

Traffic and Transport

Information Session

4 April 2023

Purpose

The purpose of the briefing is to provide Council Members with information on:

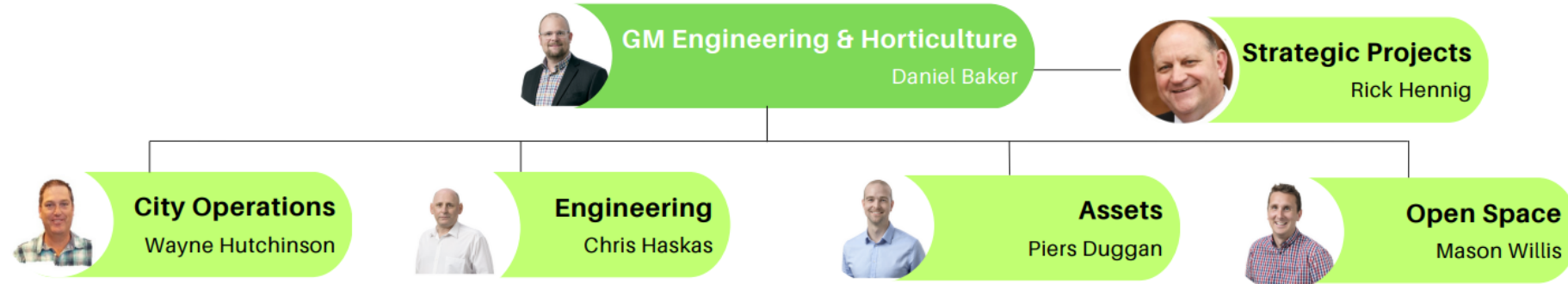
- Traffic and Transport - team and its function
- Customer Requests Management overview and process
- Traffic and Transport projects – overview, process and prioritisation

Agenda

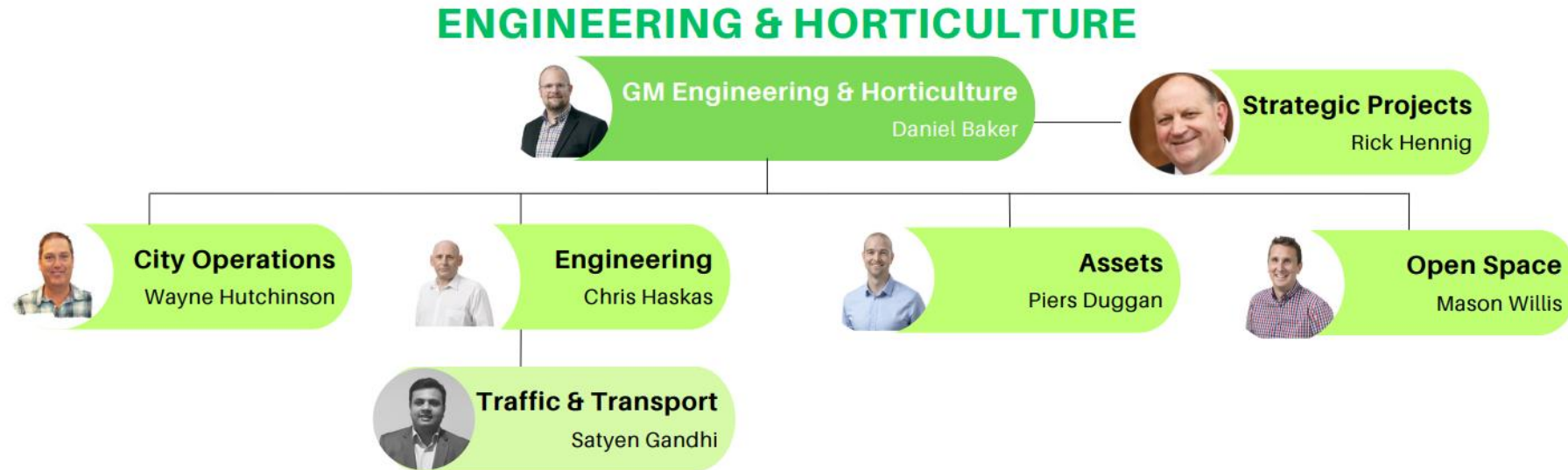
- Traffic and Transport Team
- Team functions
- Customer requests – past data and community feedback
- Customer requests - journey mapping
- Projects – process
- Current projects and future planning
- Questions

Traffic and Transport Team

ENGINEERING & HORTICULTURE



Traffic and Transport Team



Traffic & Transport Team

3 Staff:

- Satyen Gandhi – Team Leader Traffic and Transport 

- Ashni Kumar – Principal Traffic and Transport 

- Ashish Baral – Traffic Engineer 

Traffic team functions – a summary

Customer Resolutions

- Customer **requests resolution** and management
- Council – provide information and professional opinion as required through **Council reports, Memos** or Email advice
- **Internal customer** query resolutions – parking enforcement, waste collection truck access, Operations support team and other teams as needed.
- **Events** – traffic management e.g. Anzac Day, Christmas pageant, etc

Projects

- **Projects – Capital, Operational, DIT/State**
- **Partner/Liaise with DIT** and other state authorities on key projects/initiatives (e.g. South Road Upgrade, Mitcham Hills Projects, Fullarton/Cross Road upgrade, Belair Road planning study etc)
- Proactively **seek funding opportunities/partnerships** – Blackspot program, Way2Go program, State bike funding, etc.

