



**CITY OF PORT LINCOLN
STRATEGIC URBAN PLANNING REVIEW**

TRANSPORT INVESTIGATIONS REPORT



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1. INTRODUCTION

CIRQA has been engaged to undertake transport investigations in support of the Strategic Planning Review being undertaken for Port Lincoln. The intention of the study is to inform Council of future infrastructure requirements arising from potential growth areas within the City of Port Lincoln.

Three Priority (growth) Areas have been identified as part of the Strategic Review. In total, it is anticipated that the future development of these areas could accommodate up to 900 additional residential allotments.

As a result of the anticipated urban development, increased traffic demands will be generated for movement to, from and within the study area through the use of various modes of transport (private vehicle as well as active transport modes).

Upon full completion and occupation, development of the three Priority Areas is forecast to generate up to 7,200 additional daily vehicle movements (for the 'high' development scenario). The additional movements would be distributed to employment, education and lifestyle areas within the City of Port Lincoln area and, to a lesser extent, the broader region.

Analyses of the existing road network identified that the existing hierarchy and designated function is generally appropriate with regard to existing traffic volumes. However, future development of the Priority Areas in line with anticipated yields will increase traffic volumes on a number of existing roads within Port Lincoln.

In order to minimise impacts, it is recommended that future development of the three Priority Areas seek to distribute traffic via multiple routes. This will 'lessen the load' on any one road and ensure that transport infrastructure interventions to accommodate the growth are not excessive.

Specific upgrades will be dependent on the ultimate yields and layouts developed within each Priority Area and, accordingly would require further investigations to confirm extent and need for treatment. Nevertheless, a number of intersections have been identified for further review and potential upgrade as development of the Priority Areas progress. In addition, the opportunity for extension of existing roads into the Priority Areas has also been recommended to optimise permeability and traffic distribution.

Investigations into existing active transport networks have been relatively limited in nature given a Cycling and Walking Plan is currently being prepared for the City of Port Lincoln. Nevertheless, development within the Priority Areas

should include allowance for pedestrian and cyclist facilities including appropriate connectivity to/from the broader networks (both existing and future facilities recommended by the Cycling and Walking Plan). Consideration of provisions for walking and cycling should also be taken into account during the design of any road infrastructure interventions identified to support the Priority Area developments.

The development of these areas would also increase the catchment and demands for potential public transport services. Further comment has been sought from the South Australian Public Transport Authority as to whether additional services could be delivered in the future.

2. BACKGROUND

2.1 STUDY AREA

The study area generally encompasses the City of Port Lincoln with a specific focus on the three identified Priority Areas. Figure 1 illustrates the overall study area and the Priority Areas considered by these investigations.

