

INTEGRATED TRANSPORT AND LAND USE PLAN

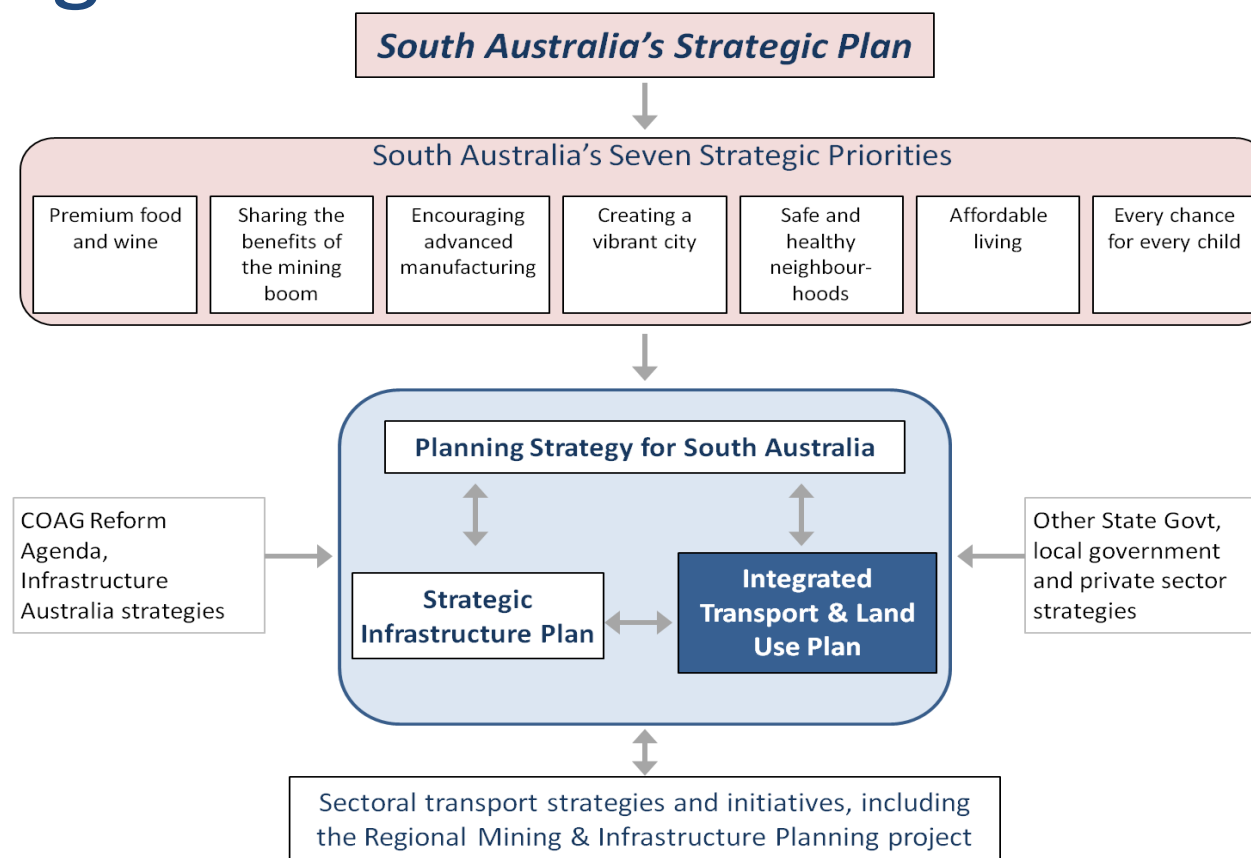


Institute of Public Works Engineering Australasia

2014 Conference
Standards, Strategies and Sustainability

30 May 2014

Strategic Context



Government of South Australia

Department of Planning,
Transport and Infrastructure



**THE INTEGRATED TRANSPORT
AND LAND USE PLAN**

October 2013



Government of South Australia

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Projects Completed since 2003