Community

- **Community engagement**
- **Development** applications – traffic advice
- **Plans, Strategies and Policies**
- Work with SAPN to plan, manage and deliver **Road Lighting** solutions

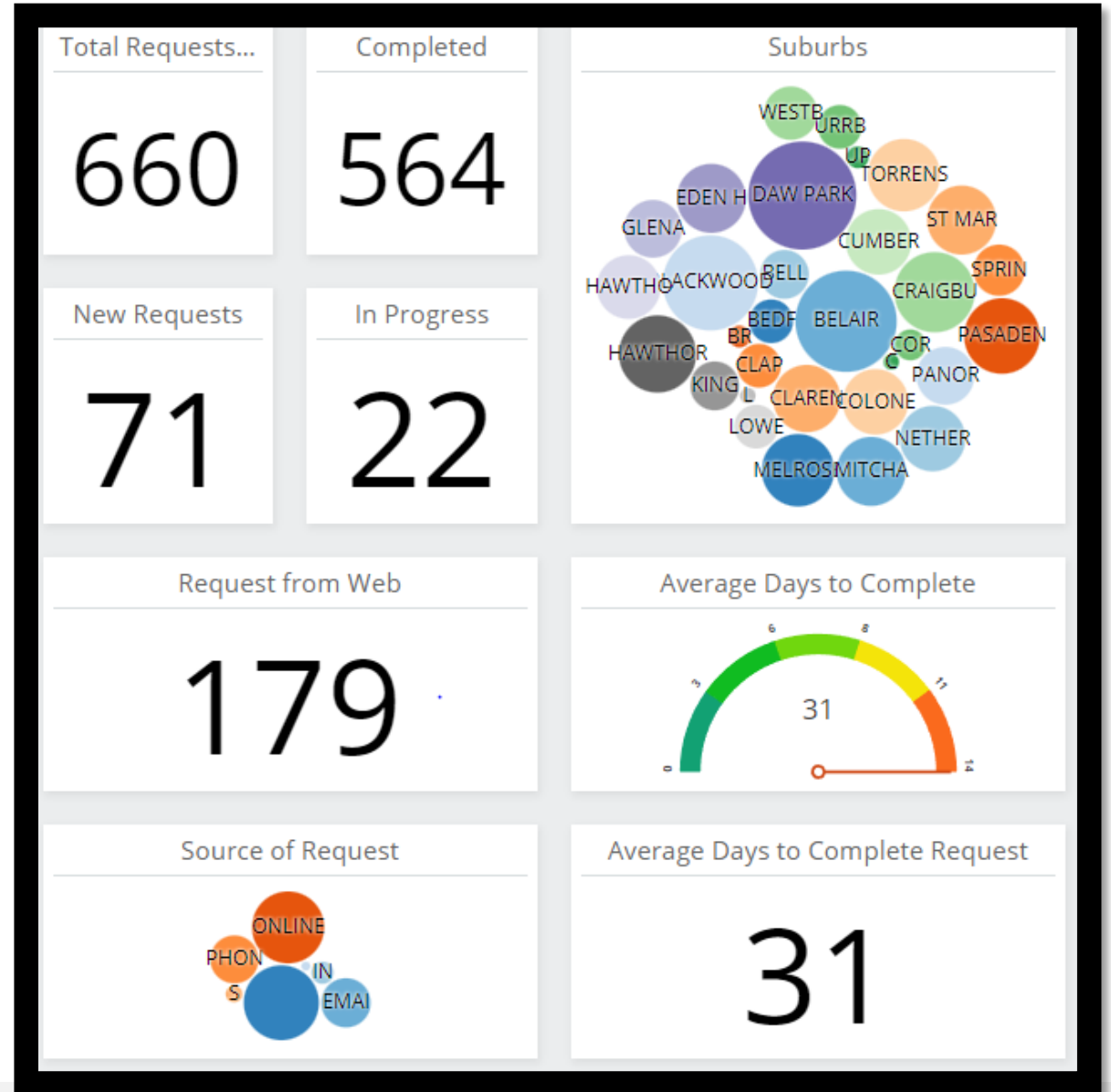
Data

- Plan, manage and analysis – **traffic data collection, crash information** database