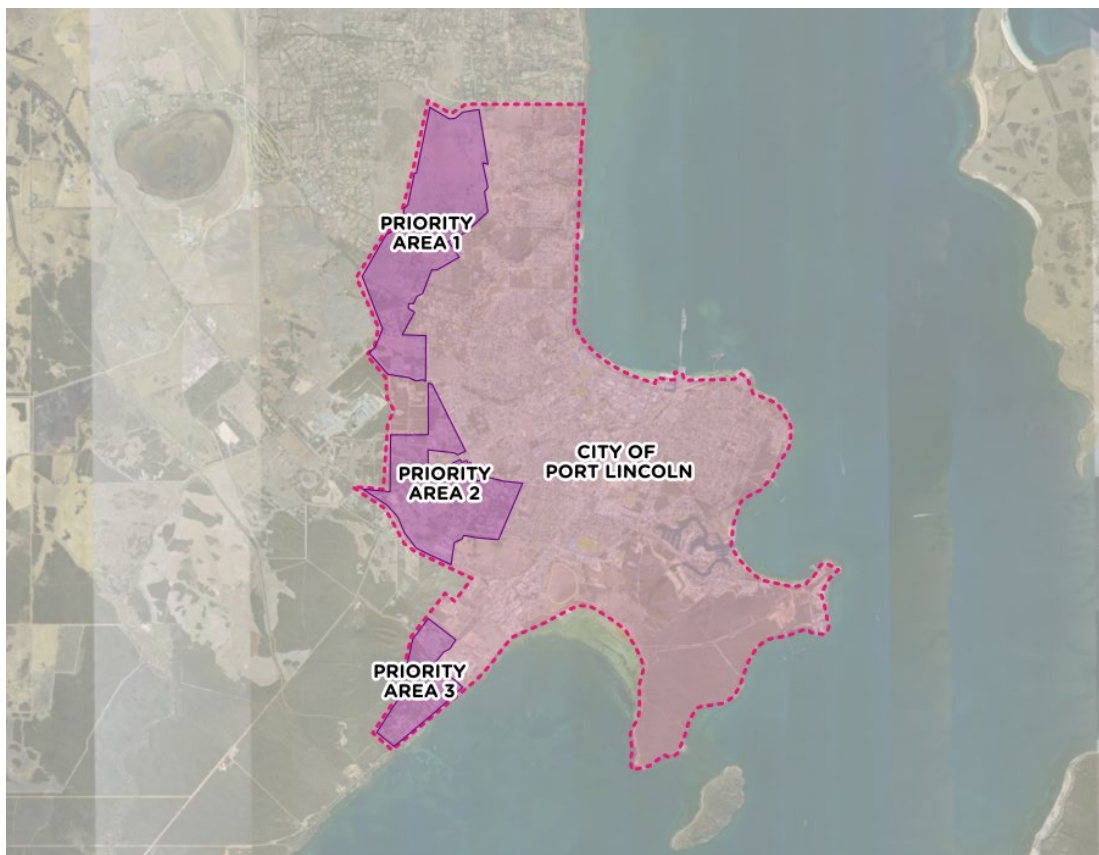


Figure 1 - General study and the three identified Priority (growth) Areas

2.2 PRIORITY AREAS

Following strategic review of various growth opportunities within the City of Port Lincoln, three Priority Areas have been identified for the purposes of the current assessment. These are referred to as Priority Area 1, Priority Area 2 and Priority Area 3 and detailed further below.

2.2.1 PRIORITY AREA 1 (NORTHERN AREA)

Priority Area 1 is located within the north-western portion of the City of Port Lincoln. It is generally bounded by Robertson Road to the south, Whillas Road and properties within the Hills Neighbourhood Zone to the east, Boundary Road and Rural Living properties to the north and the boundary of the City of Port Lincoln to the west. The Planning and Design Code identifies that the entirety of Priority Area 1 is currently within a Rural Zone.

2.2.2 PRIORITY AREA 2 (CENTRAL AREA)

Priority Area 2 is located centrally along the western side of Port Lincoln. The area is generally bounded by Western Approach Road to the south, Nootina Road, Kurara Road and various residential properties to the east, Robertson Road to the north and the Council boundary to the west.

2.2.3 PRIORITY AREA 3 (SOUTHERN AREA)

Priority Area 3 comprises a smaller area than Areas 1 and 2, located in the south-western corner of Port Lincoln. Area 3 is generally bounded by Proper Bay Road to the south-east, Blue Fin Road and the Resource Recovery Centre to the north-east and the Council boundary to the north-west and south-west.

3. TRANSPORT NETWORKS

The existing transport network supports both local traffic and the transport needs of a key regional centre. The City's road network generally comprises a grid-layout for local roads with a radial (star) arrangement of key arterial and collector roads (focussed on the primary activity area adjacent to the coast/Spencer Gulf).

The City's road network also supports significant freight movement associated with Port Lincoln's fishing industry, grain exports, and aquaculture sectors. Of particular note, port facilities are located east of the primary activity centre areas. The City's port facilities are accessed via dedicated routes, including Liverpool Street, Porter Street, London Street, Verran Terrace, Mortlock Terrace and Western Approach Road. These roads (as well as other side street connections to/from the port facilities) are gazetted for Restricted Access Vehicles (up to 36.5m Road Trains).

Rail corridors are also present within Port Lincoln for the Port Lincoln-Tevenard track. The primary corridor is aligned parallel to Mortlock Terrace, Verran Terrace and Luke Street with connections to the port. The line was primarily utilised for freight/commodity purposes but is currently disused (it is understood that passenger services ceased in the 1960s).