\$6 billion

- Bakewell underpass
- Port River Expressway
- Gallipoli Underpass and Glenelg Tram overpass
- Northern Expressway
- Sturt Highway duplication to Nuriootpa and improvements in the Riverland
- Re-sleepering of the train lines in Adelaide
- Glenelg tram line extension to the Entertainment Centre
- Seaford rail extension and electrification
- Outer Harbor deepening
- LeFevre Peninsula rail improvements
- McLaren Vale overpass
- Road safety improvements (eg Black Spot programs)

Projects Underway and Budgeted

\$2.3 billion

- Completion of Southern Expressway duplication
- Completion of the South Road Superway
- Completion of electrification of Seaford and Tonsley lines, the Gawler line to Dry Creek, and new railcars
- Completion of improvements to the Adelaide – Melbourne road corridor
- Completion of the Goodwood rail junction grade separation
- South Road – Torrens Road to River Torrens
- Tonsley Park transport hub
- Road safety improvements (eg Black Spot programs)
- Replacement of River Murray ferries
- North East Road / Sudholz Road intersection
- South Eastern Freeway Managed Motorway
- Road improvements in the Anangu Pitjantjatjara Yankunytjatjara (APY) lands

➤ \$36 billion (2013 dollars) over 30 years

- \$29 billion from the State and Federal Governments
- \$7 billion from local government and private sector

Investment over the Next 30 Years

1. Adelaide's North–South Corridor and the Road Network

- North-South Corridor \$5.6b
- Upgrading of other major traffic and freight routes \$4.7b

2. Modernising and Expanding Public Transport

- Upgrade Adelaide's passenger rail lines including electrification \$3.3b
- Bringing back the trams to Adelaide by creating the AdeLINK network \$2.9b
- Redesigning and modernising the bus network \$1.4b

3. Upgrading Regional Transport Infrastructure

- Upgrading regional roads \$5.5b
- New deep sea ports, and new and upgraded road and rail links to ports \$6.9b

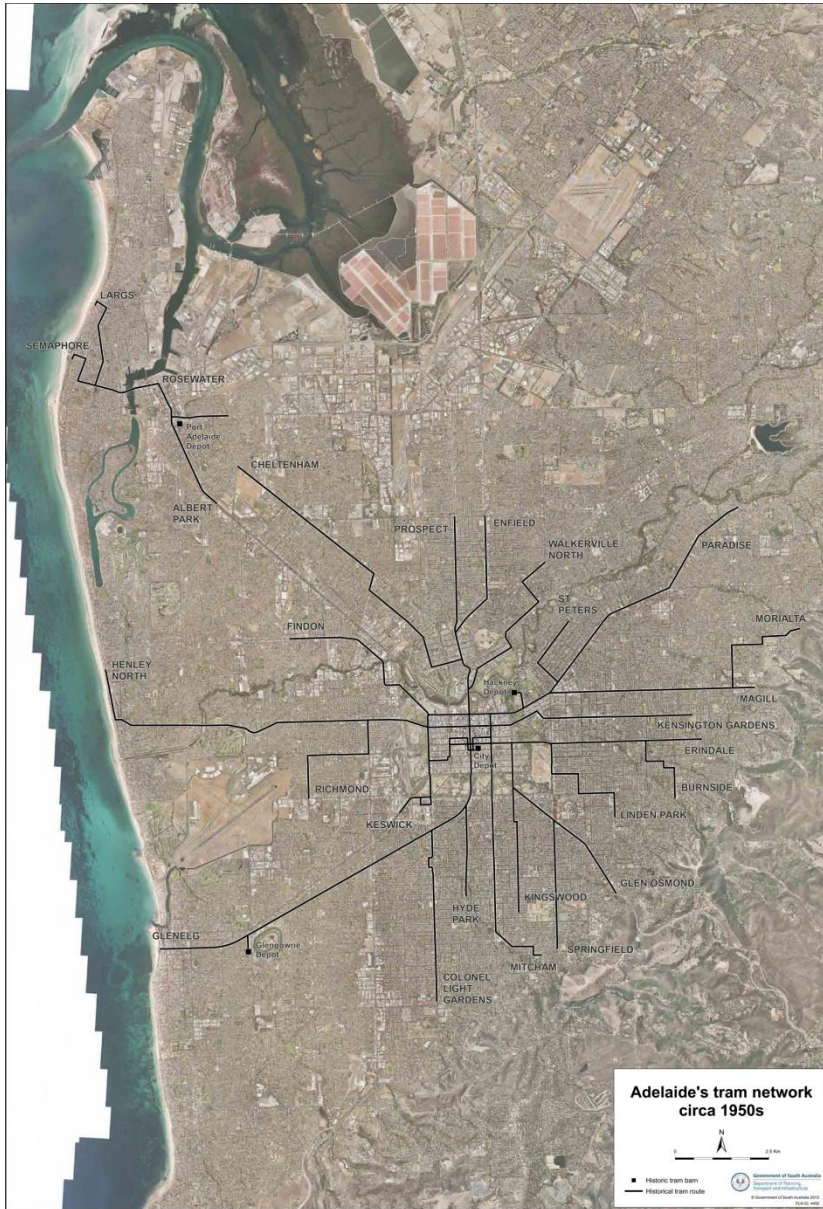
4. Encouraging Active Travel Choices and Sustainability