Customer requests - 2022

A synopsis

- 2023 – 230 request so far (March 2023)
- Types of requests – traffic speeding, ‘rat-running’, access/egress, commercial vehicles, pedestrian safety, bicycle routes and safety, parking management, signage changes, road safety, school zone review, bus zone development/construction related requests, permits



Customer requests journey mapping

**Step 1 – CRM receive via
Online/Email/Phone/In-person**

Step 2 – CRM acknowledged

**Step 3 – Initial Assessment- Site
Investigation, desktop analysis, Standards
and Legal**

**Step 4 - Data Collection, Further
works/concept development**

**Step 5 – Response to customer regarding
outcome and next steps**

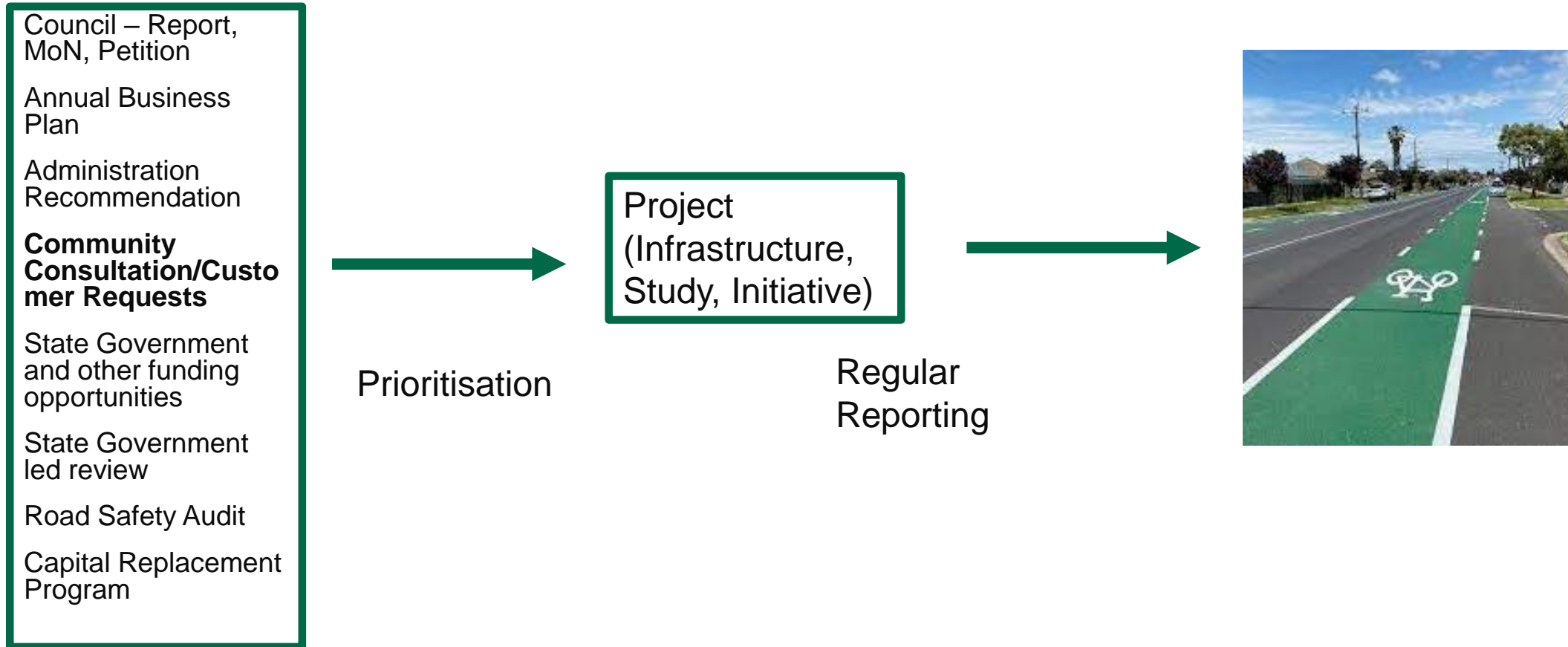
Step 6 – Prioritise...



Projects inception – ‘how’ does a project come about??



