

Fleurieu Peninsula and Kangaroo Island Transport Study

We are undertaking a transport study for the Fleurieu Peninsula and Kangaroo Island to inform future transport planning and investment in the region.

This document outlines key information about the study area and how the community and stakeholders can provide their insights about transport in the region.

Transport Infrastructure investment in Fleurieu Peninsula and Kangaroo Island

The South Australian and Australian governments are invested in improving the transport network, now and in the future.

With a range of projects and studies currently underway across the region, as shown in the map below, we are committed to improving regional accessibility, connectivity, and safety as the population grows and demand rises.

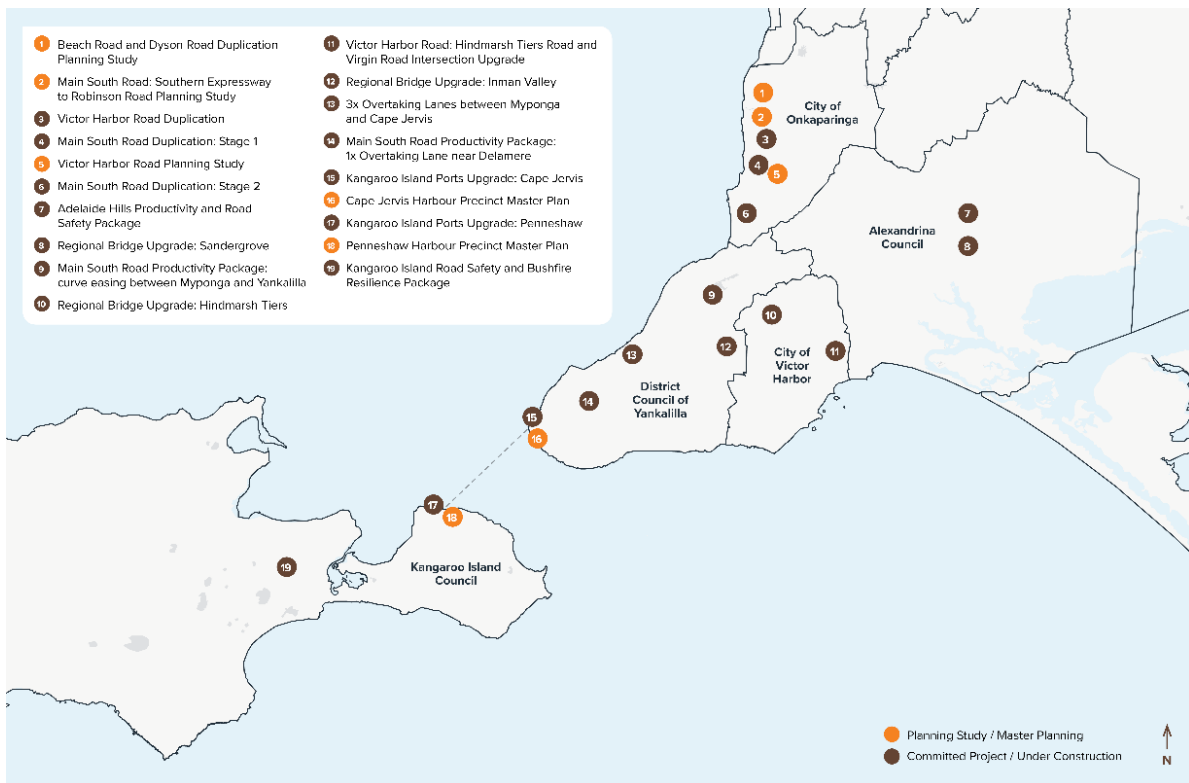


Figure 1: Fleurieu Peninsula and Kangaroo Island current funded DIT infrastructure projects



Government of South Australia

Department for Infrastructure and Transport

What is the transport study?

In addition to these current projects, we are undertaking a transport study that will consider key transport issues and opportunities such as road safety, efficiency, and the transport network's ability to support liveability and population and economic growth.

Consulting with stakeholders and community forms an important part of the study, ensuring it is informed by insights from those who know the region best – those that live, work, and travel in the region. These insights, in addition to our technical assessments, will shape the final study.

