBER 2018 TO JANUARY 2019





The value of getting there: mobility for stronger Australian regions



Bus and Coach Industry Policy Paper 10









Adelaide Hills and Fleurieu Peninsula Regional Public Transport Study Issues and Opportunities

SUBMISSION

January 2019







SUMMARY OF COMMUNITY SUBMISSIONS





Four main goals were identified in 'The Moving People SA 2025 Agenda' are to:

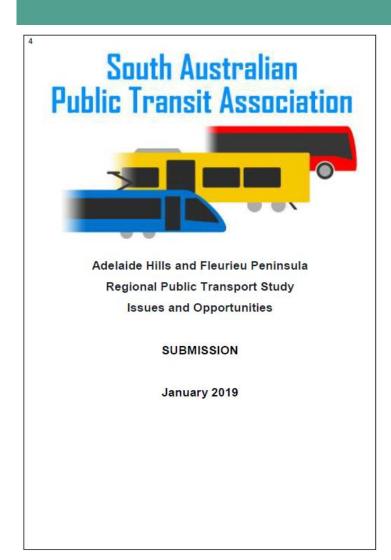
- Increase spending on regional transport to \$70 per regional head of capita
- Invest in Regional Accessibility Committees across the State
- Privatise the Department of Education and Childhood Development (DECD) yellow bus fleet operations
- Allow children inside 5km zone to travel on school buses
- Aging population exert pressure on existing services
- Inadequate funding for bus services (less funding per capita than other States)

Regional Public Transport Funding Per Capita





SUMMARY OF COMMUNITY SUBMISSIONS



- More jobs in Mount Barker and the Adelaide Hills region
- More significant bus priority measures are needed along Glen Osmond Road at pinch points
- Introduce a small nominal toll for car traffic on South East Freeway to manage traffic congestion and encourage modal shift from cars to buses
- Provide a fixed or flexible timetabled community bus service instead of having to phone to book for a ride
- Improve information provision for existing services including dial-aride and fixed services
- Provide well-coordinated timetable with connecting bus services.
- Simplify the number of bus routes and stopping patterns
- Plan for an underground railway system in Adelaide CBD
- Relocate the Dumas Street Park n Ride facility closer to the South East Freeway entrance
- Integrate fares and ticketing between LinkSA and Adelaide Metro
- Design a more convenient location for bus to bus transfers at Mount Barker
- Review the contracts between the State Government and the private coach operators

MOVE PEOPLE NOT VEHICLES



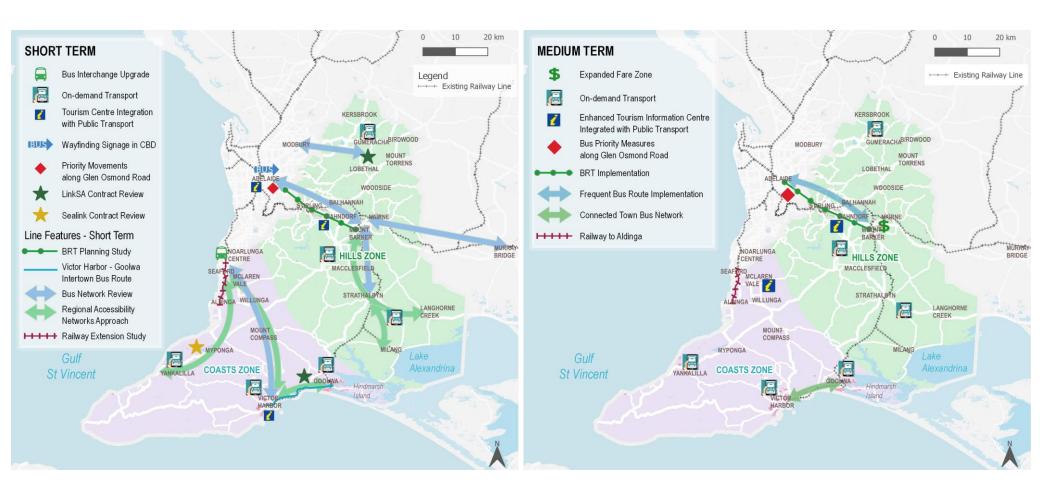
D. POTENTIAL PROJECTS TO SUPPORT THE ACTION PLAN

This section provides a list of potential projects to support the initiatives in the action plan.





Adelaide Hills and Fleurieu Peninsula Regional Public Transport Study Appendix D: Potential Projects to Support the Action Plan







REGION-WIDE INITIATIVES

















REVIEW PUBLIC TRANSPORT GOVERNANCE

- Establish a State-wide regional division within the South Australian
 Public Transport Authority (SAPTA) responsible for setting the service planning guidelines, infrastructure standards, managing contracts.
- Establish a customer service or experience charter tailored for the regional customer requirements for public transport services.
- Review and integrate the Adelaide Metro and LinkSA contracts.
- Conduct a comprehensive review of the bus service contracts and network to integrate the metro and country bus services to provide a customer-focused public transport system by redesigning the bus routes and services based on integrated bus planning principles through extensive community consultation.







BUS STOP AND SHELTER MANAGEMENT PROGRAM

- Develop program for on-going upgrading of bus stops and shelters as required
- Update the bus stop and shelter planning and design standards to consider best practice from other States to provide "customer" amenity improvements
- DPTI and Councils to work together
- Include safety audits of walk access to the stop

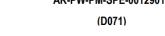


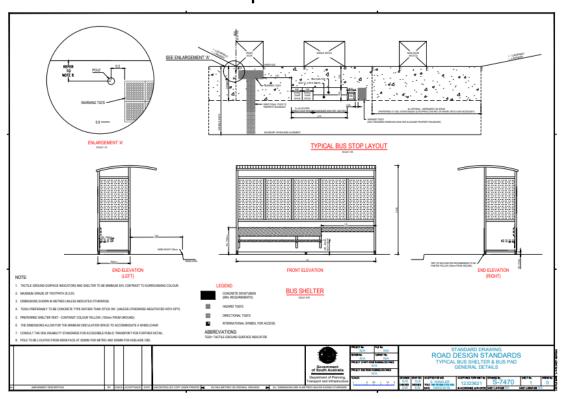
PUBLIC TRANSPORT SERVICES

TECHNICAL STANDARD PART 129011

STATIONS - BUS INTERCHANGES

AR-PW-PM-SPE-00129011





INTEGRATED ADELAIDE CBD INFORMATION CENTRE





The **Adelaide Metro Info Centre** on the corner of King William Street/Currie Street only provides Adelaide Metro timetable and ticket sales; it does not have other tourist or visitor information; it does not provide information about any LinkSA or other public transport options; it is not open on Sundays or public holidays.

Adelaide City Council operates a small visitor information centre hidden away in James Place for tourist and visitor brochures; it does provide extension information about the Adelaide Metro public transport services and has different hour of operation to the Adelaide Metro Info Centre.



Furthermore, the **Adelaide Bus Station** in Franklin Street, Adelaide has very limited information for coach passengers arriving in Adelaide on their public transport options. 5

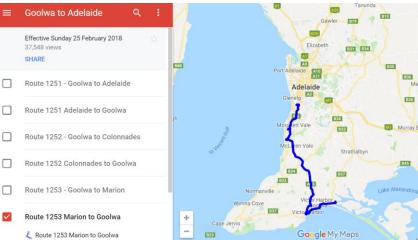
INTEGRATE ALL PUBLIC TRANSPORT SERVICES INFO

 Adelaide Metro website, timetables and maps are completely different and separate from the LinkSA public bus routes and other bus services in the State







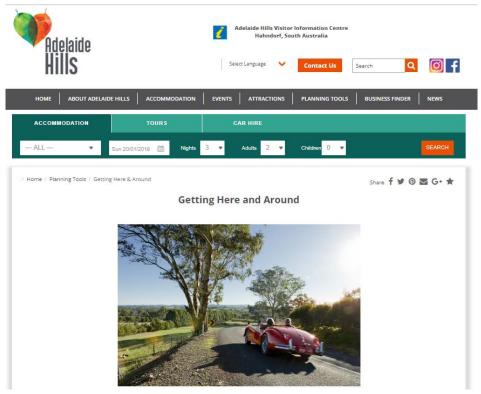




PROMOTE PUBLIC TRANSPORT FOR TOURISTS

Key destinations for joint marketing campaigns are:

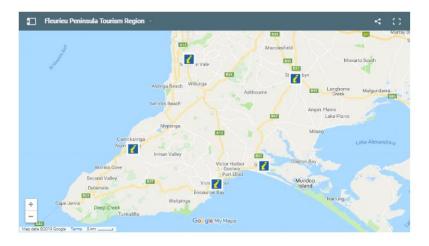
- Travel by bus from Adelaide CBD to Hahndorf
- Connecting bus service at Seaford to visit McLaren Vale and d'Arenberg Cube, or to go to Yankalilla, Victor Harbor and Goolwa



FLEURIEU MAP

THE FLEURIEU PENINSULA IS ONLY 45 MINUTES FROM ADELAIDE SOUTH AUSTRALIA AND REPRESENTS THE SOUTHERN TOURISM REGION INCLUDING MCLAREN VALE WINE REGION, STRATHALBYN, GOOLWA, VICTOR HARBOR AND YANKALILLA.