Projects

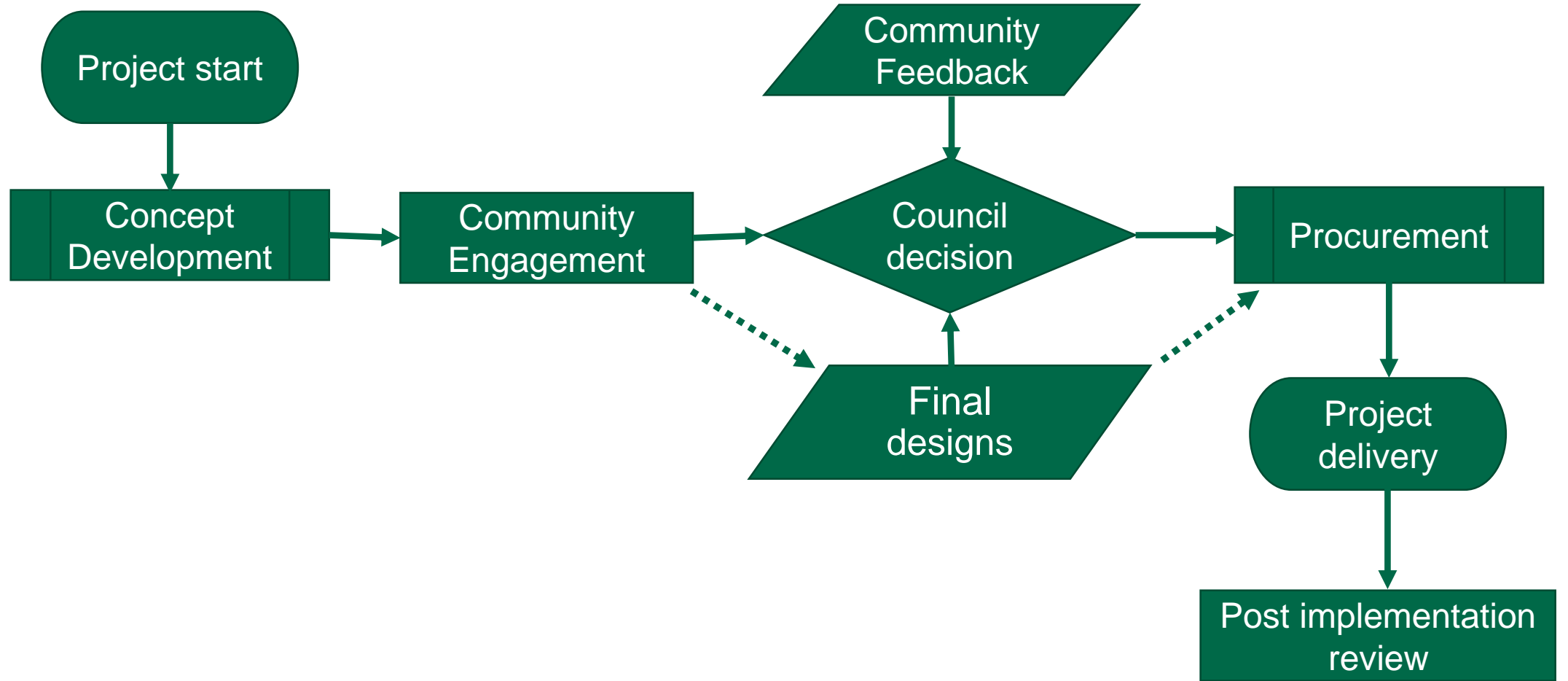


Administration Prioritisation Criterion

- Traffic Speeds
- Traffic Volumes
- Percentage of Heavy Vehicles
- Peak Hour Volumes
- Crash Data
- Bicycle and Pedestrian Routes
- On-Street Parking Management
- Land Use Zoning
- Road Pavement Condition
- Community/Council Member Interest

Projects/studies/initiatives

- ABP
- Council endorsement
- Community requests
- Standard/legal requirements
- Funding (external)



Current and future projects/initiatives

Capital Projects

- LED road lighting upgrade
- Black Spot Funding – Young/Waite and Angas/Sussex roundabouts
- West Parkway children crossing
- Edwardstown Primary School – children crossings
- Flinders to City bikeway
- City to Belair bikeway
- Belair Primary School precinct safety upgrades
- Flinders Drive pedestrian crossing upgrade
- Princes Road Pedestrian Crossing Upgrade
- Trevor Terrace and Sturt Ave traffic calming treatments

Operational Projects

- Integrated Transport Plan
- Cumberland Park and Daw Park LATM
- CLG area LATM community engagement
- Kingswood Oval parking study
- City to Belair Stage 3 feasibility
- 40km/hr precinct community engagement.
- Tutt Avenue school precinct review

DIT Projects

- South Road Upgrade
- South Road Project – St Marys' LATM (DIT project)
- Mitcham Hills Projects
- Fullarton Road/Cross Road
- Springbank Road Traffic and Access Study