- Cycling and walking networks in Adelaide and regional towns \$0.5b

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Tram Network circa 1950s



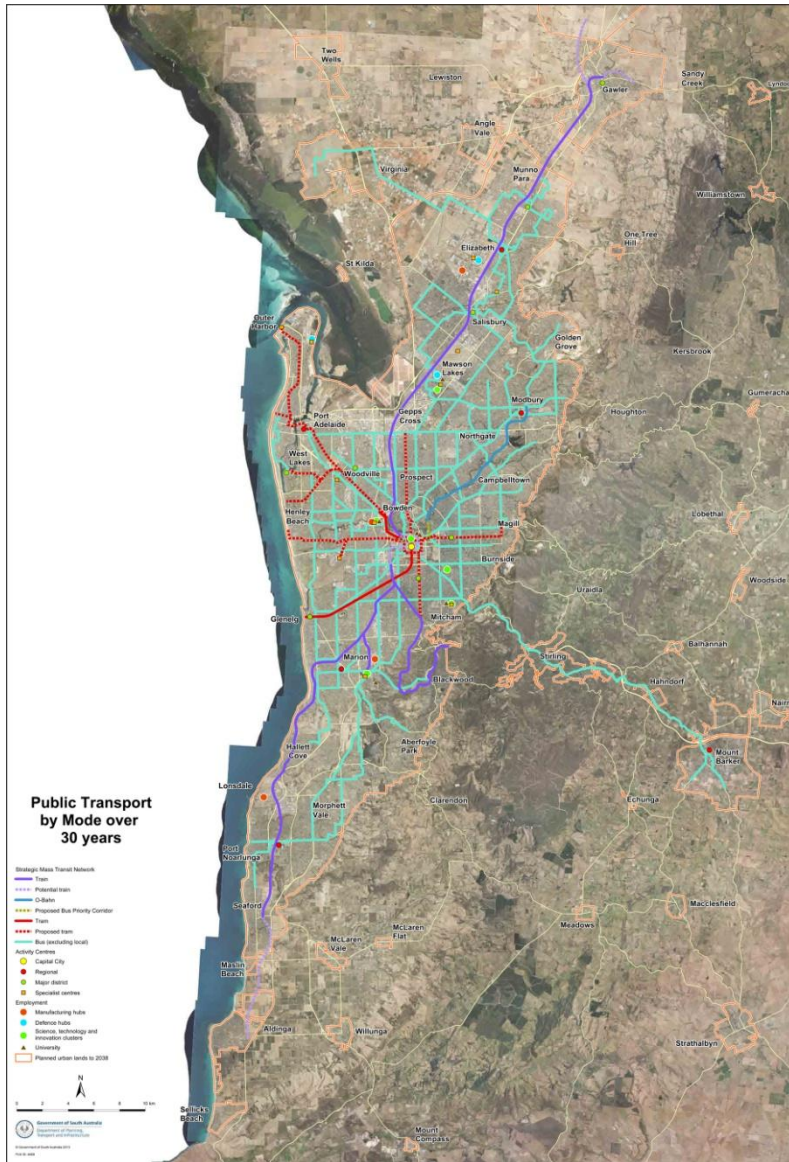


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AdeLINK