Below is an interactive map to guide you in your travels across the Fleurieu Peninsula. Printed region road-maps can be purchased from the RAA.



IMPLEMENT INTEGRATED FARES AND TICKETING

- Adelaide Metro Metrocard and Metroticket
- LinkSA fares do not use SmartCard technology
- Proposed integrated fare structure and ticketing for all metro and Adelaide Hills
 / Fleurieu Peninsula region public transport services





LinkSA Fare Increase

There will be a price increase effective

Sunday 12th August for all LinkSA tickets and School Bus Passes

Visit our website for more information www.linksa.com.au

> Or contact our office 8:30am—5:00pm Weekdays

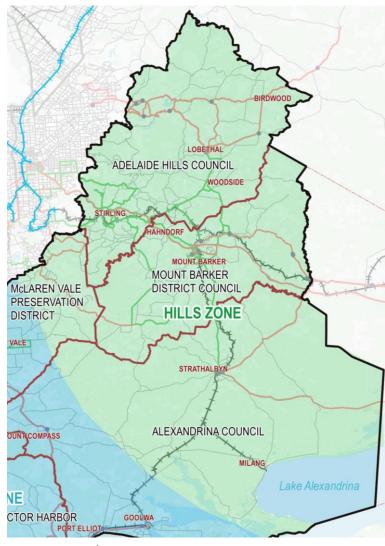
Murray Bridge 8532 2633 Nuriootpa 8562 1999







INITIATIVES FOR THE HILLS ZONE





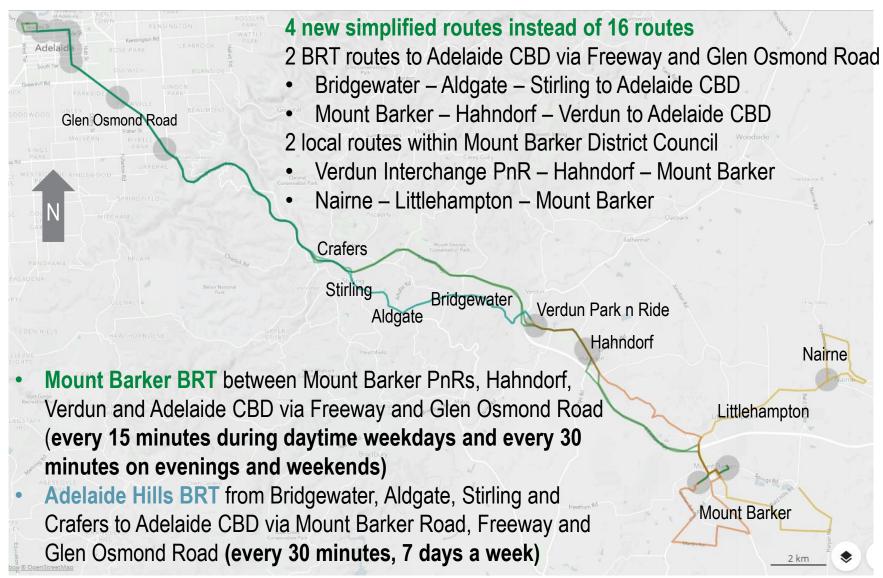




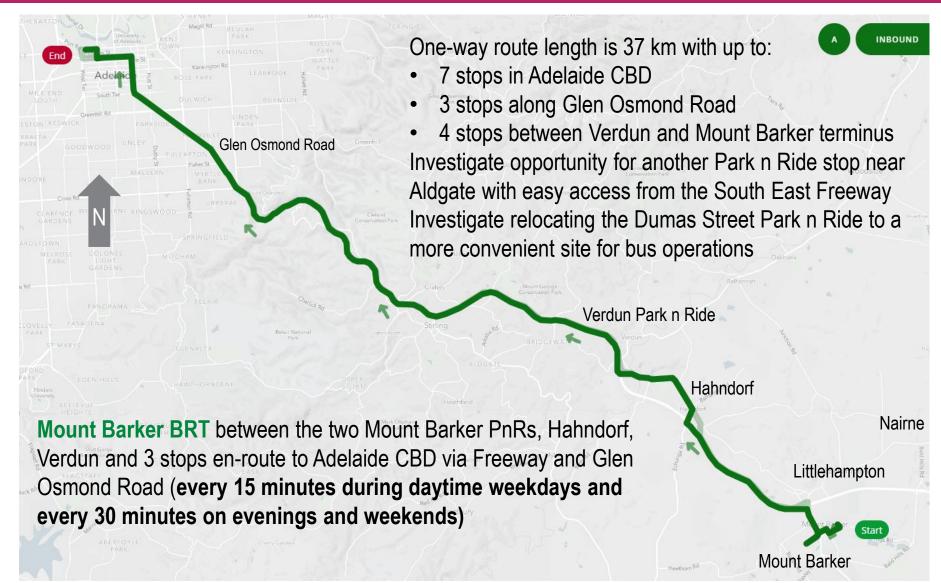




PROPOSED FUTURE NETWORK FOR THE HILLS ZONE



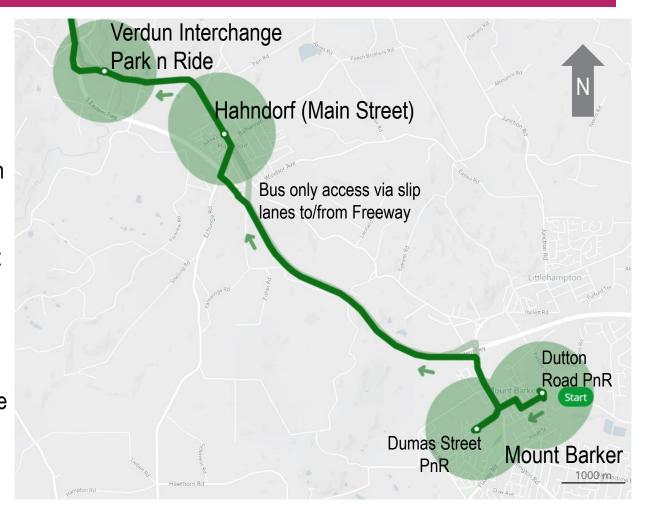
PROPOSED MOUNT BARKER BUS RAPID TRANSIT





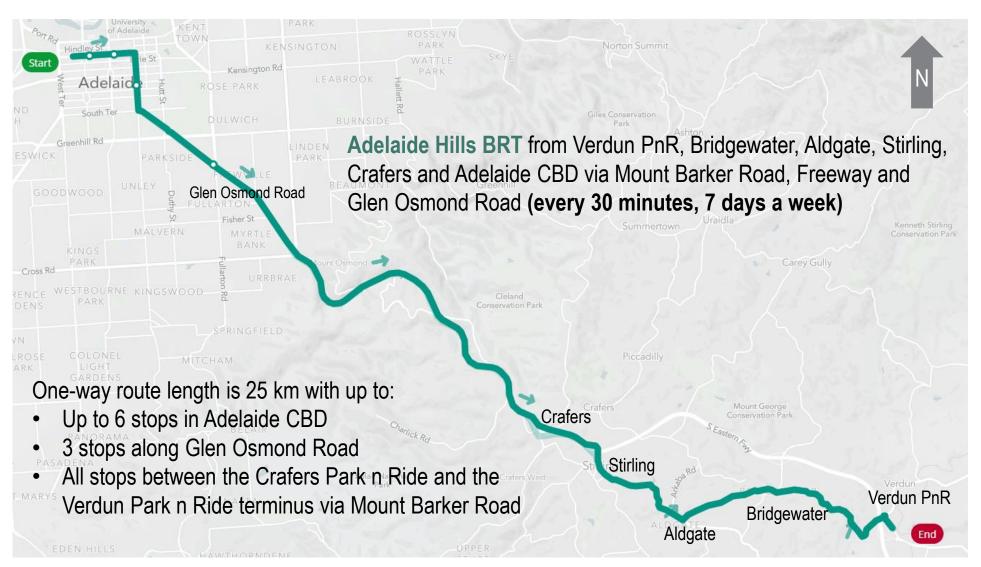
PROPOSED BRT TO HAHNDORF AND MOUNT BARKER

- New Park n Ride facility at Verdun Interchange with access to Freeway
- Build new bus-only slip lanes from Freeway to access southern end of Main Street in Hahndorf
- Rationalise to stop at 2 Park n Rides in Mount Barker, Hahndorf, Verdun, Crafers and 3 stops in Glen Osmond Road into Adelaide via Pulteney Street
- New bus priority treatments along
 Glen Osmond Road in peak hours
- High frequency bus services operate every 15 minutes from 7 am to 7 pm weekdays and every 30 minutes before 7 am and after 7 pm
- On weekends, operate every 30 minutes from 7 am to 10 pm or later
- Provide extra weekend Park n Ride shuttle bus between Verdun and Hahndorf for tourists and visitors