The study area includes:

- Outer South – the outer southern suburbs of Adelaide within the City of Onkaparinga LGA
- Fleurieu Peninsula – LGAs of Alexandrina Council, Yankalilla District Council and City of Victor Harbor
- Kangaroo Island – LGA of Kangaroo Island Council

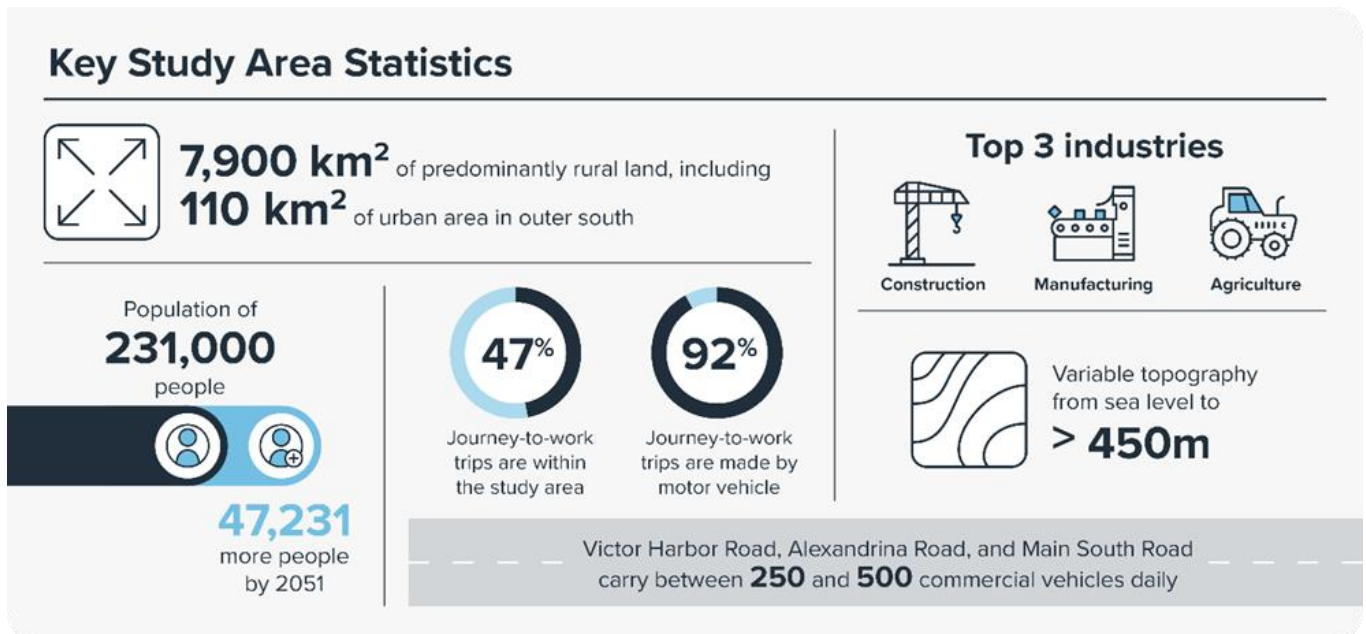
Why is the study needed?

There is strong current and projected population growth in the outer southern suburbs and the Fleurieu Peninsula, as shown in Figure 2.

In addition to residential growth, the Fleurieu Peninsula and Kangaroo Island are key destinations for visitors and tourism.

Freight routes are also important for the region's key industries including construction, manufacturing, and agriculture, particularly dairy, livestock, and wine.

The transport study will help inform future planning and transport investment, as well as the South Australian government's Greater Adelaide Regional Plan and Kangaroo Island Regional Plan currently being developed.



Key considerations

The study will analyse and assess a range of factors that may impact transportation across the region.



Topography

The region's diverse topography, which includes hilly areas, valleys and steep slopes, impacts the creation of direct transport routes between townships, centres and outer areas. These geographic features can impact the construction of efficient train and freight routes and limit transportation modes. The area's topography is also a challenge for active travel and can limit cycling for journeying longer distances or using active transport for the journey to work.



