CITY OF ADELAIDE AECOM

Motor Vehicles & Parking Discussion Paper Summary

For Elected Members:

Please note that there is a more comprehensive supporting discussion paper linked within the Committee Report

The City of Adelaide (CoA) road network needs to support movement, connectivity and accessibility for all modes of travel.

Car ownership rates and the percentage of residents who drive to work is lower within the CoA compared to Greater Adelaide. However, Adelaide's wider transport policies have historically focused on expanding the road network capacity and both on and off-street parking availability to accommodate more private vehicles.

This has resulted in increasingly larger numbers of people from outside the CoA now driving into the city each day for work and other purposes. Of the 130,373 people who work in the CoA only 5.3% also lived in the of CoA.[2] This represents a significant daily transport task.

City of Adelaide current vehicle and parking snapshot[1][2][3]

23,500+ registered vehicles in CoA	30% of CoA traffic is from through trips	64% of CoA households owned 1+ car in 2021 (59% in 2016) Compared to 89% for Greater Adelaide (86% in 2016)	Over 9,300 free time limit parking spaces 3,000 paid ticket on-street parking spaces 9 UPark off-street carparks with ~6,000 paid spaces
35% of CoA residents travel to work by car (39% in 2016) (40% in 2011)	68% of Greater Adelaide residents travel to work by car (71% in 2016) (69% in 2011)		

Key access roads now experience significant road congestion during peak periods, resulting in long travel time delays to motorists. Traffic volumes are highest around the perimeter of the CoA, in addition to West Terrace and Montefiore Road.

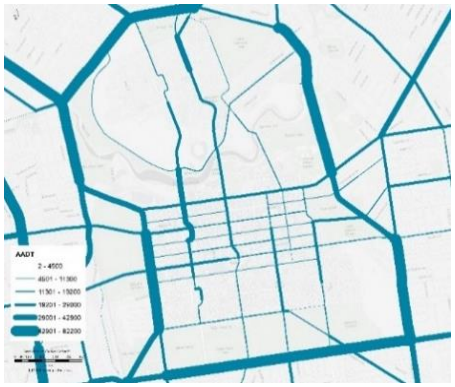


Figure 1 Traffic volumes in the CoA

In response, the CoA's approach has shifted to developing an integrated network that will support greater transport mode choice across journeys – cars, public transport, cycling, walking – as peoples' needs change.

According to Infrastructure Australia, the **cost of road congestion in Adelaide** is projected to rise to **$7.6 million per weekday** by 2031, highlighting the importance of encouraging the increased use of active and public transport modes to reduce future traffic congestion.

The new Transport Strategy will therefore support key CoA strategic objectives to create a more multi-modal, integrated and sustainable network that acknowledges the role of private vehicles but provides more opportunity for people to choose convenient active travel and public transport options.

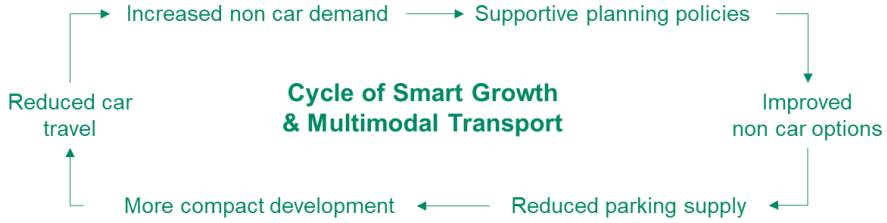
[1] Arup, CoA EV charging infrastructure transition roadmap, 2023
[2] Australian Bureau of Statistics, Census, 2021
[3] City of Adelaide. (2022). Draft City Access Strategy Community Engagement Summary

Benefits

To create a highly liveable, prosperous, and resilient city, it is essential that people have a range of transport choices available to them each day and at each stage of their lives to undertake different activities.

There is an opportunity to improve the variety of transport modes available to the most people, thereby decreasing the reliance on private vehicle use and increasing the accessibility and liveability of Adelaide.

The *Smart Growth* multi-modal transport planning approach (below) can support improvements to transport network performance and local urban development outcomes.[4]



Case Studies: What are others doing?

Amsterdam, Netherlands

Drastically reduced the number of on-street parking spaces and increased parking fees to discourage car use.

Also invested in cycling infrastructure and public transport, making these modes more attractive than driving.