3.1 KEY ARTERIAL ROADS

The following key arterial roads are located within Port Lincoln:

- **Lincoln Highway / Hallett Place / Liverpool Street** – the primary regional route into and out of Port Lincoln, running north-east towards Whyalla and Port Augusta. It serves as the main freight and passenger link, connecting Port Lincoln with the rest of the Eyre Peninsula and South Australia. Lincoln Highway is under the care and control of the Department for Infrastructure and Transport (DIT) and currently accommodates approximately 10,000 to 12,000 vehicles per day (vpd) within the city. Lincoln Highway continues as Hallett Place and then Liverpool Street within the city with volumes between 7,700 to 14,700 vpd;
- **Western Approach Road / Mortlock Terrace** – an arterial road under the care and control of DIT. Western Approach Road functions as a key access route for heavy vehicles (particularly those accessing industrial zones and the port). Western Approach Road connects Port Lincoln with smaller townships within the Eyre Peninsula to the west, such as Coffin Bay and Elliston. Within the city, Western Approach Road continues as Mortlock Terrace connecting to Liverpool Street within the primary activity centre. DIT data indicates a daily traffic volume of approximately 2,000 vpd on Western Approach Road and up to 11,100 vpd on Mortlock Terrace;
- **Porter Street** – provides a key connection between Mortlock Terrace (Western Approach Road) and Liverpool Street (Lincoln Highway), and the port (via DIT controlled portions of London Street and King Street). DIT data indicates that it accommodates up to 10,300 vpd;
- **New West Road** - provides a connection between Lincoln Highway and Western Approach Road (functioning as a partial vehicle bypass of the city's primary activity centre). The road is under DIT care and control and accommodates up to 3,700 vpd; and
- **Flinders Highway** – is not technically an arterial given it is under the care and control of the City of Port Lincoln (with its local government boundary) and not DIT. Nevertheless, it essentially functions as part of Port Lincoln's arterial network providing an additional link between Lincoln Highway and Western Approach Road and also providing access to the city's north-western corner.

In addition, it is pertinent to note that DIT has recently undertaken upgrades at a number of intersections on the arterial road network (to improve safety, accessibility and efficiency). Specifically, the upgrades were undertaken to existing roundabouts (to improve the layouts) at the following intersections (completed in 2024):

- Flinders Highway/Light Street/Lincoln Highway/Hallet Place;
- New West Road/Lewis Street/Hallett Place;
- Hallet Place/Liverpool Street/Adelaide Place; and
- Liverpool Street/Mortlock Terrace/Bligh Street.

In addition to these completed works, an upgrade is proposed for the intersection of Porter Street, Liverpool Street and Railway Place. The intersection is currently a priority-controlled (Give Way) four-way intersection. DIT has been progressing detailed design for signalisation of the intersection with construction anticipated to commence in 2025.

3.2 LOCAL ROAD AND PATH NETWORKS

Within the city centre, streets such as Liverpool Street, Tasman Terrace, and Mortlock Terrace manage local traffic and provide access to activity centre areas and the water-front. As noted above, the broader road network generally comprises radial collector (or arterial) routes (extending from the city centre to/from the north-west, west and south-west). Remaining roads are generally low volume, locals roads aligned in a general grid layout around the radial collectors (with the exception of the Marina area which has a curvi-linear layout). The vast majority of roads comprise single traffic lanes in each direction with on-street parking accommodated in a parallel manner (either marked or unmarked), albeit the city centre includes a number of roads with angled on-street spaces. The general urban speed limit of 50 km/h applies on the majority of roads within Port Lincoln.

There are generally footpaths provided along the key radial routes, however, the provision of footpaths varies on other local roads (with many local roads having no footpath on either side of the road).

Cycling infrastructure is relatively limited within Port Lincoln. There is a shared path provided between Springfield Drive, Duncan Avenue and New West Road (and the adjacent Train Park). On-road bicycle lanes are provided along Tobruk Terrace, Cranston Street, Oxford Terrace and Matilda Street. Elsewhere, cyclists are generally required to share the travel lanes with vehicles or (where available) footpaths with pedestrians.

3.3 TRAFFIC DATA

3.3.1 TRAFFIC VOLUMES

A review has been undertaken of existing traffic volume data for the subject road network. This has been based on data provided by both the City of Port Lincoln and DIT. Figure 2 summarises the available traffic volume data (including commentary in respect to the nature and function of the associated roads based on the existing volumes).