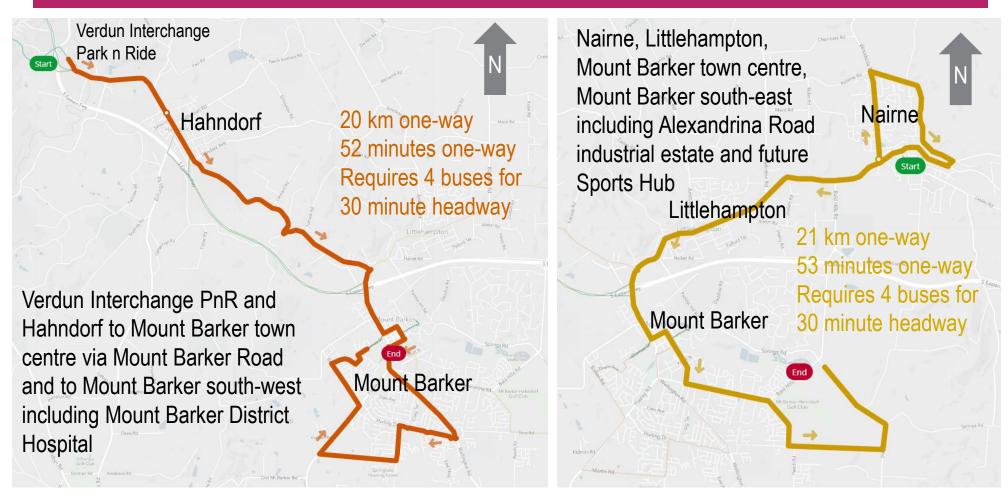
One-way route length between Royal Adelaide Hospital terminus in Adelaide CBD (Currie Street) and Mount Barker at Dutton Road PnR Target one-way running time is under 60 minutes; to be confirmed

PROPOSED ADELAIDE HILLS BUS RAPID TRANSIT





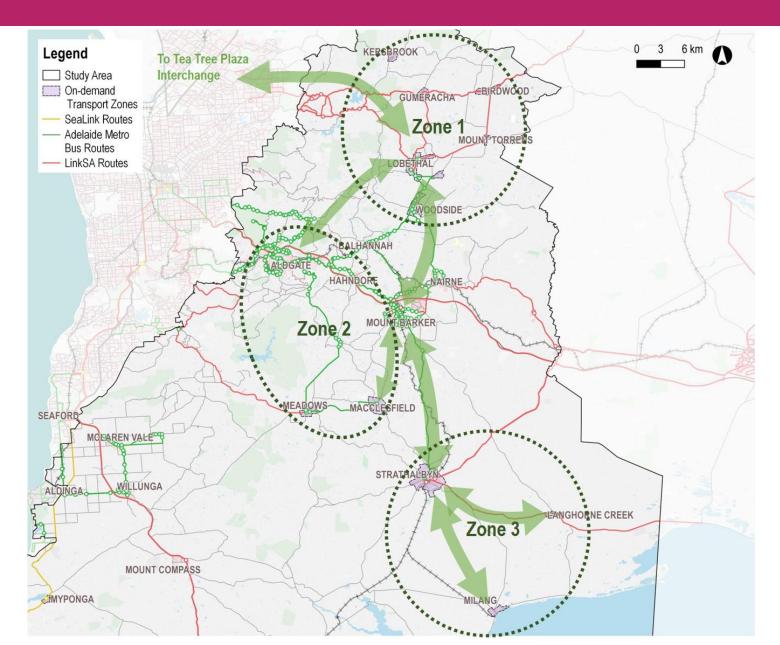
PROPOSED MOUNT BARKER LOCAL ROUTES



Every 30 minutes from 7 am to 7 pm weekdays and Saturdays, Every 60 minutes on Sundays and evenings All stops on both routes with timed connections at Stop 64 in Hutchinson Street, Mount Barker with BRT services Merges 2 existing local loop routes (838/839) with part of Route 864 east of Verdun and Route 837 from Nairne



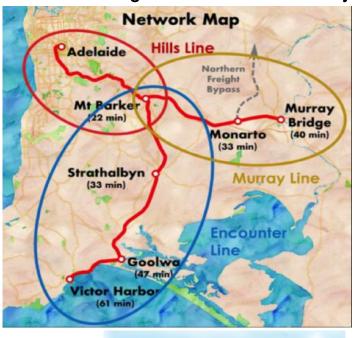
ON-DEMAND TRANSPORT FOR THE HILLS ZONE



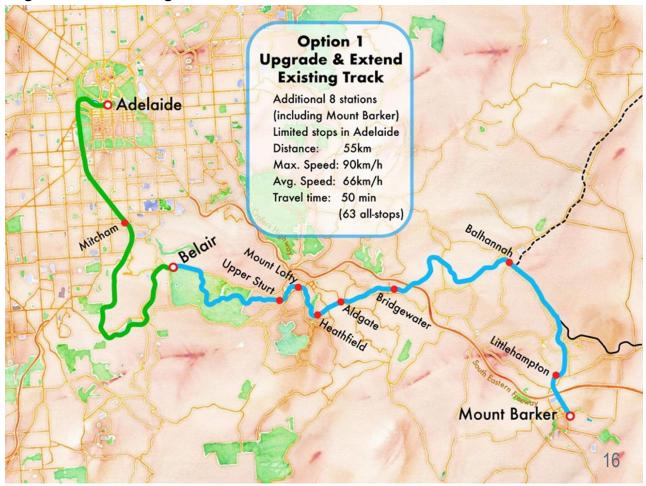


REGIONAL TRAINS TO MOUNT BARKER AND BEYOND

- Services between Adelaide CBD and Mount Barker via existing Belair railway line when the GlobeLink project relieves the freight train requirements
- Conversion of Belair railway line to standard gauge to allow use of former freight tracks
- Investigate alternative railway alignments through the Adelaide Hills for a more direct route

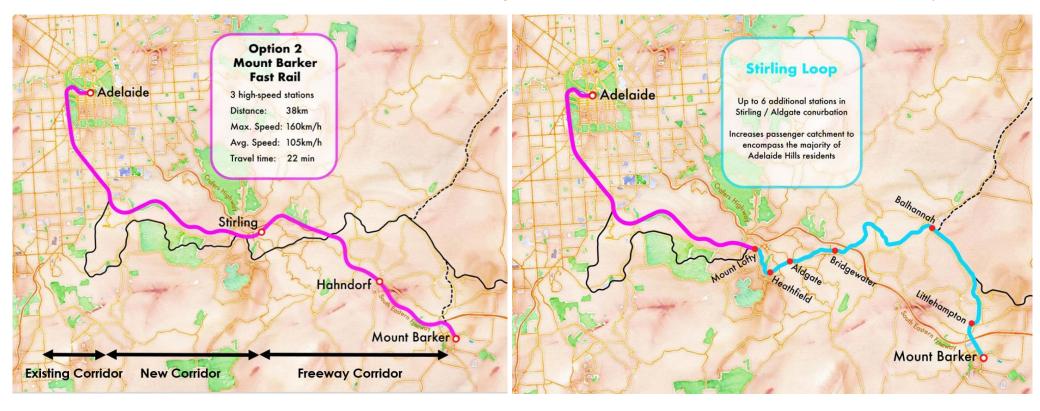






REGIONAL TRAINS TO MOUNT BARKER

- Investigate the engineering constraints and environmental and social impacts of alternative railway alignment options through the Adelaide Hills via the Brownhill Creek, the freeway and the existing ARTC railway line; conduct rail operations modelling and travel time estimates
- Conduct patronage demand modelling and estimate capital and operational costs
- Develop a business case for a preferred alignment and consult with the wider community





INITIATIVES FOR THE COASTS ZONE













PROPOSED VICTOR HARBOR – GOOLWA BUS ROUTE

Brand route as the Blue Water Victor Harbor – Goolwa Connector service

Co-funded with City of Victor Harbor, Alexandrina Council, DPTI and businesses along the route Consider electric bus fleet with blue livery stored at depot in Goolwa



Middleton



Victor Harbor

One-way distance is 21 km; one-way running time is 52 minutes
Requires 4 buses for a 30 minute service headway (2 buses per hour)
Operate from 7 am to 7 pm Monday to Saturday
Operate from 9 am to 5 pm on Sundays and public holidays
Location of bus stops and terminus facilities to be determined
Infrastructure for bus stops, layover areas etc to be confirmed



Goolwa

PROPOSED VICTOR HARBOR – SEAFORD BUS ROUTE

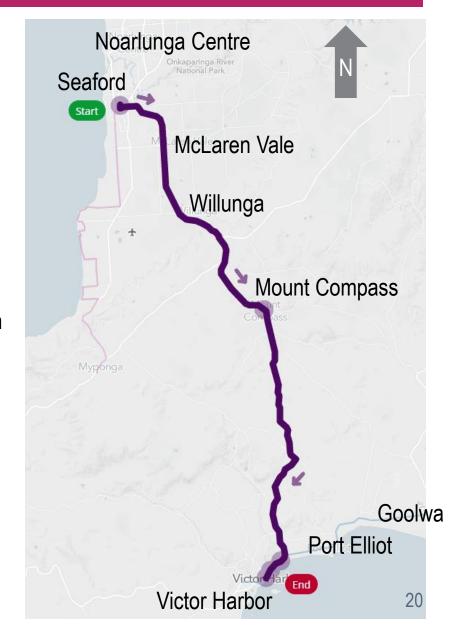
Redesign and reschedule the bus services between Victor Harbor and Seaford railway line for "seamless" bus-train customer transfers for connections to Adelaide CBD, Marion shopping centre and the Noarlunga regional centre.

