

South Australian Integrated Transport and Land Use Plan

October 2013

On Monday 21 October 2013 South Australian Premier the Hon. Jay Weatherill MP unveiled the *Integrated Transport and Land Use Plan*, a detailed blueprint for South Australia's transport future. The plan will guide private, State, Federal and local government investment in South Australia's transport and land use planning system for the next 30 years.

The Plan proposes a host of changes to improve trains, roads, trams, buses, harbours, airports and transportation infrastructure for cyclists and pedestrians. A table outlining the various changes proposed is provided on page 3.

The Plan was developed by the State Government in consultation with key industry and advocacy groups, as well as government agencies, and supports the South Australian Government's *30 Year Plan for Greater Adelaide*.

Key components

The plan will combine transport, land use planning and economic development strategies and identifies the goals, objectives and solutions for the development of the South Australian transport system.

Key components of the Plan include:

- **Modern, electric trains on an upgraded rail network:** electrification of the north-south backbone of the public transport system and replacement of the existing diesel passenger trains with electric-powered locomotives, including the Belair line
- **A new AdeLINK tram network:** a dedicated tram loop around the city centre down Prospect Road, The Parade and Unley Road and new lines out to Adelaide Airport, West Lakes, Outer Harbor and Grange, replacing the existing diesel train service.
- **Completing a non-stop North-South corridor:** connecting target routes over the next 15 years, including:
 - The Northern Connector from Port Expressway to the Northern Expressway;
 - Regency to Torrens roads, linking the Superway with the Torrens to Torrens upgrade;
 - River Torrens to Sir Donald Bradman Drive;
 - Sir Donald Bradman Drive to Cross Road; and
 - Ayliffes Road to the Southern Expressway.

- **Upgrades to bus and rail services:** undergrounding the O-Bahn from Hackney Road into the city and moves interstate rail into the Adelaide Railway Station from Keswick.
- **Gawler line electrification to extend to Salisbury:** electrification of the Gawler line will now extend past Dry Creek to 12 stations until Salisbury station following a re-scoping of the \$152.4 million project

Funding

Initial publicly reported estimates of the cost of the vision put it at \$36 billion in 2013 dollars over the next 30 years.

The South Australian Government predicts that on current assessments of likely future funding, excluding any future cost rises and indexation, available funding of around \$23 billion could be expected for capital projects over this period.

The South Australian Labor Government has ruled out introduction of toll roads in South Australia to fund the Plan.

Opportunity for input and feedback

The South Australian Government is currently seeking feedback on the Plan. Individuals and organisations who wish to provide feedback can:

- fill out the [survey](#);
- make a submission addressed to 'Integrated Transport and Land Use Plan feedback', GPO BOX 1533, Adelaide SA 5001 or email to transportplan@sa.gov.au;
- call 1800 767 254 to talk with South Australian Government staff;
- attend one of the South Australian Government's [events or listening posts](#) being held across the state during October and November;
- provide feedback online via <http://saplan.org.au/yoursay> and join the online discussion about the Plan; or
- discuss the Plan on social media using [Facebook](#), [Twitter](#), [LinkedIn](#) and [YouTube](#).

Submissions on the *Integrated Transport and Land Use Plan* close on Friday 29 November.

Further information

The *Integrated Transport and Land Use Plan* is available [here](#).

South Australian Premier the Hon. Jay Weatherill MP's press release on the announcement of the Plan is available [here](#).

The South Australian Government's dedicated website for the Plan is available [here](#).

The South Australian Government's video outlining the Plan is available [here](#).

The South Australian Government's public transport plan is available [here](#).

What the *Integrated Transport and Land Use Plan* proposes – by modes

Trains	Roads	Trams	Buses	Cyclists/Pedestrians	Harbours and Airports
<p>Completion of the electrification of the north-south backbone of the public transport system and replacement of the existing diesel passenger trains with electric-powered locomotives, including the Belair line.</p> <p>Upgraded railway stations, lines and passenger carriages.</p> <p>Protected rail corridors in outer metropolitan growth areas.</p> <p>An underground rail link the CBD.</p> <p>Relocation of the interstate terminal to the Adelaide Railway Station.</p> <p>Realignment of the freight rail connection into northern Adelaide to bypass the northern suburbs.</p>	<p>Completion of a seamless north-south corridor with no traffic lights between Gawler and Old Noarlunga.</p> <p>Upgraded intersections on the city’s Inner and Outer Ring Routes.</p> <p>Safety upgrades to regional roads: more overtaking lanes, widening of important roads, duplication of Dukes Highway.</p> <p>Improved intersections and road duplication of the Victor Harbor Road to McLaren Vale, additional overtaking lanes and shoulder sealing to Victor Harbor and, in the longer term, duplication of the road to Mount Compass.</p> <p>Sealing of the Strzelecki Track.</p> <p>Bypasses in Penola, Port, Wakefield and Truro and the sealing of Yorkey’s Crossing around Port Augusta.</p> <p>Improved key freight roads to carry high productivity vehicles.</p>	<p>A dedicated tram loop around the city centre.</p> <p>Tram routes radiating north, south, east and west.</p> <p>Replacement of the diesel trains to the north-west with trams to Outer Harbor, Port Adelaide, West Lakes, Grange and Semaphore.</p>	<p>Upgrades to the O-Bahn interchanges and better connections to the CBD.</p> <p>Modernised routes providing new cross-suburban connections.</p> <p>Better connections between bus, rail and tram transport.</p> <p>More park-and-ride car space and secure bike storage facilities at stations.</p> <p>Expansion of services into growth areas.</p> <p>‘Super Stops’ enabling easy transfers at key activity centres.</p> <p>Support for regional passenger bus services, integrated passenger services and community passenger networks.</p>	<p>Expansion of existing cycle routes and creation of new ones, especially to suburban centres and public transport hubs.</p> <p>Upgraded bikeways and walkways and increased bike parking at key train stations and opportunities for bike sharing.</p> <p>Increased bike parking at key train stations and opportunities for bike sharing.</p> <p>Completion of the Gawler, Outer Harbor, Tonsley and Grange greenways.</p> <p>Separation of bike lanes from motor traffic on arterial roads where possible.</p>	<p>Development of deep sea port capacity and associated land base links on the Central Eyre Peninsula, Yorke and Mid North/ Braemar and the Northern Eyre Peninsula based upon regional mining and infrastructure planning initiatives.</p> <p>Upgraded regional airports.</p> <p>A fully integrated transport network that links industries with their interstate and overseas markets.</p> <p>Efficient road and rail access to seaports and manufacturing industries.</p>