- CityLINK
- PortLINK
- WestLINK
- UnleyLINK
- EastLINK
- ProspectLINK



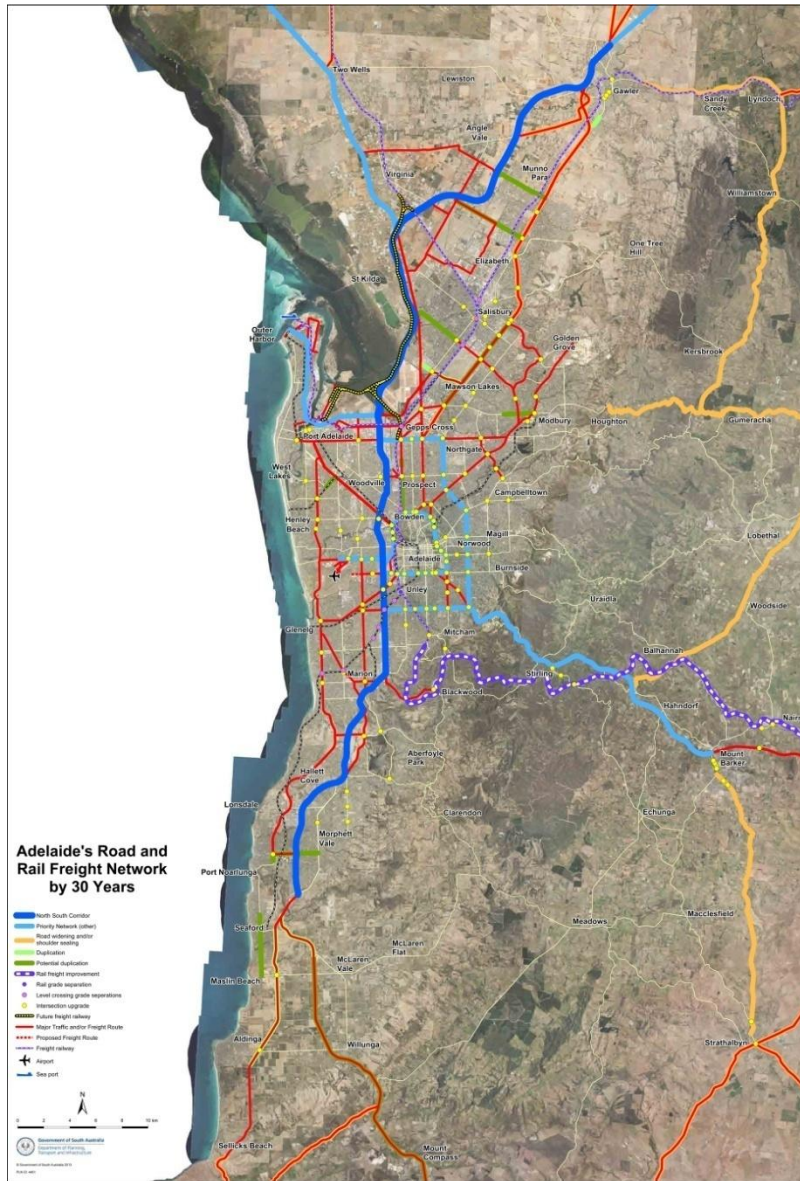


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Public Transport by Mode over 30 years