One-way distance is 51 km with direct route with only stops at Seaford, Mount Compass and in Victor Harbor with no stops at McLaren Vale and Willunga

One-way running time estimated at 35 to 40 minutes with an overall average speed of 80 km/h via Victor Harbor Road

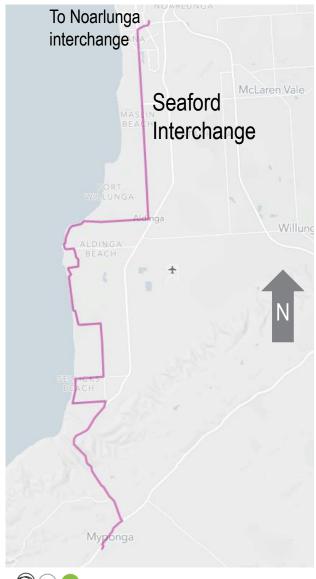
Requires one bus for a 90 minute headway with 5 minutes for recovery time at Seaford and Victor Harbor termini

Operate from 7 am to 7 pm Monday to Saturday Operate from 9 am to 5 pm on Sundays and public holidays

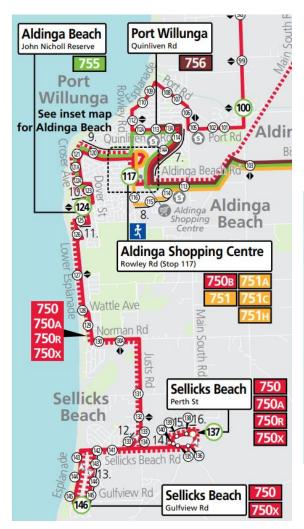




PROPOSED SERVICES TO MYPONGA AND YANKALILLA



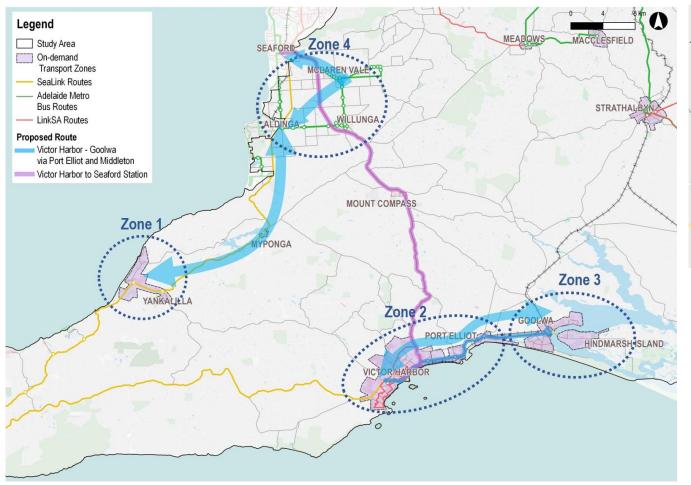
- Extend Route 750 from Seaford to Myponga via Sellicks Beach
- Selected services to Normanville extended south from Myponga

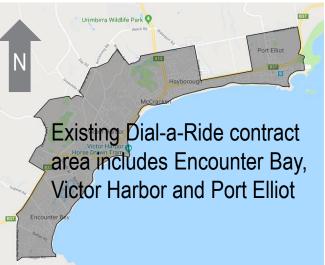




ON-DEMAND TRANSPORT FOR THE COASTS ZONE

• To complement or replace the existing Dial-a-Ride services in Victor Harbor and integrate with the community bus services in Yankalilla, Port Elliot, Goolwa, Willunga and McLaren Vale



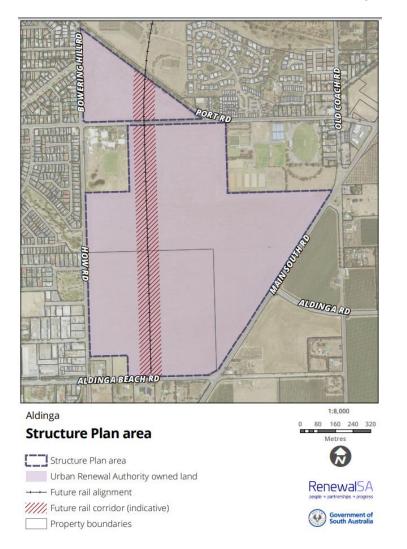




RAIL EXTENSION TO ALDINGA

- Extend Seaford railway to an Aldinga terminus with bus interchange and Park n Ride facility
- Reserve the corridor with planning approvals and conduct the business case for funding







AUTONOMOUS BUS IN PORT ELLIOT-VICTOR HARBOR

- Develop a trial for an autonomous bus operating in an off-road environment within Port Elliot or Victor Harbor or between the two communities
- Similar to the Olli or FLEX driverless bus trials in Glenelg and at the Tonsley Flinders precinct
- Investigate funding from multiple Government sources











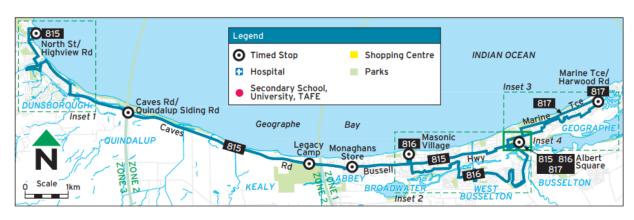
E. BEST PRACTICE FROM OTHER REGIONAL PUBLIC TRANSPORT SYSTEMS





Adelaide Hills and Fleurieu Peninsula Regional Public Transport Study Appendix E: Best Practice from Other Regional Public Transport Systems



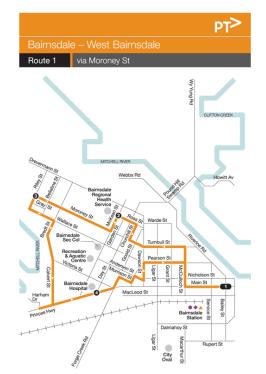


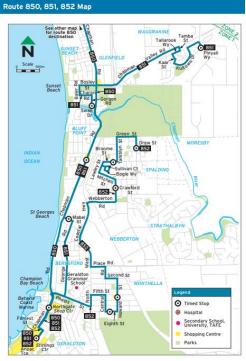


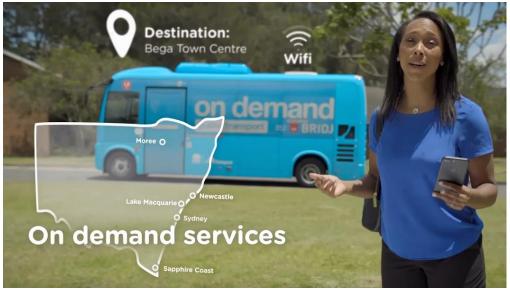




ROUTES AND SERVICES



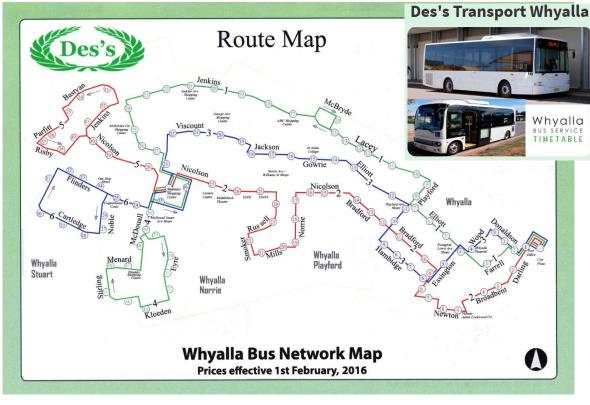


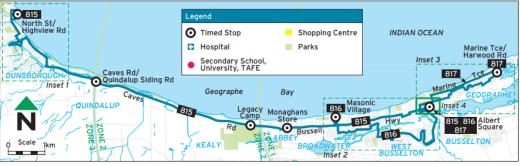




LOCAL TOWN SERVICES IN COASTAL COMMUNITIES









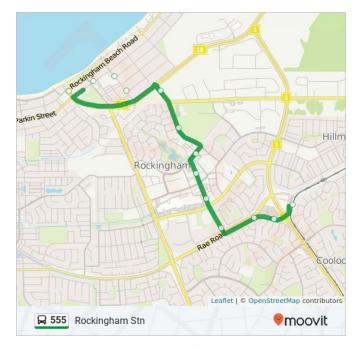


Dunsborough – Busselton bus routes in WA

TAILORED BUS SERVICES IN COASTAL COMMUNITIES







FAQ Service Areas About Us Terms and Conditions





SERVICE PLANNING GUIDELINES FOR REGIONAL NSW

Public Transport Service Planning - Service Provision Guidelines		
Guideline	Description	
Minimum service frequency to be applied	Minimum mode specific service provision based on scope and role of service, unless it is a targeted service.	
Consistent running time between stops	Unless required due to circumstances such as peaks the running times between stops should be consistent.	
Consistent timetable journey time for each trip	Same journey time from start to finish for each trip. Service may have different journey times to take into account changed conditions.	
Service stopping patterns will be repetitive	Minimum variants to stopping patterns, unless required for a diversion.	
Provide even spacing of services	Where services are not operated as turn up and go then clock-face, memory timetables should be implemented. Services depart at regular intervals and at the same number of minutes past each hour.	
Services will have a consistent span of hours	This provides a simple and consistent message on all first and last services.	
Provide accessible services for customers	Service provision in line with the Transport for NSW Disability Action Plan. Accessible services refer to both the infrastructure (stops and interchanges) and the transport modes.	
Services complement other service providers	Where existing services are being successfully operated by a private or community based operator, public transport services work with these.	