An example

Capital renewal and line marking upgrades or simple traffic management upgrades



Project prioritisation

TRAFFIC AND TRANSPORT PROGRAM								
INFORMATION					ASSESSMENT	PROGRAM ASSESS	REPORT	
Project Title	Location	Suburb	Ward(s)	Project Description	Priority Rating	Project Value	Update	Comments / Project Updates
INTEGRATED TRANSPORT PLAN	City Wide	City Wide	City Wide	Development of an Integrated Transport Strategy for the City of Mitcham	1	\$4,000	Updated	Previously, a workshop/Designated Information Gathering was held with the Elected Members in 2022. A further workshop will be held with the new Council in March/April and a subsequent Community Engagemetrn will be held as per Council direction on the matter.
DAW PARK AND CUMBERLAND PARK TRAFFIC STUDY LATM	Daw Park and Cumberland Park	Daw Park, Cumberland Park	Overton	A traffic study as endorsed by the Council at its meeting held on 14th Feb 2023. The study will aim at developing area-wide traffic and parking scheme for the local area bounded by Goodwood Rd, Cross Rd, Winston Ave and Daws Rd	Council	\$50,000	Updated	Council approved the study. Data collection underway.
CYCLING AND WALKING STRATEGY	City Wide	City Wide	City Wide	Increase connectivity between bike routes both between internally (plains to hills), and externally (to other Councils and designated Bike SA routes) and develop/establish a cycling and walking strategy to provide a strategic document to guide and inform the cycling and walking network.	1	\$30,000	On Hold	This project will form a deliverable from the Integrated Transport Plan and will be considered once the ITP has been endorsed by Council.
WEST PARKWAY - PEDESTRIAN CROSSING ASSESSMENT	West Parkway	Colonel Light Gardens	Gault	- Investigate feasibility to introduce a formalised pedestrian crossing facility between the Strand and Windsor Avenue.	2	\$50,000	Updated	CAP approval received, detailed design are underway, implementation in June 2023
COROMANDEL PARADE BICYCLE CONNECTION	Coromandel Parade	Coromandel Valley	Craigburn	Request to investigate installation of bike lanes along Coromandel Parade between roundabout at Grand Blvd. and Cumming St	2	\$10,000	Updated	The concept planning has been undertaken requires a community engagement to determine next steps. The CE is to be undertaken in May 2023
BELAIR TO CITY BIKEWAY STAGE 1 - POST IMPLEMENTATION REVIEW	Tutt Avenue	Kingswood	Boorman	With the completion of Stage 1 of the Belair to City Bikeway completed in late 2018, a post implementation review is required to determine how well the route has been adopted and utilised by both commuter and recreational cyclists. This review provides additional opportunities to evaluate the road safety of the current treatments and identify if any further considerations, adjustments, refinements or improvements are required.	2	\$4,000	No Change	The post implementation review has been undertaken internally by the Traffic and Transport team, a draft revision has been completed and is currently under review.

Legal context and Australian Standards

- Road Traffic Act
- Australian Road Rules
- Local Government Act
- Code of Technical Requirements – DIT, Operational Instructions
- Australian Standards – 1742 (all parts traffic), 2890 (all parts parking), 1158 (lighting)
- Austroads Guides – Road Safety, Traffic Management, Road Design etc.



South Australia

Local Government Act 1999

An Act to provide for local government; and for other purposes.

Mitcham Draft Integrated Transport Plan (ITP)

Information Session
4 April 2023



Purpose

- Provide information on the draft Integrated Transport Plan (project FY)
- Discuss opportunities and key focus areas
- Revised focus areas
- Discuss community engagement approach and seek members feedback
- Information on next steps and project schedule

Session Outline

- Introduction
- ‘Recap’ of previous workshop/s
- Strategic context – our ITP, where it sits?
- Why do the ITP?
- Framework of the Plan – Vision, Objectives/Focus Area and Actions
- Community Engagement – community stories, experiences and aspirations
- Next steps and ‘around the room’

Previous workshops - a refresher

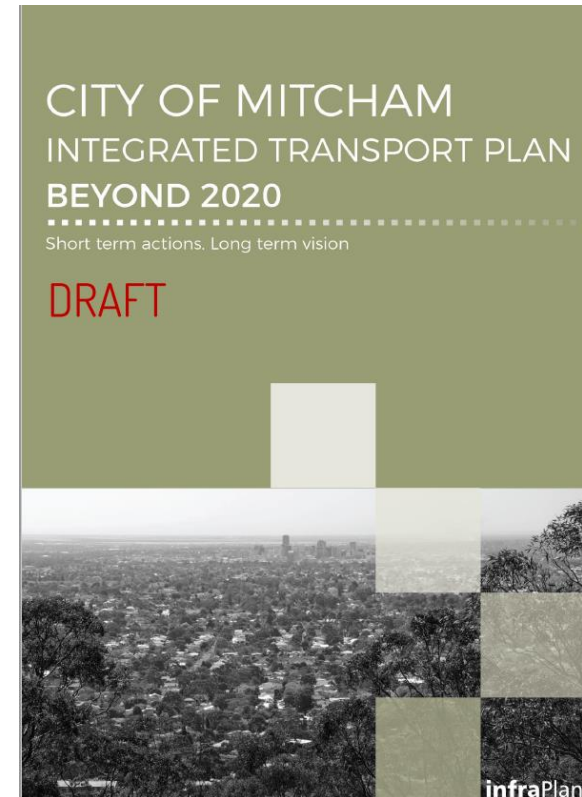


**INTEGRATED
TRANSPORT PLAN**
Designated Informal Gathering
4 August 2020

Presented by the City of Mitcham

CITY OF
MITCHAM

The poster features a central blue rectangle with white text. To the right is a vertical brown bar with the City of Mitcham logo. The background is white with brown and blue decorative blocks.