- Complete the improvements to the north-south backbone train network
- AdeLINK tram network
- Redesign and modernise the bus network
- Potential underground train loop in the CBD
- Protect the extension of train lines in the north and south in the longer term
- Relocate passenger rail terminal into Adelaide station in the longer term

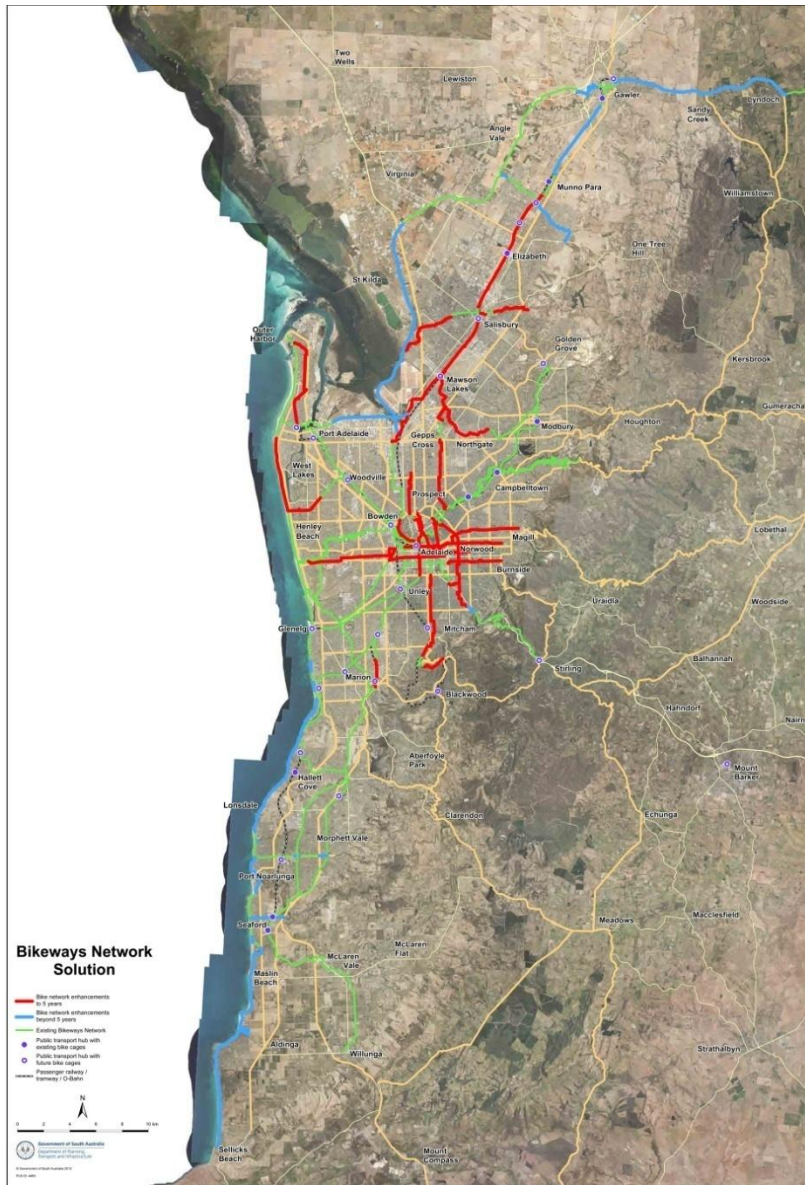


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Adelaide's Road and Rail Freight Network by 30 years



- Complete the North-South Corridor
- Upgrade the Inner Ring Route and Outer Ring Route
- Duplicate Victor Harbor Road to McLaren Vale, and in the longer term to Mount Compass
- Targeted intersection and road section upgrades along major traffic and freight routes – including some road duplication
- Actively manage the road network
- Implement Managed Motorways
- Protect freight routes