Existing road network

Forecast growth in population and economic activity in the region will generate increased demand for travel on the existing road network. These will challenge the capacity of the urban road network in Onkaparinga, worsen issues of travel along narrow and winding roads through the region, and increase the conflicts between traffic and pedestrians on roads in townships. Increased demand on the existing road network will also challenge the government's net zero emissions target by 2050.

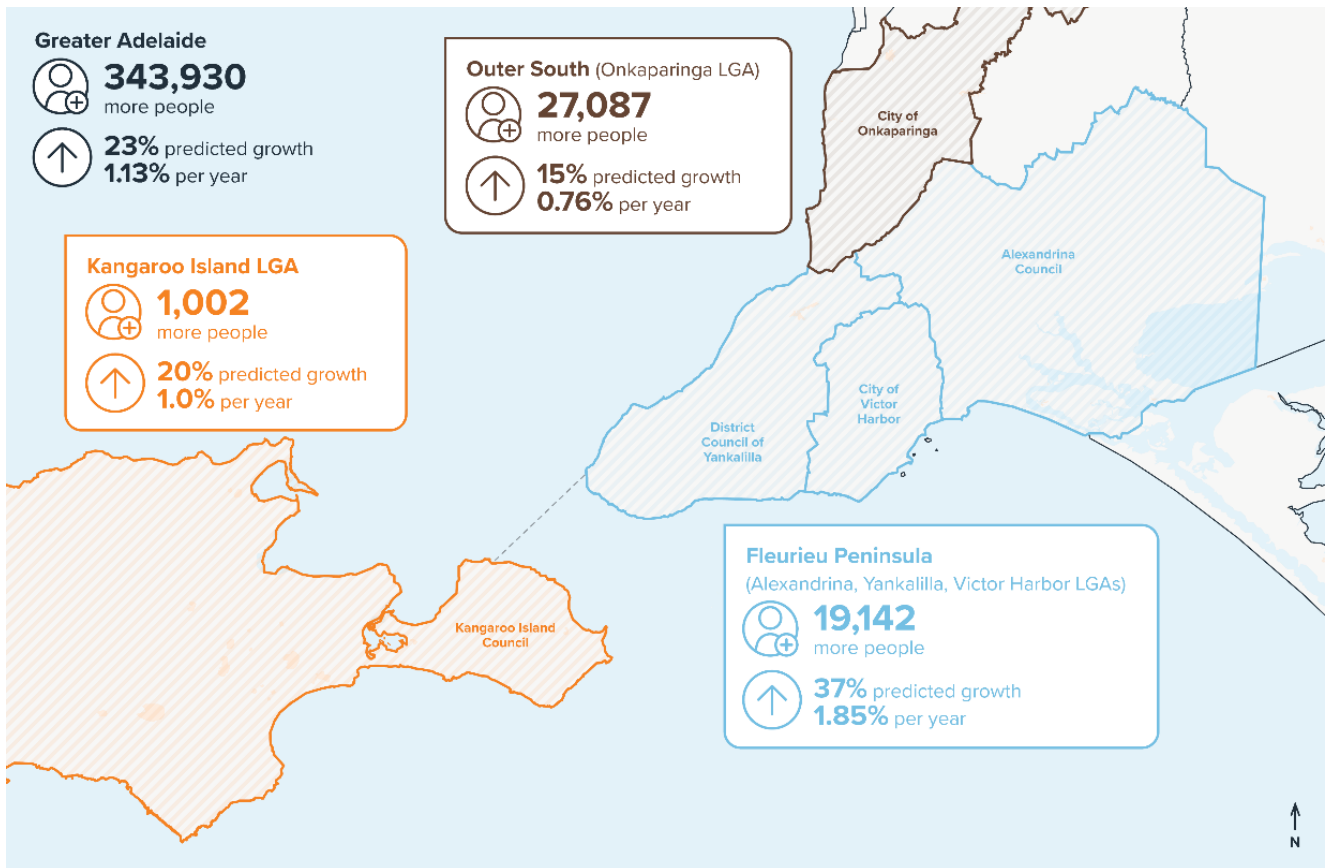


Figure 2: Regional Population Forecasts (Population Projections for South Australia and Regions – 2021 to 2051)



Freight

The region’s industries and growing population are reliant on the efficient movement of freight, particularly connectivity to the Southern Expressway and the South Eastern Freeway. The efficiency of moving freight is constrained by lower speed limits and winding roads due to the nature of the topography through the region and access to Kangaroo Island being by ferry only. This adds to the cost of moving freight.