CITY OF MITCHAM
INTEGRATED TRANSPORT PLAN
BEYOND 2020

Short term actions. Long term vision

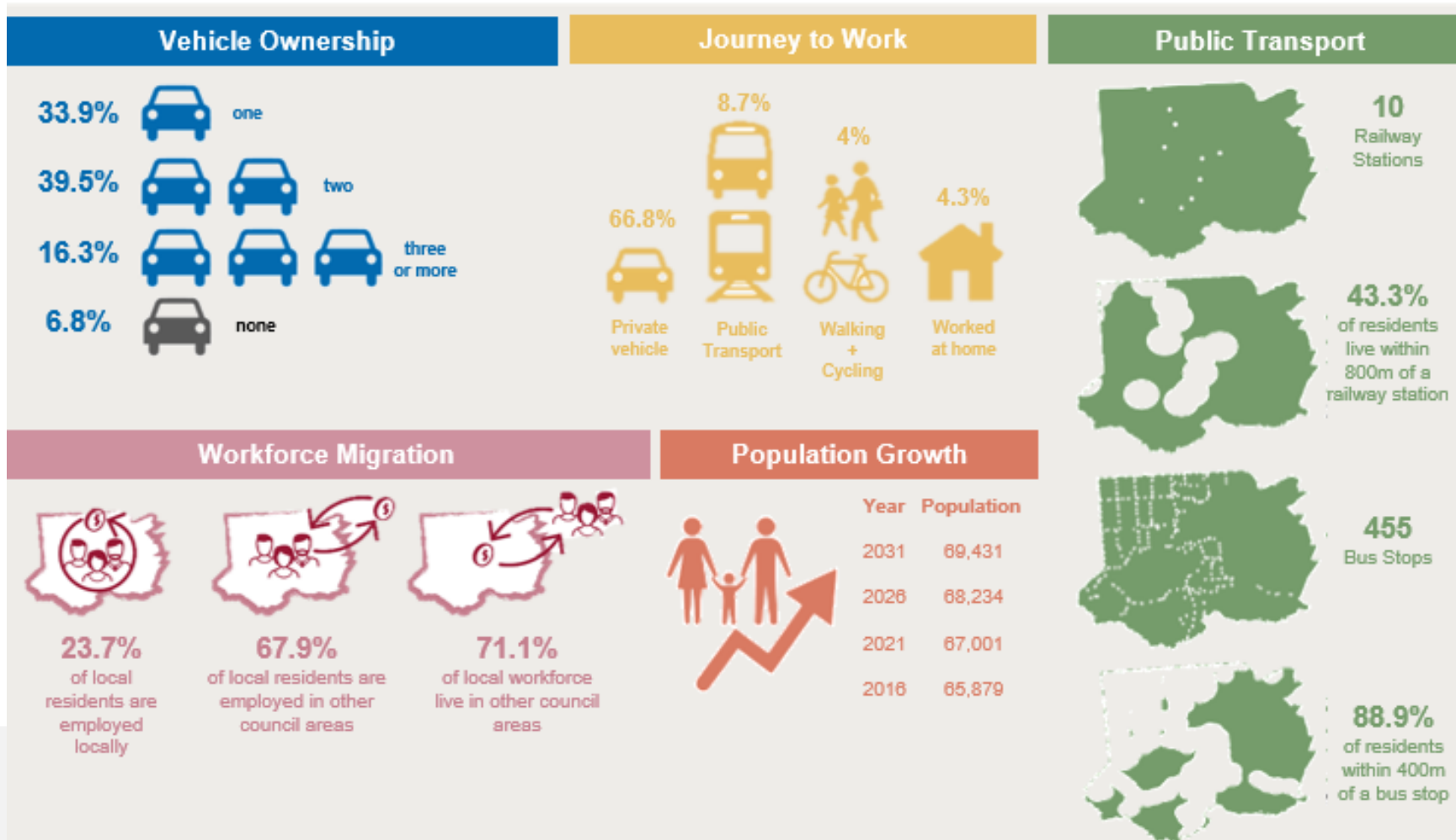
DRAFT

infraPlan

The cover has a green top section with white text. Below is a grid of images showing a cityscape and nature. The 'infraPlan' logo is in the bottom right corner.