SERVICE PLANNING GUIDELINES FOR REGIONAL NSW

Public Transport Service Planning - Timetable Integration Guidelines		
Guideline	Description	
Interchange/s are identified in major regional centres and major towns, with services operating to interchanges	Indentified interchanges with services operating through these improve the opportunity for connectivity between services and modes. Designated interchanges make public transport easier to understand and navigate.	
Transfer opportunities should respond to the frequency of connecting transport services	Services should be timetabled to the same frequency or a derivative of that frequency. As an example, if a service is operating to a 15 minute frequency, services meeting it should operate at a 15, 30, 60 or 120 minute frequency. Transfer opportunities should consider public transport services and services provided by community and private operators (eg. community transport, taxis and courtesy services).	
Transfers between services should be timetabled at between 5 – 60 minutes	The proximity of services, frequency and services being met needs to be taken into consideration when determining the transfer time. Transfers to or from inter-regional and intraregional services should be timetabled at between 10 – 60 minutes. Transfers between in-town services should be timetabled at between 5 – 15 minutes.	



TYPES OF ON-DEMAND TRANSPORT SERVICES

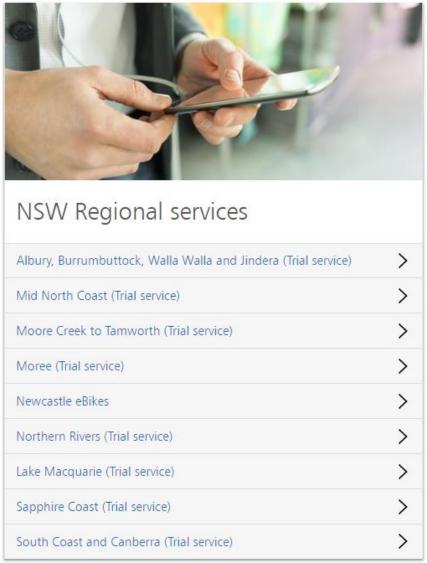
For rural low-density towns where passenger volumes do not warrant a regular transport service, on demand transport is a more effective way of providing services. Routes are optimised according to passenger requests.



- Route Deviation with a regular schedule that deviates to serve demand-responsive requests within a zone
- Point Deviation serving demand-responsive requests within a zone with no regular path between the stops
- Demand-Responsive Connector operating in demandresponsive mode within a zone to connect with a fixedroute network with most trips to or from transfer points
- Request Stops operating in conventional fixed-route timetabled service with a limited number of undefined stops responding to passenger requests
- Flexible-Route Segments operating a conventional fixed-route timetable service, but switching to a demand-responsive mode for limited parts of the route
- Zone Route operating in demand-responsive mode along a corridor with established departure and arrival times at one or more end points



ON-DEMAND TRANSPORT SERVICE TRIALS IN NSW





On Demand public transport services for Moree



Monday 26 November 2018

Moree will have a greater choice of public transport with the launch of a new trial of On Demand services.



ON-DEMAND TRANSPORT SERVICE TRIALS IN NSW



Moree On Demand service

On Demand services for Moree began on 26 November 2018. The trial services, operated by Reynolds and Fogarty, includes an On Demand service and a twice daily route service.

The On Demand service can pick you up at or near your home and drop you off at your desired destination within Moree. The On Demand service must be pre-booked. The twice daily route service connects the Moree Train station with selected points within Moree.

Bookings

You can book the On Demand service by phoning or texting ****0499 623 363

Bookings can be made up to one day prior to your trip. Bookings are subject to availability.

Fares

	Single trip	Daily
Standard	\$3.00	\$6.90
Concession	\$1.50	\$3.40

Concession fare eligibility: concession card holders, including pensioners, seniors, students and apprentices.

Hours of operation

Services run 7 days a week (excluding public holidays) during the following times:

- On Demand service: 7am-7pm
- Route service: 7 35am and 6.05pm to meet the morning and evening train



ON DEMAND TRANSPORT IN REGIONAL NSW









ON DEMAND TRANSPORT IN REGIONAL NSW



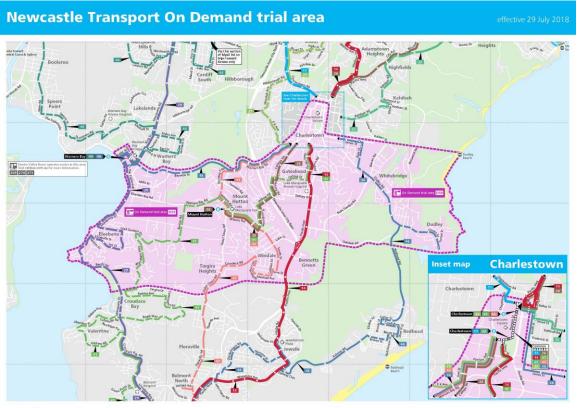
Want door to door bus service?

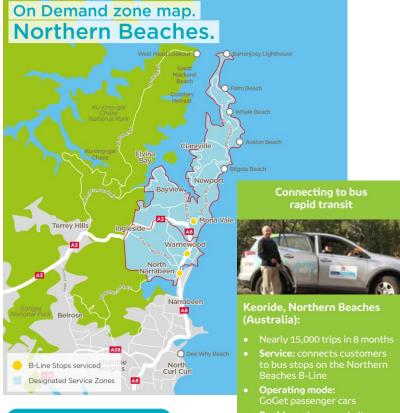
Phone 6495 6452 to book your seat on Flexi Bus – don't forget to book the day before





ON-DEMAND TRANSPORT SERVICE TRIALS IN NSW







PROUDLY OPERATED BY





https://www.dailyadvertiser.com.au/story/5073945/uber-style-bus-services-to-be-trialled-across-the-state-video/



INFRASTRUCTURE







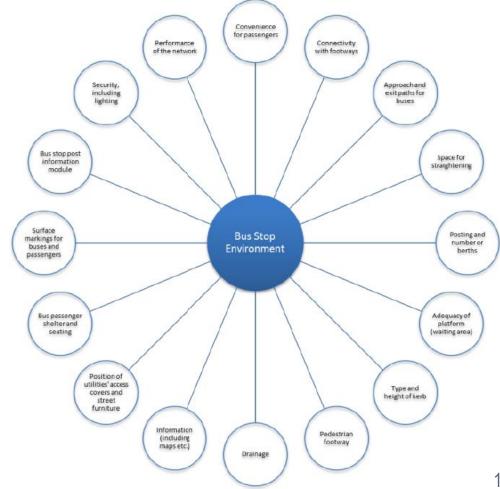


BUS PLANNING AND DESIGN GUIDELINES IN WA

The Public Transport Authority of WA has guidelines for the planning and design of bus services in developed urban communities in the metropolitan and regional centres.



Bus Planning and Design Guidelines for Efficient People Movement



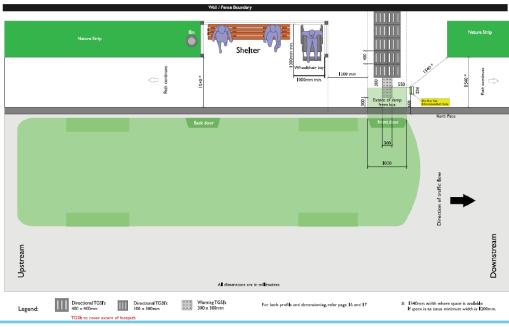


BUS STOP SITE GUIDELINES FROM PERTH, WA

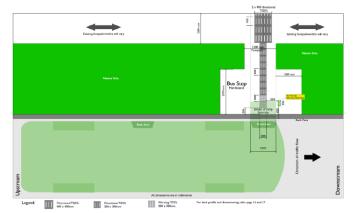
PTA in WA has developed stop and shelter guidelines for new bus stops.