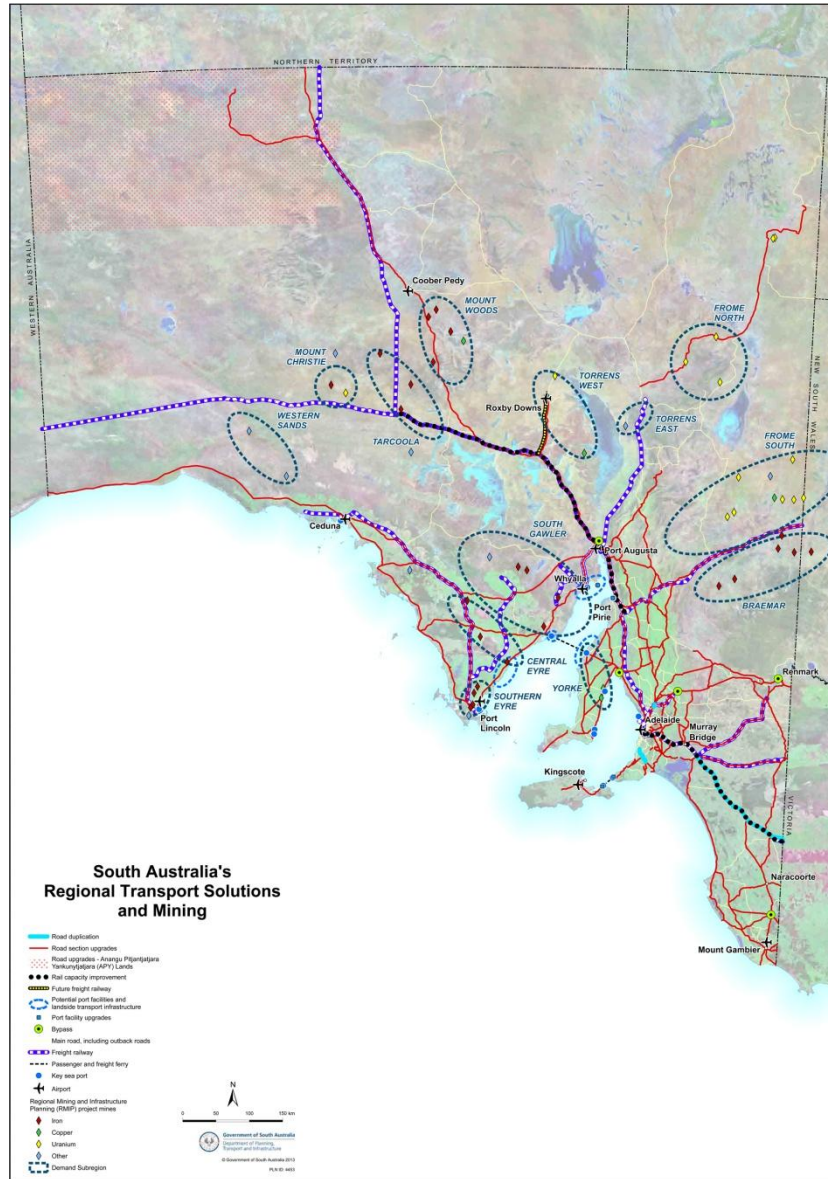


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Bikeways Network Solution



- Extend the Bikedirect network, with focus on public transport hubs, activity centres and schools
- Separate cycling and walking routes along arterial roads where possible
- Complete the Greenways Program
- Expand cycling and walking catchments – e.g. people-friendly streets
- Work with councils to maintain and create walking and cycling networks
- Promote cycling and walking, and improve driver awareness



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Regional Transport Solutions and Mining