Previous workshops - a refresher

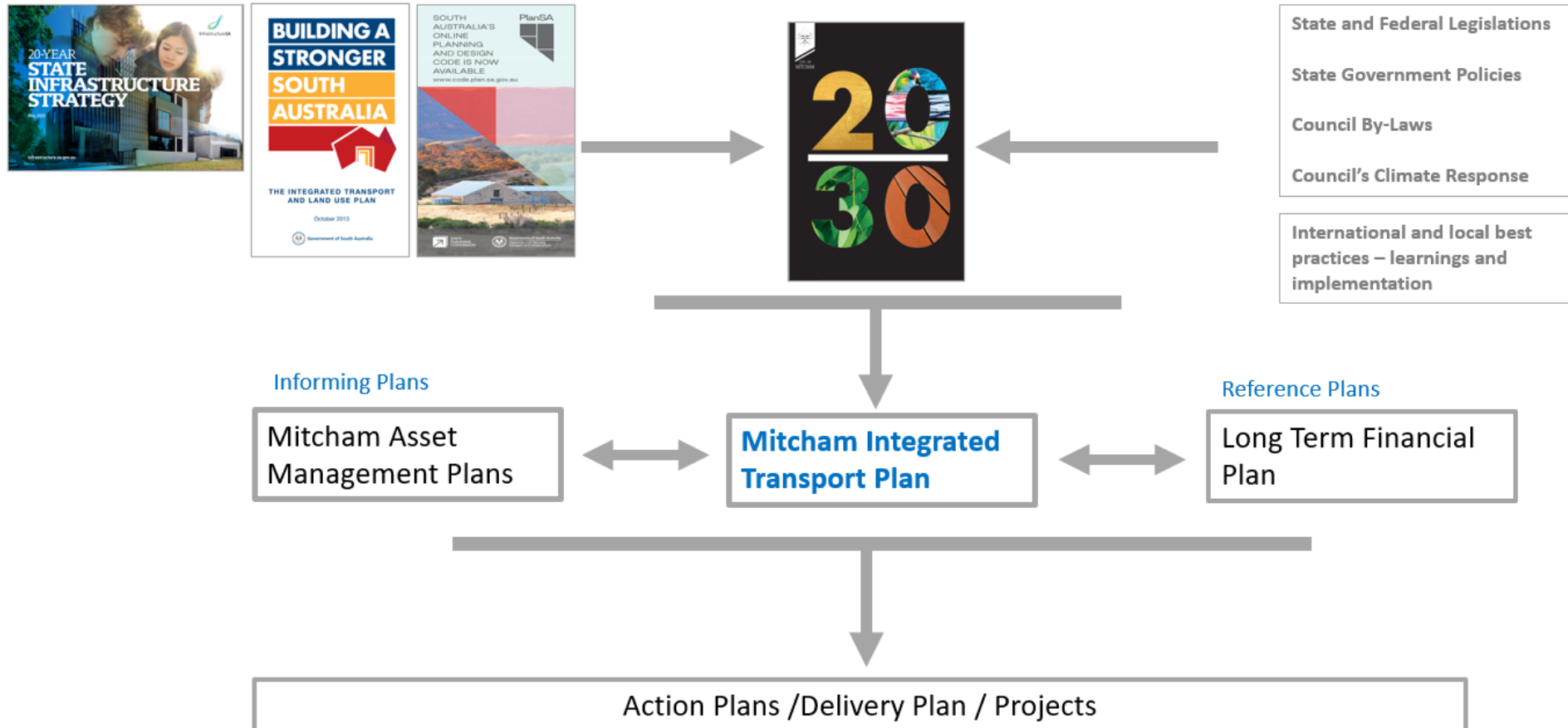
CITY OF MITCHAM TRANSPORT OVERVIEW



Previous workshops - a refresher



Strategic context



Why invest in an ITP?



Community impact and aspirations



Efficiency/maximising the future opportunities



External factors and technological advancements



Modal shift for right sustainable outcomes



Strong advocacy to the State authorities

ITP framework - 'How' the plan will be delivered?

**Vision / Strategic
Objectives**

**Key Focus Areas/ themes
to achieve the strategic
objectives**

**Action Plans/Projects/Capital Program
under each focus area**

Review and improve

ITP framework - 'How' the plan will be delivered?

Mitcham ITP is being developed to support the strategic direction set by Council's 'Mitcham 2030' plan
– **Theme 1.1 Transport Network**

Strategic Objective of the Draft ITP:

We are a City that is connected to places through an integrated, efficient and people friendly transport network for motorists, cyclists and pedestrians.

Mitcham 2030
Theme 1.1 Transport Network

Focus Areas /Themes

Previous workshops



Focus Areas (Draft)

- **Transport and Development**

We have an integrated transport network that responds to changing land use, community and demographic trends. Transport networks achieve functional levels of service as a result of development

- **Road Safety**

We have a safe, sustainable, and accessible road transport network that preserves and enhances the standard of living of our communities and visitors, and meets the demands of our business, educational institutes and residents.

We have a transport network that is safer for all modes of transport and create safer neighbourhoods.

- **Community and Public Transport**

We have diverse and integrated community and public transport options that meet current needs, and strategically accounts for future demands.