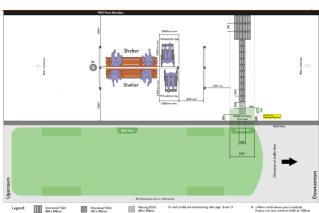
Public Transport Bus Stop Site Layout Guidelines







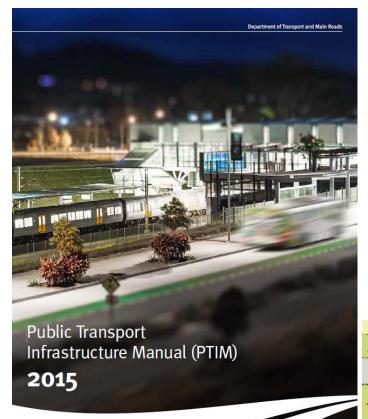


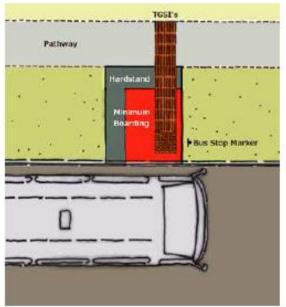


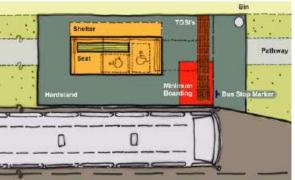


INFRASTRUCTURE MANUAL, TRANSLINK, QLD

The *Public Transport Infrastructure Manual* was developed for all public transport infrastructure for stations, interchanges and stops and it applies State-wide.















TRANSLink

FUNDING OPTIONS FOR BUS SERVICES IN NEW AREAS

Economic Development Queensland (EDQ) used three funding models to assess the early provision of bus services in developing outer urban communities. The catalyst-funded TransLink service model was recommended for the Ripley Valley priority development area which is located in the City of Ipswich (43 km west of Brisbane CBD). A new bus route to this outer suburban growth area was implemented in February 2019.

Developer Funded – Private service

- Multiple service agreements with private companies
- Developer funded
- EDQ managed and coordinated

Developer Funded – TransLink service

- Multiple service agreements with TransLink
- Developer funded
- TransLink managed

Catalyst Funded – TransLink service

- Single agreement between EDQ and TransLink
- EDQ/Catalyst funded
- TransLink managed

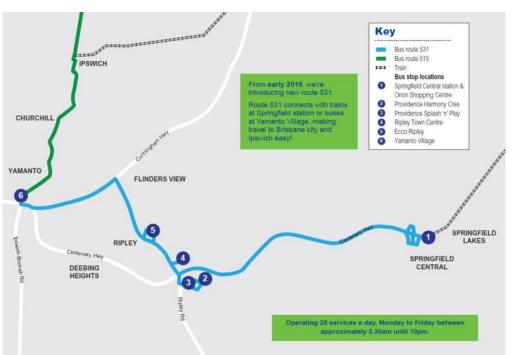






PLANNING FOR BUSES IN NEW COMMUNITIES IN QLD

TransLink in South East Queensland started a new bus service in the Ripley Valley in February 2019, making it easier for the new and future Providence residents to access train stations and shopping centres. Route 531 will connect with trains at Springfield Central station and buses at Yamanto Village with 28 services a day (14 in each direction) operating Monday to Friday between approximately 5.30 am and 10 pm.







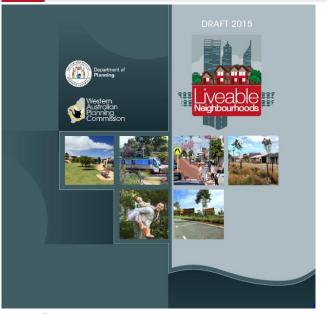
PLANNING FOR BUSES IN NEW COMMUNITIES IN WA

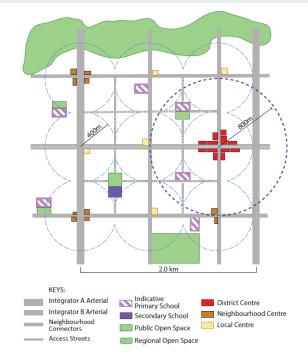
WA Planning Commission has developed the *Liveable Neighbourhoods* guidelines for the planning and design of new communities with streets that are ready for bus services.

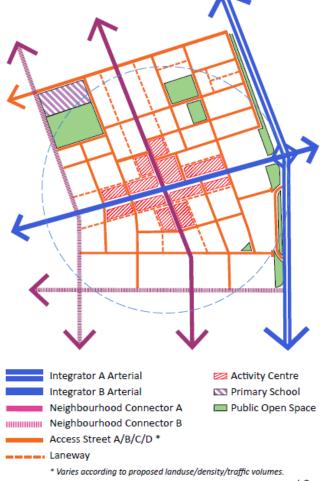
PUBLIC TRANSPORT REQUIREMENTS

Bus routes to be located on neighbourhood connectors or integrator arterials to provide highly accessible and relatively direct routes. An efficient bus service may be assisted by:

- locating bus stops conveniently for the walkable catchment served at an average spacing of 300-400 metres to balance accessibility with running time;
- · locating bus stops adjacent to traffic lights and median islands on busy streets;
- ensuring bus stops and access routes to them have surveillance from surrounding development; and
- ensuring traffic management devices are bus friendly.









NEW PLANNED COMMUNITIES DESIGNED FOR BUSES

In July 2018, Transport for NSW released the Guidelines for Public Transport Capable

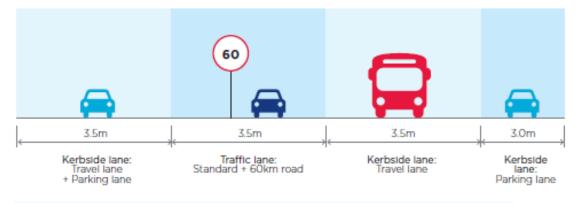
Infrastructure in Greenfield Sites.

Guidelines for Public Transport Capable Infrastructure in Greenfield Sites

A guide to delivering public transport capable road design in greenfield sites.

July 2018 | Version 1





	Regional Cities
Weekday	90% of households to be within 400 metres (as the crow flies) of a bus stop, ferry wharf, light rail station or train station between the hours of 06:00 - 22:00.
Saturday	90% of households to be within 400 metres (as the crow flies) of a bus stop, ferry wharf, light rail station or train station between the hours of 08:00 - 18:00.
Sunday and Public Holiday	90% of households to be within 800 metres (as the crow flies) of a bus stop, ferry wharf, light rail station or train station between the hours of 09:00 - 18:00



BRANDED BRT TO SUPPORT PATRONAGE GROWTH

Defining BRT: From "BRT-Lite" to "Full-Service" BRT

When considering the image of BRT it is important to note that the term "BRT" covers a wide spectrum of applications. Though there are many different ways in which to subdivide these applications, Figure 2.1 does so primarily on the basis of runningway type, which plays a central role in determining the investment cost and performance of the overall system.

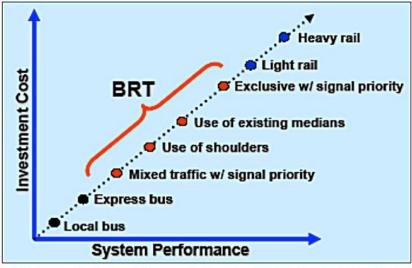


FIGURE 2.1 - Traditional Conceptualization of BRT's Range of Application





How is the B-Line special?

B-Lines provide limited-stop bus service that run at least every 15 minutes, throughout the day, every day of the week. To improve speed and reliability, B-Line implementation may include enhanced service features, particularly transit priority, and customer amenities. These enhancements to B-Line service are dependent on municipal collaboration with TransLink. B-Line features include:

Improved travel time and reliability

- Stops are spaced approximately 1 km apart
- All-door boarding
- Streets are designed to make buses faster
- · High-capacity articulated buses

Frequent

- At least every 10 minutes in peak periods
- At least every 15 minutes at other times

Fasy to find

- · Buses and stops have a different look
- Stops have Next Bus digital signage
- Route information inside buses

Available all day, every day

· Service from 6 a.m. to midnight, or better

How is the B-Line faster and more reliable?

As part of the launch of these new B-Line routes, TransLink is working closely with municipal and provincial partners to examine how streets can be modified to ensure the B-Line routes don't get stuck in traffic.

TransLink consulted on the following changes:



Changes to traffic signals





Changes to bus stop locations



Turn restrictions



Changes to avoid delay re-entering traffic





BRANDED BRT TO SUPPORT PATRONAGE GROWTH



Shopping Swift Transit (Snohomish County),
Work Puget Sound, Washington, USA

Errands

Swift Bus Rapid Transit



The Seattle region has two enhanced bus services, or Bus Rapid Transit "lite" systems, RapidRide and Swift. Built for a few million dollars per mile, both services are compelling examples for urban and suburban transit agencies looking to provide better, more sustainable travel options at a low cost.



RapidRide buses in a BAT (Business Access & Transit) lane. Photo by the author.





NORTHERN BEACHES B-LINE (BRT) IN SYDNEY, NSW

Northern beaches makes a Bulne for the city





Turn up & go

No need to plan your trip, simply turn up and go with regular and reliable B-Line services running from 4:30am to 12:30am.



Park & ride

There are up to 900 new B-Line park and ride car spaces available for your convenience. Plus you can park free at Dee Why and Brookvale*.

*Conditions apply.