Figure 2 - DIT available daily traffic volumes (Source: LocationViewerSA, 2025)

Council has also provided available traffic data for the local road network and this is provided in Appendix A.

3.3.2 ROAD CRASH STATISTICS

The State Government's (online) Location Viewer SA provides a summary of available traffic crash data for the five-year period between (and including) 2019 to 2023. Figure 2 provides an extract from Location Viewer SA illustrating crashes within the subject road network.



Figure 3 - Reported crash locations 2019-2023 (Source: LocationViewerSA, 2025)

The number and distribution of crashes on the local road network are generally relatively typical of such networks. The higher rates of crashes occur on the arterial roads (as is also typical given higher traffic volumes). The intersections with the highest crash rates are:

- Verran Terrace/St Andrews Terrace/Le Brun Street/Luke Street – 15 crashes including two injury crashes;
- Porter Street/Sleaford Terrace – 8 crashes including two injury crashes;
- Hallett Place/Adelaide Place/Liverpool Street – 9 crashes including three injury crashes; and
- Lincoln Highway/Hallett Place/New West Road – 7 crashes including three injury crashes.

It is pertinent to note however that the latter two intersections have recently been upgraded and conflict risk may have been reduced in these locations.

3.4 PUBLIC TRANSPORT

There are limited public transport services within Port Lincoln. The available services include:

- the 'Dial-a-Ride' service (Route 1010) which operates with flexible, on-demand stops; and
- school bus route (Routes 1011 and 1012) servicing local students within the north-western and south-eastern areas of the City.

These services generally operates on weekdays (9:00 am to 4:30 pm).

In addition, a daily coach service operates between Port Lincoln and Adelaide (via Port Augusta and Port Pirie). It is also understood that community and inter-town services also operate within Port Lincoln and the broader region (generally on-demand). Taxi services are also available within Port Lincoln (including servicing of the Airport).

No passenger rail service currently operates within Port Lincoln.

3.5 OPPORTUNITIES AND CONSTRAINTS

The existing road network is generally sufficient for current demands, there are challenges for the management of traffic and transport movements within Port Lincoln including:

- shared networks for heavy/commercial vehicle movements (primarily associated with the port) and light/domestic vehicle movements;
- increased traffic loads/demands during peak tourism season;
- relatively consolidated location of retail, education and employment uses results in focussed traffic distribution radially to/from the primary activity area;
- limited infrastructure for pedestrians and cyclists; and
- constraints around the rail corridor alignment and adjacent road and intersection layouts (this particularly impacts distribution of traffic movements associated with land to the east of the rail corridor, such as development surrounding the marina).

Ongoing development of Port Lincoln within the Priority Areas would have limited ability to address existing constraints, however, should seek to minimise impacts on the existing network through appropriate development patterns and new road networks. These should seek to provide multiple access routes to distribute traffic movements, optimise permeability for pedestrians and cyclists, allow for potential increased public transport servicing and improve road safety and capacity at key existing intersections impacted by the Priority Area volumes.

4. ANTICIPATED DEVELOPMENT

Based on strategic planning undertaken for the growth areas, the following range of dwellings are anticipated to be achievable within each Priority Area:

- **Priority Area 1** – 150 (low) to 260 (high) dwellings;
- **Priority Area 2** – 250 (low) to 600 (high) dwellings; and
- **Priority Area 3** – 20 (low) to 40 (high) dwellings.

For the purposes of these transport investigations, it has been assumed that all dwellings would be delivered in a low density (traditional detached dwelling) form.

It is anticipated that the Priority Areas will be serviced (accessed) via a combination of existing roads as well as new public roads (with associated connection to the existing network).

5. TRAFFIC ASSESSMENT

5.1 TRAFFIC GENERATION AND DISTRIBUTION

Traffic generation associated with (low density) residential development is typically assessed on the basis of 7.5 to 8.0 daily trips per dwelling. For

conservatism (and noting the lack of public transport availability), a rate of 8.0 daily trips per dwelling has been adopted for the following assessment. Based on this rate, the following additional daily volumes associated with each Priority Area has been identified:

- **Priority Area 1** – 1,200 (low) to 2,080 (high) additional daily movements;
- **Priority Area 2** – 2,000 (low) to 4,800 (high) additional daily movements; and
- **Priority Area 3** – 40 (low) to 160 (high) additional daily movements.

