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Community Alliance
South Australia

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Integrated Transport and Land Use Plan feedback
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To the Dept of Planning, Transport & Infrastructure,

The Community Alliance SA is an umbrella organisation for resident and community groups from Adelaide and other areas of South Australia, whose aim is:

'To put the people back into planning and development'

This is our submission on the Integrated Transport and Land Use Plan ('Transport Plan').

The basic proposals in the Transport Plan for building on and improving public transport are mostly good in terms of improving the public transport system for Adelaide as it is now.

The main problem is that Greater Adelaide is still without an integrated plan - this plan is not an 'integrated transport and land use plan', despite its name. It is merely a transport add-on to the land use directions of the 30 Year Plan for Greater Adelaide. However, it does refer to increasing densities in the city centre and inner metropolitan area over and above the growth targets outlined in the 30 Year Plan of 2010 (pages 36, 37, 41 and 43 of the Transport Plan). These are mere references, and there is no direction given for how or where this densification will be accommodated.

Therefore Greater Adelaide still needs an integrated plan, based on high quality research into land use and transport, which is formulated by expert analysis of these alongside one another. As the Transport Plan shows a change in direction for land use, there needs to be a thorough review of the Planning Strategy (30 Year Plan) to adjust proposed densities across the metropolitan area and/or reduce the amount of fringe development planned.

Specific points the Community Alliance would like to make are:

- There appears to be no traffic modelling for how roads and traffic congestion will be affected by new population growth and residential densification, particularly in the city centre and inner Adelaide, and from fringe growth. This requires in-depth analysis, including details like journey to work information.
- The proposals provide little in the way of transport needs for the population growth as outlined in the 30 Year Plan, particularly for growth on Adelaide's fringes. For example, despite predictions that demand will exceed capacity along most of the length of Main North Road with growth in the northern areas, very little is proposed to address this (page 38 Technical Report).
- High capacity, high frequency arterial roads may not be suitable for high density residential accommodation for a number of reasons including health and social impacts, and other solutions should be investigated.

- Re-designating Adelaide's arterial roads to clearly identify the high volume 'transit corridors' from the lower volume corridors would assist in identifying areas that may be more appropriate for residential growth.
- There is scant attention given to the future dynamics of freight movements through Adelaide, for example the impact the development of the north-south corridor will have on freight movements to and from the SE freeway. This could significantly alter which roads may be suitable for higher density housing, with Cross Road for example taking a far greater load of freight traffic than currently, and other roads potentially having a fall in freight traffic. This again highlights the need for transport and land use planning to be undertaken simultaneously.
- There is no analysis given of the pros and cons of having a freeway (the north-south corridor) within Adelaide, no data given to show whether business trips will be greatly improved by the road, or whether this is the best option for freight travel. Options and information have not been given for completion of the road, for example whether it should be underground.
- There is no real evidence that a tram line on a main road will stimulate densification (given that buses already service the same routes).
- There may be better ways of improving public transport use in corridors than with trams as proposed. With narrow roads, such as Prospect Road, it is dubious as to whether tram lanes will give a good result. Research and traffic modelling are needed to see if this is a viable option in terms of overall traffic flow for the routes as proposed.
- Improved and connecting bus networks are a good idea, but the Transport Plan gives no actual information on how this is to be achieved. Other than this, there is nothing tangible to significantly increase public transport use.
- There are no solid funding mechanisms for the future public transport initiatives. The withdrawal of Federal funding for city rail projects in favour of road infrastructure is an appalling and backward step.
- There is no real mention of methods and options to relieve traffic congestion in and around the city centre.
- The Technical Report is full of rhetoric and has very little in the way of traffic modelling or analysis of different scenarios. It therefore appears that the scope and quality of research and analysis behind the Transport Plan are very limited.

This submission does not give a position on the regional transport directions, including mining and port infrastructure.

Lastly, I would like to comment on the public consultation process for the Transport Plan, which is totally inadequate. Until the release of the Transport Plan, the website was devoid of information, or options for people to consider, although it said "we want to hear your views" and encouraged people to contribute to the draft strategy by filling out a survey. Now we have been given little over 5 weeks to study and comment on a very large document. Furthermore, the Technical Report should have been released at the same time as the Transport Plan, but was only available publicly on or shortly before 19th November.

The Community Alliance would like to see greatly improved community engagement for significant planning initiatives like this.

Yours faithfully,

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