35% of total ITLUP investment is in regional SA

- Duplicate the Dukes Highway to Victoria
- Seal the Strzelecki Track
- APY Lands road improvements
- Targeted road widening, more overtaking lanes and rest areas across the network
- Arterial road town bypasses of Penola, Truro and Port Wakefield, and potential bypass of Renmark and sealing of Yorkey's Crossing at Port Augusta
- Prepare regional passenger transport plans
- Support regional aviation
- Implement RMIP project
- Upgrade rail lines
- Expand High Productivity Vehicle network

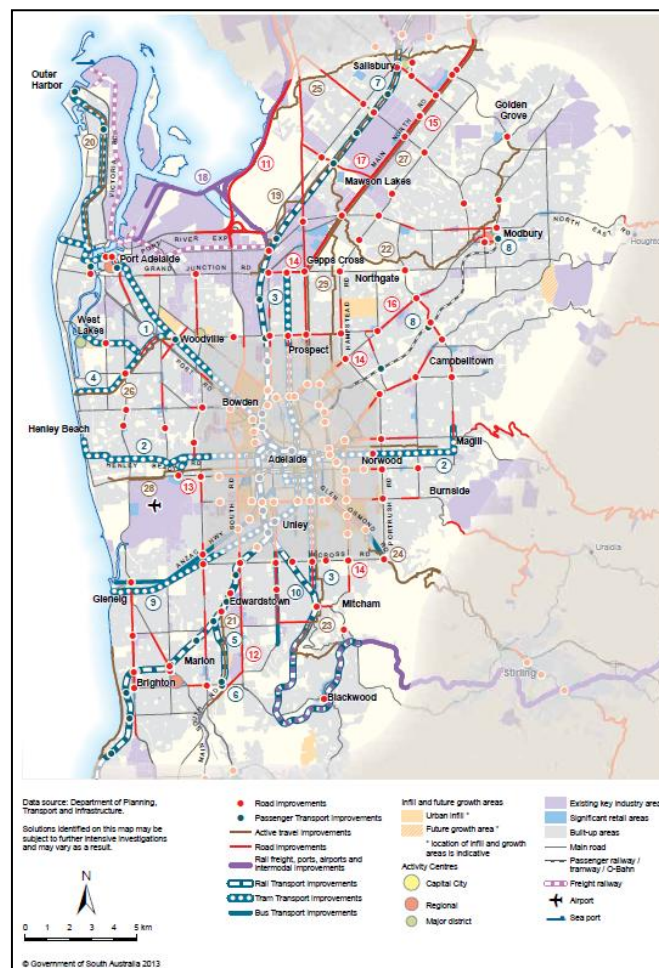
State-wide Solutions

- Increased maintenance funding to improve and sustain the performance of the transport network
- Make better use of our transport assets
- Protect freight corridors and facilities
- Make our transport system safer and deliver South Australia's Road Safety Strategy
- Reduce environmental impacts
- Reduce car dependency