In respect to the distribution of the additional movements, these will generally be between each Priority Area and key destinations within Port Lincoln (such as the activity centres, educational facilities and employment areas). Accordingly, movements will primarily be distributed between each Priority Area and areas to the east via the various radial connections. These will include connections such as Flinders Highway, Roberston Road, New West Road, Grantala Road/Tennant Street and Western Approach Road. However, given the relatively permeable layout of the existing road network, there will be additional routes along which the additional movements would be distributed.

5.2 TRAFFIC IMPACTS

The forecast additional movements are relatively low in the context of the extent of each Priority Area (particularly Priority Area 3 for which the envisaged growth would generate minimal additional traffic). Nevertheless, to avoid notable impacts on the existing adjacent roads and intersections, it is recommended that multiple connections to the existing road network are achieved and permeability between existing and future areas is optimised. This will 'spread the load' of the additional movements and minimise the extent of infrastructure upgrades required to safely and efficiently accommodate the additional traffic volumes generated by the development of the Priority Areas.

Based on the above approach, key transport infrastructure recommendations have been prepared. These are illustrated on the diagrams provided in Appendix A with key recommendations outlined below for each Priority Area.

5.2.1 PRIORITY AREA 1 (NORTHERN AREA)

The primary access route associated with Priority Area 1 will be via Flinders Highway. In order to minimise the additional traffic accommodated via Flinders Highway, it is recommended that connections also be considered via Boundary Road (to the north), Walter Street and Garrett Road (to the east), Winters Hill Drive to the west, and Whillas Road and Roberston Road (for the southern portion of Priority Area 1).

Priority Area 1 will also require a new internal road network. This would desirably provide connectivity to, from and within the site via the above connections. However, this will be subject to topographical constraints (which may result in separate connections for the higher and lower portions of the site). This will be subject to specific development proposals and further detail can be refined as and when development of Priority Area 1 progresses.

External to Priority Area 1, there are a number of existing intersections along the primary access routes with limited traffic control (including a number of four-way intersections). Given the increased traffic distributed to these intersections, it is recommended that improved traffic control treatments be implemented to safely and efficiently accommodate the increased traffic loads. The type and extent of treatment will ultimately depend on the extent and layout of development achieved (and volumes distributed to each location). Nevertheless, upgrades could comprise provision of separated turn lanes or roundabouts. The locations for which it is recommended that treatments be considered are as follows:

- Winters Hill Drive/Flinders Highway (if a new road connection is provided on Winters Hill Drive for the Priority Area);
- new intersection(s) on Flinders Highway for the Priority Area;
- Flinders Highway/Happy Valley Road;
- Flinders Highway/Normandy Place/Highview Drive;
- Flinders Highway/Oxford Terrace;
- Whillas Road/Robertson Road/Kurara Road (staggered T-intersection); and
- Roberston Road/Hilltop Drive/Duncan Avenue.

5.2.2 PRIORITY AREA 2 (CENTRAL AREA)

There are a variety of access options available to distribute the traffic forecast to generated by the potential development of Priority Area 2. These include Robertson Road, New West Road, Sleaford Terrace (if additional connection is formed), Tennant Street, Grantala Road, Barley Road and Western Approach Road. As with Priority Area 1, it is desirable to maximise the number of road connections serving Priority Area 2 to minimise the impacts of the 2,000 to 4,800 additional daily movements.

Opportunities to provide new connections for the Priority Area should be sought including the extension of Sleaford Terrace to Grantala Road and formalisation (sealing) of the unmade portion of Barley Road to Nootina Road. Additional local road connections should be considered where feasible. This could include potential connections through the Community Title site east of Nootina Road. The provision of additional connections will not only assist with the distribution

of traffic throughout the network (minimising the impact on any one location) but also improve permeability for pedestrians and cyclists.