REVERSIBLE TIDAL FLOW LANES FOR BRT IN SYDNEY

Lane Management System for the B-Line in Sydney

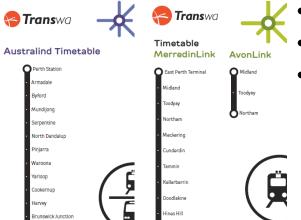
A tidal flow "reversible" lane is to be installed along Military Road on the Lower North Shore of Sydney to improve the reliability and running time performance for the Northern Beaches buses. It is designed to improve traffic flow during peak periods by making an extra lane available for vehicles travelling along the busier side of the road. Typically, a combination of movable medians, candy bar bollards, and in-pavement lights are used to separate the traffic travelling in opposite directions and to show the live lane configurations when appropriate. It is known as "convertible" or "reversible" lanes in the USA where is it widely used on freeways and arterial roads.

Proposed B-Line Program works in Cremorne Install pedestrian fence between KEY Pedestrian fencing Clearway Cremorne Garden Plaza Bus stops Gantry New traffic and pedestrian crossing Parraween St lights Cremorne Retained right turn St Garden Plaza Lane indicator gantry into Murdoch Street Changeable message sign Military Rd **New AM** Hampden Ave bus stop Murdoch St Existing bus stop to Clearway in operation remain outside of peak between 5am -11am times and on weekends



TRANSWA IN REGIONAL WESTERN AUSTRALIA





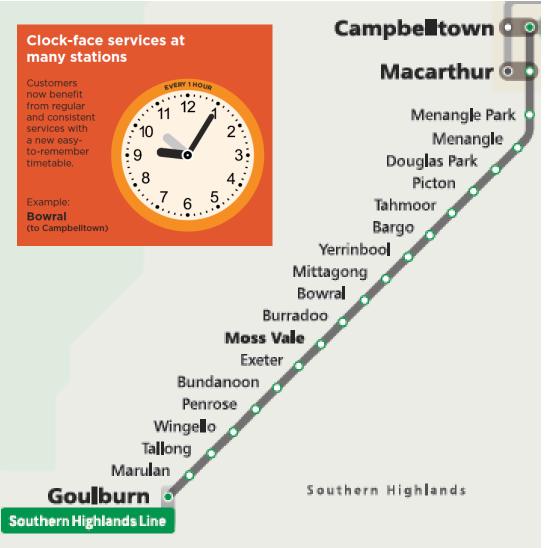
- 2 daily services on the Australind train between Perth and Bunbury
- 2 peak weekday on the AvonLink between Northam and Midland
- 2 daily services on Mon/Wed/Fri on the MerridenLink to East Perth



https://youtu.be/dfpkzBroloE



REGIONAL NEW SOUTH WALES









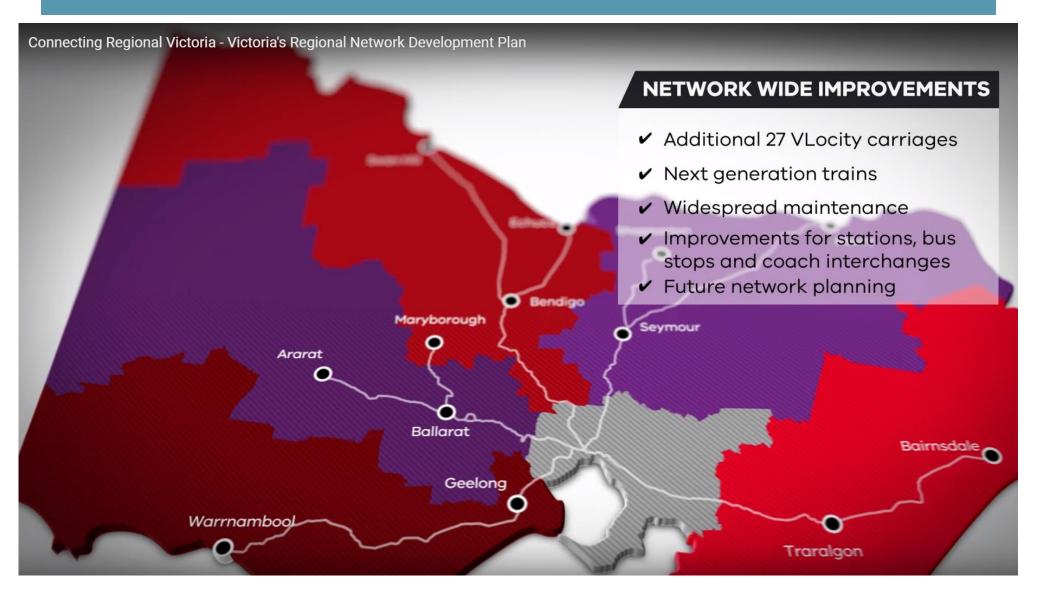
V/LINE IN REGIONAL VICTORIA



- Trains to Geelong, Ballarat, Bendigo, Traralgon and Seymour from Southern Cross Station, Melbourne
- Coaches to other regions that are not part of the railway network



VICTORIAN REGIONAL TRAIN AND COACH NETWORK





REGIONAL NEW SOUTH WALES



- Proposed freight and passenger rail service between Canberra Airport, Cooma, Bombala and Port of Eden, NSW
- Preliminary planning undertaken





FARES AND TICKETING

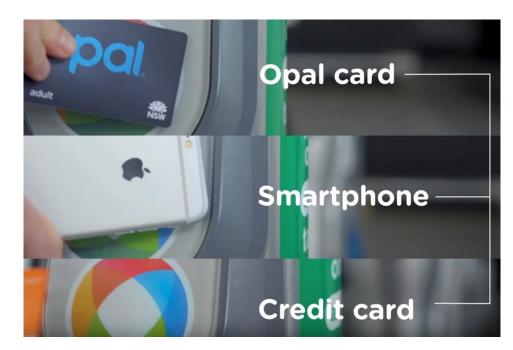
Regional tickets



New ways to pay for your travel

TRANSLink

You'll need either a myki, V/Line paper ticket or bus paper ticket for your journey.





FARE AND TICKETING INTEGRATION EXAMPLES

- Metro and regional fares are more integrated in Victoria, NSW, Qld and WA
 with tap on/off ticketing allowing for a zonal and distance-based fare structure
- Contactless credit card payWave payment of fares in NSW
 - Over one million trips have been made using contactless credit or debit card payment in NSW, 49 days after the service was rolled out to heavy rail services in November 2018. The latest progression of the Opal ticketing system in Sydney and the wider Transport for NSW network, contactless credit and debit card payments were first trialed on ferry services in 2018.















GOVERNANCE AND CONTRACTING













Mackay

Explore tropical Mackay and surrounding areas with TransLink



A PUBLIC TRANSPORT PASSENGER CHARTER IN CANADA



Our Passenger Charter: We will...

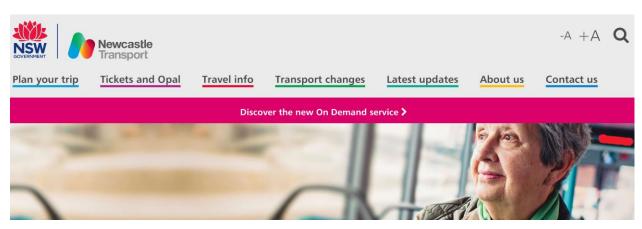
- do our best to be on time
- always take your safety seriously
- keep you in the know
- see that you have a comfortable trip
- help you quickly and courteously
- be welcoming and accessible to all
- do our best to be a good neighbour
- listen and continue to improve







A CUSTOMER FOCUS AT NEWCASTLE TRANSPORT



Customer experience charter



Timeliness

security

Ticketing

Personal safety /



Convenience







Accessibility







Welcome to Newcastle Transport where our guiding principle is to Think like a Passenger.

This means listening to your needs and meeting or exceeding your expectations by providing you with the best possible travelling experience.

As Newcastle's public transport operator, we have an important role in empowering the local community and contributing to the economic sustainability of our region.

This Charter describes our commitment based on what customers have told us is important.



- Rebranded with a focus on **customer service**
- Planned a simpler bus network with extensive community input that was implemented in Jan 2018
- 'Clock face' timetables to make it easier to use
- **4 frequent** routes to Newcastle CBD and increased service hours
- Introduced on-demand bus services during the off-peak periods in certain areas

A CUSTOMER CHARTER FOR REGIONAL VICTORIA

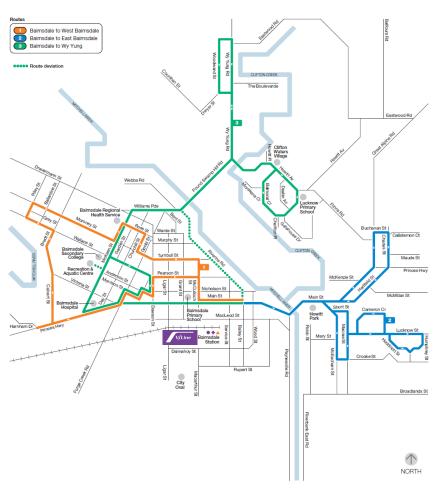




V/Line Customer Charter is our commitment on the five things you have told us are most important:

- 1) Safe and secure
- 2) Reliable
- 3) Comfortable
- 4) Informative
- 5) Helpful







PTA CUSTOMER SERVICE CHARTER IN PERTH, WA

TransRegional



TransRegional provides intra-town and inter-town public bus services in regional Western Australia

Customer Service Charter

The PTA is a customer service-oriented organisation, responsible for the delivery of efficient and sustainable passenger transport services to the public.