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Solution Maps and Tables



Implementation timeframe			
	Short	Medium	Long
Public transport			
1. Seaford line – increase service frequencies, review, upgrade and extend train stations and platforms. Electrify entire train route. Eventual grade separation of rail line from the road network from			
2. Complete the electrification of the entire Gawler line			
3. Expand the park and ride capacity at Mount Barker			
4. Define and preserve future train corridors to the north			
Area-wide solutions			
• In line with growth, extend bus services as required and Two Wells			
• Re-structure bus services and over time improve Munno Para			
• Improve protection for pedestrians at at-grade roads			
• With the opening of the Seaford train line, re-structure bus services with bus priority on Glenelg			
• Regional Passenger Transport Plans for Barossa			
• Supply of additional park and rides at key nodes			
Roads			
5. Implement Motorway Management System on the M10			
6. Complete the North-South Corridor – Northern Corridor			
7. Victor Harbor Road duplication – Old Noarlunga			
8. Targeted upgrades along Main North Road			
9. Main South Road duplication – Seaford to Aldinga			
10. Provide a new interchange on the South Eastern Freeway			
11. Noarlunga to Victor Harbor Road – road widening required			
12. Noarlunga to Cape Jervis Road – road widening			
13. Mount Barker to Strathalbyn Road – road widening			
14. Barossa Valley Way – road widening, shoulder widening			
15. Victor Harbor to Goolwa – installation of overtaking lanes			
Area-wide road solutions			
• Targeted upgrades of key intersections and sections of road to improve efficiency and safety performance			
• Preserve and construct when necessary potential future road duplications such as Beach Road (Noarlunga), Dyson Rd (Noarlunga) Kings Road (Parasowie), Commercial Road (Seaford), Womma Road and Curtis Road			
• Actively manage the operation and performance of the road network to give priority to movements along key freight and major traffic corridors			
• Mount Barker growth area transport infrastructure improvements			
• Gawler growth area transport infrastructure improvements, including duplication of Adelaide Rd (Evanston Park)			
• Playford projects growth area transport infrastructure improvements			
• Road widening and shoulder sealing targeted at freight and major traffic routes in outer areas			
• Increase maintenance to improve and sustain the performance of the transport network and make better use of our transport assets			
• Continue to implement the Road Safety Strategy and address road safety hotspot and higher risk locations			
Cycling and walking			
16. Partner with local councils to complete the Gawler Greenway from Salisbury to Gawler			
17. Complete provision of bicycle lanes on Main North Road between Munno Para and the City			
18. Beach Road, expand cycling and walking catchment of Noarlunga Centre			
19. Seaford, Aldinga, McLaren Vale and Willunga, shoulder sealing to improve conditions for cyclists			
20. Partner with local councils to complete Coast Park from Brighton to Sellicks Beach			
21. Partner with Playford Council to construct the Smith Creek Trail, expand cycling and walking catchment of Munno Para			
Area-wide solutions			
• Improve walking and cycling facilities in catchment areas for schools			
• Implement bicycle lanes on selected arterial roads			
Ports, rail freight and airports			
22. Complete the North-South Corridor – including rail connections to the port			
23. Cape Jervis – ferry berth upgrade works and jetty refurbishment			
24. Improvements to Adelaide-Melbourne rail corridor through Adelaide Hills			
Local Government			
• Work with local councils to complete local transport strategies to complement land use directions of local development plans, with a focus on accessible neighbourhoods, integration with public transport networks and state freight /major traffic networks:			
• Local road, pedestrian and cycling networks to support Gawler, Mount Barker and Playford Projects Growth Areas and improve access in major townships and centres			
• Regional and township cycling networks, including in the Barossa, Hills and Fleurieu			
• Attractive and convenient pedestrian and cycling connections to public transport stops and stations, and local road access to park and ride facilities			
• Local freight networks to provide for safe and reliable heavy vehicle movements, including last mile access, east-west movements between Port Wakefield Road and Barossa/Main North Road and across the Fleurieu			
• Clearways and kerbside and off-street parking provisions, particularly on high streets and in town centres such as Victor Harbor and Tanunda			
• Work with Local Government to implement the National Airport Safeguarding Framework within council development plans to ensure the future of Edinburgh, Gawler, Parafield, Aldinga and Goolwa Airports.			



Community Consultation

- Between 21 October 2013 and 17 January 2014
 - Draft Plan, Technical Document, independent reports, fact sheets, brochures, posters, advertisements, postcards, animation, etc
- 32 public events across Adelaide and regional SA
 - Feedback forms
- 8 briefing sessions for councils, LGAs and RDAs
- Meetings with industry, government and other interest groups
- Further information and submissions provided by writing, emailing, filling out a survey (DPTI website), information line, feedback forms, SASP website, using Facebook, Twitter, LinkedIn and YouTube
- Over **2500** people attending community events and briefing sessions
- Almost **1500** submissions received
- **Feedback has been overwhelmingly positive**

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PEOPLE TO PLACES
BUSINESSES TO MARKETS
A PLAN TO GROW WITH SOUTH AUSTRALIA