The Priority Area will also require additional internal roads which should link to existing and the above (potential) new connections to the broader network. In respect to Western Approach Road, it is recommended that connections be minimised where possible (given the higher speed limit and commercial vehicle movements associated with it). It would be desirable to remove connections which form four-way intersections on Western Approach Road (Grantala Road which forms a four-way with Dodd Road and Old West Road which forms a four-way with Concordia Road). The new internal road network could focus on connections to Western Approach Road via Nootina Road and New West Road. The existing turn treatments at these intersections are likely sufficient to accommodate additional movements associated with the development of the Priority Area. However, this will be dependent on the ultimate road layout achieved within the Priority Area and can be reviewed further as development progresses.

Within the broader road network, there are a number of intersections which will likely require upgrade to ensure the volumes generated by Priority Area 2 can be safely and efficiently accommodated. As with Priority Area 1, the type and extent of treatment will ultimately depend on the extent and layout of development achieved (and volumes distributed to each location). These locations include:

- Whillas Road/Robertson Road/Kurara Road (staggered T-intersection) – also identified for Priority Area 1;
- Roberston Road/Hilltop Drive/Duncan Avenue – also identified for Priority Area 1;
- Kurara Road/New West Road;
- Grantala Road/Kurara Road;
- Tennant Street/Mortlock Terrace; and
- Barley Road/Yandra Terrace.

Noting existing safety issues at Verran Terrace/St Andrews Terrace/Le Brun Street/Luke Street and Porter Street/Sleaford Terrace, it would also be desirable to consider future treatments at these locations. While largely an existing issue that would desirably be addressed regardless of the Priority Area development, the distribution of additional movements to these intersections could worsen the crash rate.

5.2.3 PRIORITY AREA 3 (SOUTHERN AREA)

The primary access routes for Priority Area 3 will likely be via extension of Arrandale Close and/or connection to/from Blue Fin Road. The portion of Priority Area 3 north of the rail corridor will require extension of a connection from the south (over/through the rail corridor) and/or connection to the northern section of Blue Fin Road (with broader connectivity to Western Approach Road). There is an existing level difference where the Blue Fin Road road reserve aligns with the rail corridor which would impact the feasibility of a road connection through this area. Connectivity between the northern and southern portions of Priority Area 3 would therefore likely be more feasible further west of Blue Fin Road (where there are lesser level differences).

The level of traffic generated by the anticipated development of Priority Area 3 is low. The majority of the movements would be anticipated to be distributed to the broader road network via the existing connections of Arrandale Close and Blue Fin Road to Proper Bay Road. The additional movements would be within the capacities of these roads (and the surrounding network) and there would be little or no traffic impact as a result of the development of Priority Area 3.

5.2.4 KEY ROAD INFRASTRUCTURE INTERVENTIONS FOR THE PRIORITY AREAS

Based on the review of impacts associated with each Priority Area and table of interventions has been identified (Table 1). This relates to interventions external to or on the boundary of each Priority Area (it is assumed that 'internal' road network arrangements for each Priority Area will be addressed as/when development progresses). The key responsibility for each intervention has also been noted. The treatment identifiers (IDs) relate the locations illustrated on the appended transport intervention maps (refer Appendix B).

Table 1 - Recommended interventions to accommodate the potential traffic volumes

ID	Location	Treatment	Responsibility
01	Boundary Road	Connect Priority Area 1 to Boundary Road	Area 1
02	Walter Street and Sarah Crescent	Connect Priority Area 1 to Walter Street and/or Sarah Crescent	Area 1
03	Garrett Road	Connect Priority Area 1 to (extended) Garrett Road	Area 1
04	Winters Hill Road	Connect Priority Area 1 to (extended) Winters Hill Road	Area 1
05	Winters Hill Road/Flinders Highway	Intersection upgrade - sheltered turn lanes	Area 1
06	Flinders Highway Service Road	Extend service to road to service new dwellings	Area 1
07	New Flinders Highway Intersection	New T-intersection to service Priority Area 1 - sheltered turn lanes	Area 1