Public transport

Train services are limited to the Seaford railway line, which terminates at Seaford in the Onkaparinga LGA. There is a corridor preserved for a potential future extension to Aldinga.

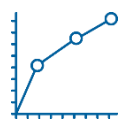
There are many bus services in Onkaparinga, but more limited services on the Fleurieu Peninsula, with nine routes operating in the Victor Harbor area a couple of times per day. There is a coach service to Cape Jervis to link with the Kangaroo Island Ferry, and a newly established local bus service on Kangaroo Island between Penneshaw and Kingscote. The limited services offered on the Fleurieu means patronage is low and public transport is viewed as a poor alternative to private motor vehicles.



Safety

Between 2018 and 2022 each year on average there were seven fatalities and 42 people were seriously injured on roads in the Fleurieu and Kangaroo Island region. Additionally, each year on average four fatalities and 62 people were seriously injured on roads in the Onkaparinga LGA.

The South Australian government is targeting at least a 50% reduction in lives lost and a 30% reduction in serious injuries on South Australian roads by 2031 (*South Australia’s Road Safety Strategy to 2031*). The study will contemplate how the overall safety of the road network can be improved.



Supporting economic growth

The region is expected to experience job growth in tourism, agriculture, viticulture, and health/retirement services. The region’s industries are heavily reliant on the road network and access to the key transport corridors, and this will continue with future growth in the region’s economy. The roads that form the freight network are also the key corridors for private vehicles, particularly travelling to/from work, contributing to congestion and safety performance.



Key local places and destinations

Several townships in the region have main streets that are destinations that attract a high number of visitors.

Kangaroo Island, McLaren Vale and coastal towns such as Victor Harbor and Goolwa are key tourist destinations.

Areas across the region have been identified for future urban growth, including 4,900 new dwellings in the Outer South and 13,829 new dwellings on the Fleurieu Peninsula.

Cape Jervis and Penneshaw are gateway destinations for the Kangaroo Island ferry crossing. Lonsdale is the main industrial area and Noarlunga Centre is the main commercial and retail service centre.



Population

Between 2016 and 2021, the average age of the region has increased by an average of one to two years. The average age of the region is 10 years older than Greater Adelaide's average. In Onkaparinga, the average age is 41, and it is over 50 in the LGAs outside of Onkaparinga, the highest being 60 years old in Victor Harbor LGA.

The ageing population is an important consideration when investigating access to essential services and access to public transport.



Travel patterns

47% of journey-to-work trips by residents are to locations within the study area, and 53% of journey-to-work trips are to LGAs outside the study area.

Approximately 12,550 workers travel to the study area for work from outside the study area.



How people travel

Car ownership per dwelling is on average higher in the region than for Greater Adelaide. Only Victor Harbor has a lower ownership rate, and the highest rate is in Alexandrina LGA.

92% of journey-to-work trips by residents of the region are made by car. Less than 5% are made by public transport. Only a small proportion of trips are made by walking and cycling; these tend to be short-distance trips within townships.



Environment

Environmental factors such as bushfire risk, rising sea levels, vegetation, tree canopy cover, native flora and fauna and wildlife corridors are important considerations when determining the type and extent of infrastructure investment across the region.



Net zero emissions

The South Australian Government has targets to reduce net greenhouse gas emissions by more than 50% by 2030, and to achieve net zero emissions by 2050. These targets will be embedded in transport planning and investment frameworks to ensure decision making considers emissions reduction goals.

The transport study will consider how transport infrastructure could contribute to reducing the impacts of transport on greenhouse gas emissions, for example by supporting electric vehicle usage.

Community and stakeholder input

We will undertake consultation with the community and other key stakeholders to understand local insights and key issues to inform the study.

This will include a series of community listening posts at local venues and an [online survey](#). Please visit the [project webpage](#) to find out how you can be involved.

If you have any questions or would like to register to receive project updates, please:

- visit the website dit.sa.gov.au/fpki_transportstudy2
- email DIT.Engagement@sa.gov.au
- telephone 1300 794 880