These policies have led to a significant reduction in car use and an increase in cycling and public transport use.

San Francisco, USA

Introduced dynamic parking pricing through its *SFpark* program.

This system adjusts parking prices based on demand, ensuring that one or two spaces are always available on each block.

The approach helps reduce the time drivers spend searching for parking; lowering congestion and emissions.

Implementing this approach can achieve positive benefits for the CoA and the residents, workers and visitors moving within it:

Improved transport choice and accessibility

Equity and inclusion for people of all ages and abilities

Reduced car dependency

Lower emissions, improved air quality, combating climate change

Improved road safety outcomes

Upgraded infrastructure for all modes results in fewer crashes

Improved urban placemaking and amenity

To attract more visitors, boost local business, and enhance quality of life

Improved parking availability

Make it easier for people to access businesses and reduces the cost of traffic delays

Reduced chronic health impacts

Improved public health (physical and mental) outcomes

Improved travel time reliability

Reduced Transport network operational performance and resilience improvements

[4] Litman, T (2023) “Understanding Smart Growth Savings: Evaluating Economic Savings and Benefits of Compact Development” Victoria Transport Policy Institute. Canada

Challenges

Adelaide has existing vehicle use and parking challenges to consider:

The **high rate of car ownership** and reliance on driving, coupled with the abundance of car parking, strongly influences travel behaviour, encouraging even greater car use.

City design and inclusion: A city designed predominantly for driving exacerbates social disadvantage and erodes inclusion by prioritising car use over other modes of transport.

Safety and speed management: Ensuring the safety of all street users, including pedestrians and bicycles, while managing appropriate speed limits, remains a challenge.

Through traffic: High traffic volumes passing through, as opposed to around, the CBD create significant accessibility challenges and contribute to worsening congestion, which affects the overall city experience.

Existing **infrastructure,** like the amount of street space allocated between users, favours cars and parking, creating barriers to the adoption of active and public transport modes.

Motor vehicle emissions and noise pollution have a significant **environmental impact**. Transport represents over a third of the CoA's greenhouse gas emissions. [5]

The competing demands for city space exacerbates the **urban heat island effect** and the impact of extreme heat, creating a challenging environment for people and the city's ecosystems.

The **public health** impacts of vehicle reliance are significant, including issues stemming from inactivity and exposure to vehicle emissions, which contribute to chronic health problems.

Parking management and congestion: The complexity of managing parking supply and demand, and varying parking controls, complicates efficient parking management. Traffic congestion is exacerbated by the circulation of vehicles searching for free parking.

Land value and revenue: Balancing the value of land used for on-street parking with the need for revenue generation for the CoA is a challenge, particularly in pricing parking assets to reflect their true value while accommodating the needs of all.

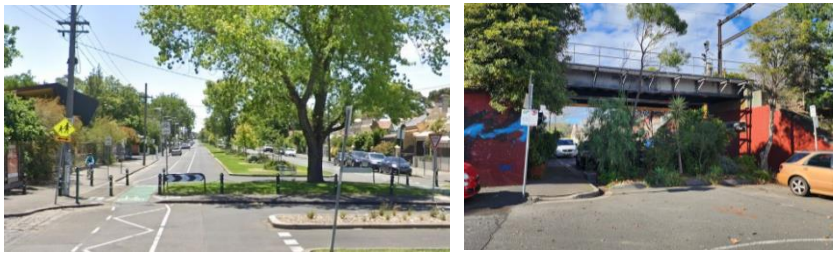


Figure 2 Modal filters in Melbourne Source: Streets Alive Yarra, AECOM

Opportunities

Three **key strategic moves** have been identified to contribute to a more sustainable, efficient, and liveable city:

Considering the environmental impact of transport modes and **prioritising low-emission transport**, by expanding electric vehicle charging infrastructure, creating low emission zones, and investing in connected cycling and pedestrian networks.

Being strategic about how we manage our parking and traffic circulation through dynamic parking pricing, parking management and permits, developing a comprehensive traffic circulation plan, implementing modal filters, reducing speed limits, and enhancing road safety measures.

Optimising the road space of our streets to create appealing corridors for movement, rest, and to improve safety for all users using Healthy Streets principles.

[5] City of Adelaide. "Integrated Climate Strategy 2030: Resilient, Protected, Sustainable." 22 November 2023