08	Flinders Highway/Happy Valley Road	Intersection upgrade - sheltered turn lanes	Area 1
09	Robertson Road/Whillas Road	Intersection upgrade - sheltered turn lanes, reassigned priorities or roundabout	Areas 1 & 2
10	Flinders Highway/Normandy Place	Intersection upgrade - sheltered turn lanes or roundabout	Area 1
11	Robertson Road/Hilltop Drive	Intersection upgrade - sheltered turn lanes or roundabout	Areas 1 & 2
12	Flinders Highway/Oxford Terrace	Intersection upgrade - sheltered turn lanes, reassigned priorities or roundabout	Areas 1 & 2
13	New West Road/Kurara Road	Intersection upgrade - sheltered turn lanes or roundabout	Area 2
14	Grantala Road/Kurara Road	Intersection upgrade - sheltered turn lanes or roundabout	Area 2
15	Sleaford Terrace	Possible extension of Sleaford Terrace to Tennant Street	Area 2
16	Tennant Street/Mortlock Terrace	Intersection upgrade - sheltered right turn lane	Area 2
17	Barley Road/Yandra Terrace	Intersection upgrade - sheltered right turn lane	Area 2
18	Glengyle Street, Carrawilla Street, Woolga Street and Cronin Avenue	Connect existing side streets to Priority Area 2 to assist with distribution of traffic	Area 2
19	Barley Road	Connect Priority Area 2 to (extended) Barley Road	Area 2
20	Western Approach Road/Nootina Road	Current layout likely sufficient - review based on development detail and review speed limit	Area 2
21	Grantala Road/Western Approach Road	Close intersection and realign Grantala Road to New West Road	Area 2
22	Western Approach Road/New West Road	Current layout likely sufficient - review based on development detail and review speed limit	Area 2
23	Western Approach Road/Old West Road	Close intersection and realign Old West Road to New West Road to maintain access	Area 3
24	New Blue Fin Road Intersection (Southern)	New T-intersection to service Priority Area 3 - standard T-intersection	Area 3
25	Arrandale Close	Provide new connection (extension) to Arrandale Close to service Priority Area 3	Area 3
26	Rail Corridor	Provide connection across disused rail corridor (if not feasible, alternative access via Blue Fin Road (north) required)	Area 3
27	New Blue Fin Road Intersection (Northern)	New T-intersection to service Priority Area 3 - standard T-intersection - for secondary/emergency access	Area 3

5.2.5 BROADER DEVELOPMENT

In addition to the identified Priority Areas, there is potential for further development and growth to occur both within the City of Port Lincoln and adjacent areas within Lower Eyre Council.

These opportunities include small-scale infill opportunities within the established urban area. These typically comprise redevelopment of underutilised or larger residential allotments, incremental intensification of existing commercial sites, or the take-up of remaining vacant parcels within serviced areas.

From a traffic perspective, these forms of development are expected to generate relatively low levels of additional vehicle movements and would generally disperse these movements across the existing road network (via various routes). As such, infill growth is not anticipated to result in material changes to network performance, intersection operation, or road safety outcomes.

Beyond minor infill, broader strategic growth may include expansion of the existing Urban Activity Centre Zone, the potential establishment of a new Activity Centre, and additional residential and/or employment/commercial development within Rural Living and Rural Zones within adjacent areas of the Lower Eyre Council (on the fringe of Port Lincoln).

Realisation of these broader growth opportunities will be contingent on the preparation and assessment of rezoning proposals (Code Amendments). Code Amendment proposals would be supported by detailed traffic and access investigations to confirm further impacts associated with such further growth opportunities and identify the need for additional upgrades/interventions and associated costing and delivery arrangements.

5.2.6 OTHER CONSIDERATIONS

In addition to the accommodation of increased vehicular traffic associated with the Priority Areas, there will be increased levels of walking and cycling generated by the future development. Development of the Priority Areas should include adequate provisions for such users with facilities such as footpaths, shared (walking and cycling) paths and on-road bicycle lanes, where appropriate. These should be developed to connect to existing adjacent networks and optimise permeability and access for such users. Desirably, Council's Walking and Cycling Strategy (currently being prepared) would also include consideration of these Priority Areas.

Development of the Priority Areas would also increase the catchment and demand for public transport within Port Lincoln. It will be desirable that the existing services be extended to cover the Priority Areas, as they are developed and occupied. However, the increased demands also present an opportunity for

Public Transport South Australia (PTSA) to consider opportunities for increased/improved services within Port Lincoln.