- We are committed to providing a quality passenger transport service to the public.
- Our bus, train and ferry staff and contractors are focussed on delivering safe and reliable services.
- Our staff and contractors will treat customers in a respectful and professional manner.
- Our buses, trains, ferries and facilities will be clean and well presented.

- Current information about all PTA services will be available from customer service staff, brochures, timetables, our call centres and our website.
- We will plan and review passenger transport services in consultation with the community to get the best results.
- We will plan and provide transport systems that respect the environment and improve sustainability.

To help us improve our services we maintain a telephone InfoLine (13 62 13) for feedback. Our websites include www.pta.wa.gov.au, www.transperth.wa.gov.au and www.transwa.wa.gov.au



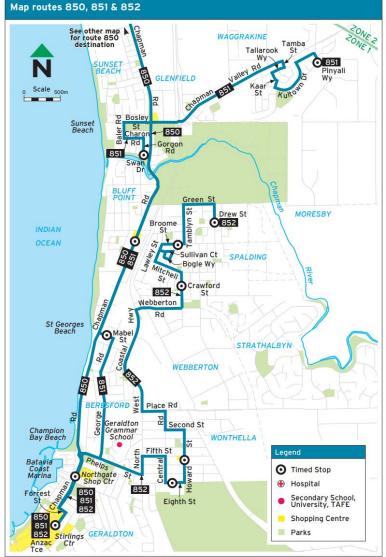
TRANSREGIONAL IN WESTERN AUSTRALIA

TransRegional

- Local services in 14 major regional towns
- 7 intra-town services
- Bunbury, Busselton/Dunsborough, Albany
- Kalgoorlie, Laverton
- Geraldton, Kalbarri, Narrogin
- Perth to Port Hedland
- Perth to Broome



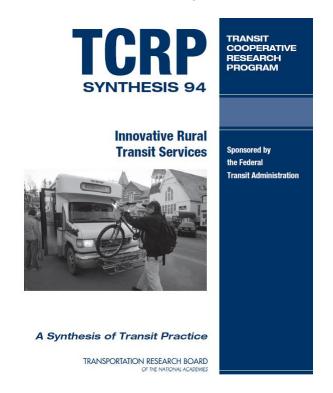


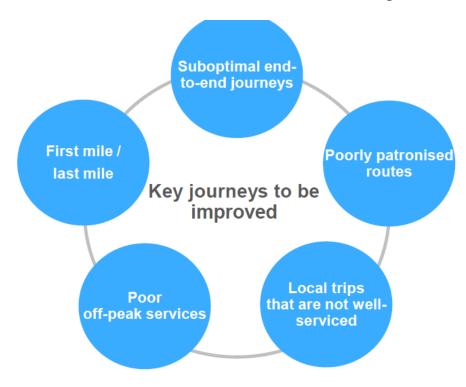




LESSONS LEARNED FROM OTHER JURISDICTIONS

- Integration of network, services, fares, ticketing and information
- Governance through an integrated government agency or transit authority
- Consistency in branding, promotion and service standards
- Continual review to improve public transport services and infrastructure
- Consider innovative practices for best services and lower costs through trials

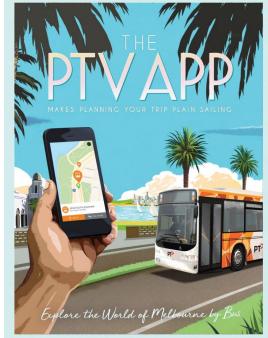






INFORMATION AND PROMOTION

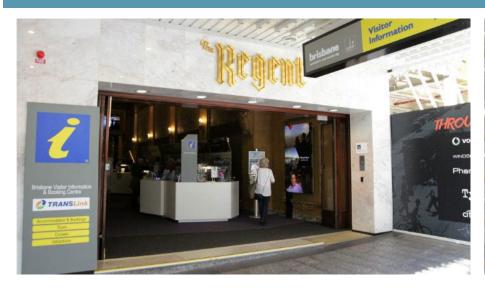








INTEGRATED VISITOR AND PUBLIC TRANSPORT INFO





Brisbane Visitor Information Centre on the Queen Street Mall provides an integrated tourist and visitor information service for attractions and all public transport options.

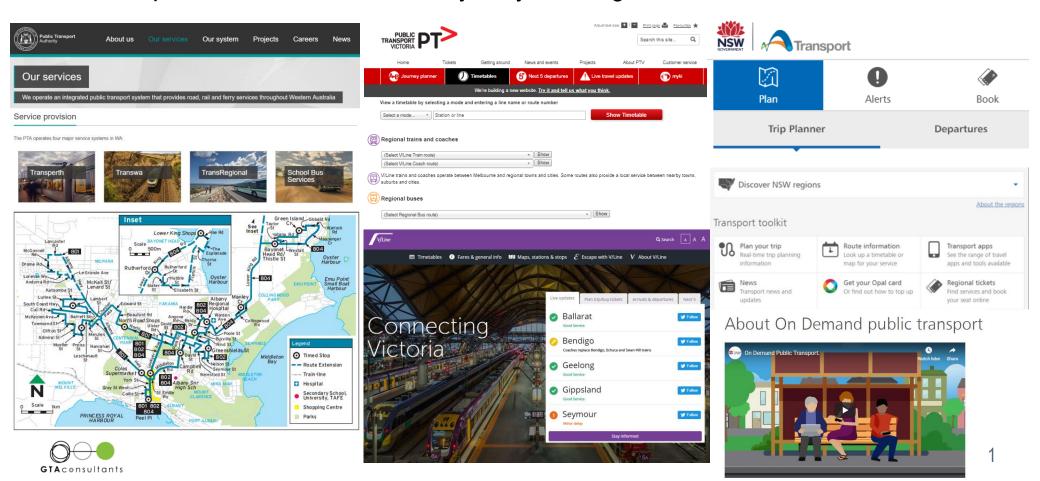


In 2018, the Melbourne Visitor Information Hub for regional tourism and attractions was co-located in Melbourne Town Hall in Swanston Street with higher visibility for visitors to provide an integrated information service including all public transport options.



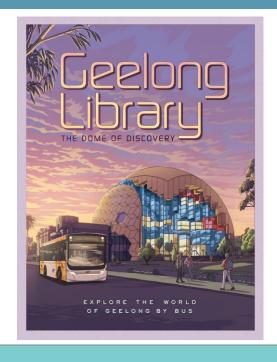
INTEGRATED PUBLIC TRANSPORT INFO & WEBSITES

- PTA in Western Australia with Transperth, TransWA and TransRegional
- PTV in Victoria with Melbourne train, tram and bus with V/Line regional services
- Transport for NSW with metro Sydney and regional NSW services on one-site



REGIONAL TOURISM PROMOTIONS BY TRAIN AND BUS









To discover the destinations at your doorstep visit geelongbybus.com.au



INNOVATION AND TECHNOLOGY





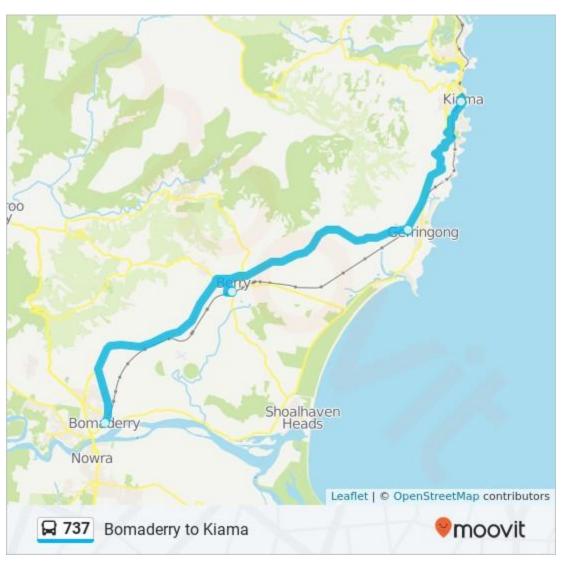


ELECTRIC BUS TRIALS IN REGIONAL NSW

Route 737 between Kiama and Bomaderry on the NSW South Coast will be operated with low-floor electric buses with funding support from the NSW State Government.

This may be applicable for selected routes in the Adelaide Hills region, such as from Mount Barker to Strathalbyn or Adelaide CBD.







AUTONOMOUS BUS TRIALS IN SOUTH AUSTRALIA

- Driverless bus trials with the Olli in Glenelg and the FLEX at the Tonsley Flinders precinct
- EasyMile driverless bus trial in Renmark, South Australia











AUTONOMOUS BUS TRIAL IN COFFS HARBOUR, NSW

Driverless bus trial along the coastal area of Coffs Harbour, NSW started in 2018