- **Walking and Cycling**

We have an environment that makes cycling and walking attractive transport modes for local, neighbourhood and district-wide trips. We have recreational cycling and walking networks which promote healthy living

Focus Areas (Draft)

- **Parking Management**

Our parking management approach is proactive and supportive of local land uses while providing equitable access. It responds to our community's needs now and in future.

- **Technology (smart solutions)**

We are positioned to benefit from technological advancement through use of smart technology in our infrastructure and transport management solutions. We recognise the evolving trends within the society and industry and respond to them in a manner that is advantageous for our community and economy.

Draft Actions / an example list

Strategic Objective

We are a City that is connected to places through an integrated, efficient and people friendly transport network for motorists, cyclists and pedestrians

Road Safety (Focus Area)

We have a safe, sustainable, and accessible road transport network that preserves and enhances the standard of living of our communities and visitors, and meets the demands of our business, educational institutes and residents.

We have a transport network that is safer for all modes of transport and create safer neighbourhoods.

Actions

Road Safety – Local Area Plans/LATMs

Speed zones review – local precincts and areas

Traffic safety review of all school precincts

Road safety – community groups (in partnership with external bodies e.g. SA Police, DIT)

Improving data collection and management of collision data

Freight management - Commercial and Heavy Vehicle routes and improvements

Black spot remedy program for next 5 years

Road Safety Audits for Mitcham Hills Area

Driver awareness program – partner with Universities and external bodies (RAA etc)

Technological solutions

Compliance audit of all existing traffic controls

Community Engagement – *its 'our' Transport Plan*

- Community involvement and ownership – key for success
- High community interest but lack of strong community participation in the past
- Community engagement approach and process
- Methods of community engagement – focus groups, industry expert groups, 'Drop-in' sessions, online feedback and written surveys as community centres/libraries
- ITP through community 'lens' - Listening to community stories and explaining what ITP means



Community Engagement approach...



Option 1
Minimal Engagement
(no cost implication)



Option 2A or 2B
'Smart Engagement'
(Moderate cost
implication)



Option 3
Deep community
engagement (High cost
implication)

Community engagement approach...

Option 1 – Minimal engagement (no budget impact)

- A basic online survey engagement
- Drop box at community centres for written surveys
- Minimal resource implications
- Low costs implications – no additional costs

Community engagement approach...

Option 2A – ‘smart engagement’ (RECOMMENDED)

- In-house community engagement
- Online surveys open to all
- Targeted written surveys
- Drop-in sessions at shopping and community centres
- 3 X facilitated workshops with key stakeholders and industry experts
- High level of promotion through digital media and social platforms and local newspapers
- Update the ITP report (technical)
- Moderate costs implication for good community engagement - \$20K - \$25K

Option 2B- Option 2A + Add community engagement expert report:

- All of above plus an expert led community engagement report and review
- \$40K - \$45K

Community engagement approach...

Option 3 – High investment and deep engagement

- A dedicated community engagement resource/consultant
- High number of community surveys (written and online)
- Long engagement period – 6 months
- Several community workshops
- Several one on one meetings with community members and stakeholders
- High cost implications - \$60K to \$80K

Options summary



Option 1 Minimal Engagement (no cost implication)

- Only option within the existing budget
- Not in line with community expectations
- Minimal impact on timing

Option 2A or 2B 'Smart Engagement' (Moderate cost implication)

- \$20 - \$25K
- Meets community expectations and achieve 'buy-in'
- Engagement with all cohorts and age groups
- Option 2B - \$40K - \$45K
- Moderate impact on timing

Option 3 Deep community engagement (High cost implication)

- \$60K - \$80K
- 'Concierge approach'
- Proactive community involvement in ITP
- High community participation
- Dedicated resource
- High timing implications

Administration Prioritisation Criterion

- Traffic Speeds
- Traffic Volumes
- Percentage of Heavy Vehicles
- Peak Hour Volumes
- Crash Data
- Bicycle and Pedestrian Routes
- On-Street Parking Management
- Land Use Zoning
- Road Pavement Condition
- Community/Council Member Interest

+ ITP Strategic Priority Lens

Around the Room

1) Community Engagement Process



2) Prioritisation Criteria:

- Traffic Speeds
- Traffic Volumes
- Percentage of Heavy Vehicles
- Peak Hour Volumes
- Crash Data
- Bicycle and Pedestrian Routes
- On-Street Parking Management
- Land Use Zoning
- Road Pavement Condition
- Community/Council Member Interest

Option 1
Minimal
Engagement (no
cost implication)

Option 2A or
2B
'Smart
Engagement'

Option 3
Deep
community
engagement

Next steps

- Feedback on Focus Areas to be sought
- A further workshop before Council meeting?
- Council report to make a decision on Community Engagement
- Community Engagement
- Council report on final ITP