APPENDIX A

COUNCIL TRAFFIC DATA

Road Name	Description	Counter Location	Date From	Date to	AADT	%HV	Avg Speed	85th Percentile Speed	Notes	Lat	Long
Dobbins Street	Swann Street to Day Street 33m NW of Gulf Ave to 18m SE of	10 Dobbins St	5/09/2024	19/09/2024	68	0.22	30	39.3	Reseal 2025	-34.72833	135.84994
Duncan Avenue	Flinders Avenue either side of	39 Duncan Avenue	5/09/2024	19/09/2024	2534	1.08	53	74.2	Reseal 2025	-34.72458	135.84149
Eric Avenue	Oak Street Oxford	near Oak St	19/09/2024	4/10/2024	238	1.68	40.1	56.4	Reseal 2025	-34.71212	135.84352
Hermitage Crescent	Terrace to Stuart Terrace London Street	Near Oxford Ave	19/09/2024	4/10/2024	106	0.25	28.9	37	Reseal 2025	-34.72097	135.84941
Knott Street	to Cook Street Cul-de-sac to	Near Cook St	31/10/2024	14/11/2024	463	0.45	36.8	48.6	Reseal 2025	-34.7252	135.87506
Lawson Drive	Cul-de-sac to Tobruk	Near Baillie Drive	14/11/2024	28/11/2024	217	0.4	34.6	43.3	Reseal 2025	-34.73016	135.84437
Marine Avenue	Terrace to Baillie Drive Mortlock	Near Duncan Avenue	14/11/2024	28/11/2024	1021	0.13	42.6	49	Reseal 2025	-34.72676	135.8465
Quiberon Street	Terrace to Theakstone Duncan	Near Mortlock Tce	28/11/2024	12/12/2024	142	0.05	28.3	37.3	Reseal 2025	-34.731824	135.855895
Robertson Road	Avenue to 350m Mortlock	Near Duncan Avenue	12/12/2024	9/01/2025	1039	1.08	53	56.4	Reseal 2025	-34.72138	135.83707
Sinclair Street	Terrace to Matilda Street	Near Mortlock Tce	12/12/2024	9/01/2025	271	0.42	33	42	Reseal 2025	-34.73396	135.85365
St Andrews Terrace, School	East Boundary of Kirtion Point Primary School to Calais Drive	Near Stevenson Rd	28/11/2024	12/12/2024	1339	0.07	29.4	34.6	Reseal 2025	-34.73264	135.86741
Theakstone Street	Street to Mortlock Terrace	Near Mortlock Tce	28/11/2024	12/12/2024	142	0.05	28.3	37.3	Reseal 2025	-34.73084	135.85716
Lebrun St	Mortlock Tce to Verran Tce	near Mitre 10	4/10/2024	17/10/2024	4563	1.41	42.1	57.2		-34.72932	135.85973
Luke St	St Andrews Tce to Matthew Pl	near Lebrun	4/10/2024	17/10/2024	4077	1.31	51.4	64.5		-34.72917	135.86108
St Andrews Tce	Verran Terrace to Stevenson Street North	near Bunnings	17/10/2024	31/10/2024	2955	1.43	44	50.2		-34.73027	135.86115
Verran Tce	Boundary of House No 73 to St Andrews Tce	near Lebrun Tce 60 sign	17/10/2024	31/10/2024	4418	1.99	56.1	71.5		-34.73068	135.85878
Pine Freezers Road	138m to 188mm Pine Freezers Road (North)	SA Water sewer point	9/01/2025	20/02/2025	1073	5.16	44.4	54.5		-34.74955	135.84336
Pine Freezers Road	to Western Approach Rd	near Western Approach Road	9/01/2025	20/02/2025	1697	4.75	40.3	40.95		-34.74648	135.84086
Ravendale Road	Terrace to 100m North of Stamford	Near Stamford Terrace	21/02/2025	6/03/2025	8349	0.5	56.4	70.5		-34.739095	135.863422
Stamford Terrace	Follett Street to Cranston Street	Near Ravendale Rd	21/02/2025	2/04/2025	3396	0.56	36.8	44.6		-34.739778	135.863318
Tobruk Terrace	Marine Avenue	near 12 Tobruk Tce	31/10/2024	14/11/2024	2640	0.38	47.4	53.6	Reseal 2026	-34.72757	135.85278

APPENDIX B

KEY TRANSPORT RECOMMENDATION MAPS

