

Is Adelaide on the right track: Development of the North South Corridor

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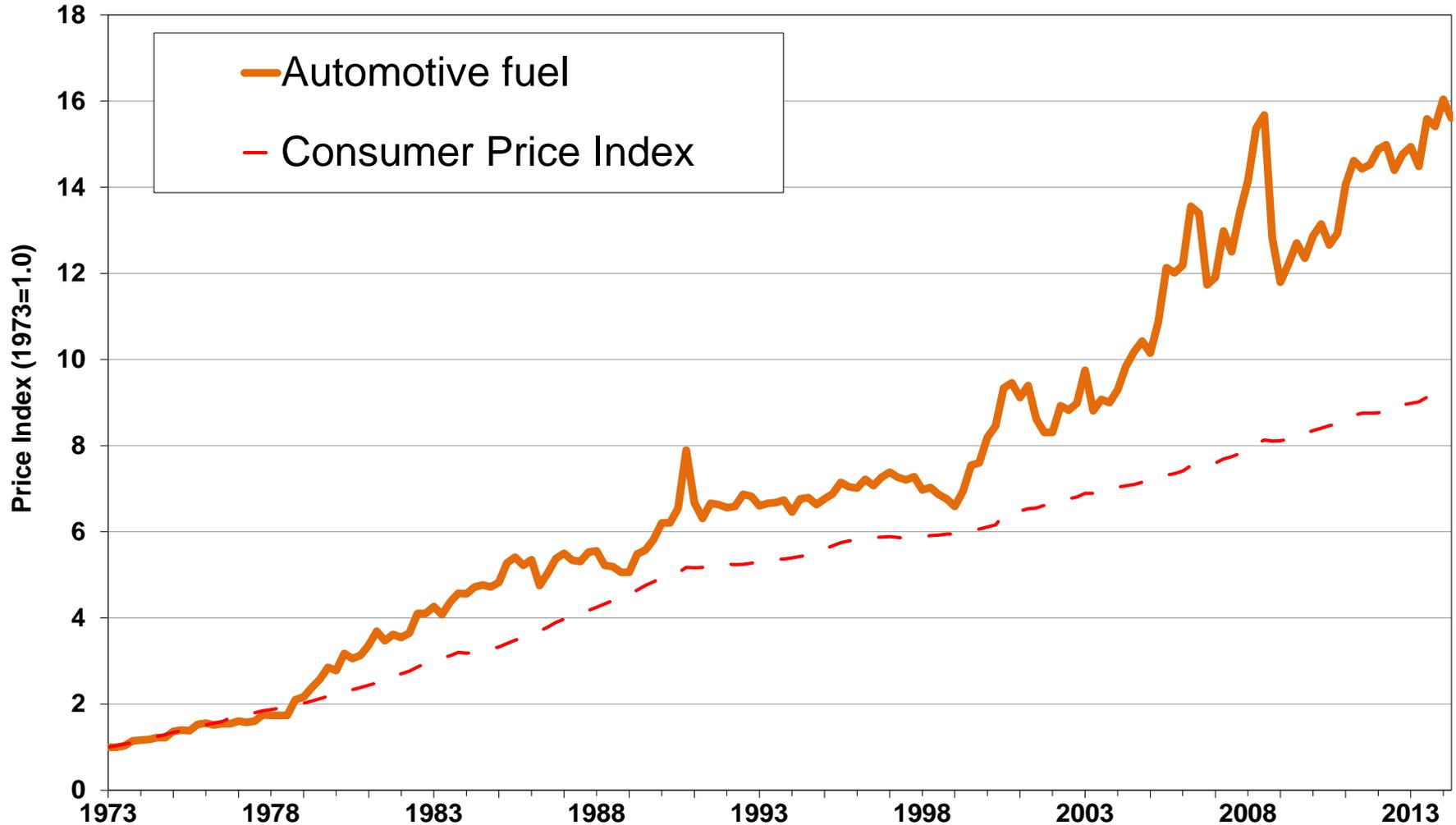
Content

- Traffic growth
- Challenges for public transport
- History of the North-South Corridor
- What is good transport planning?
- What is wrong with the current approach?
- What are the options?

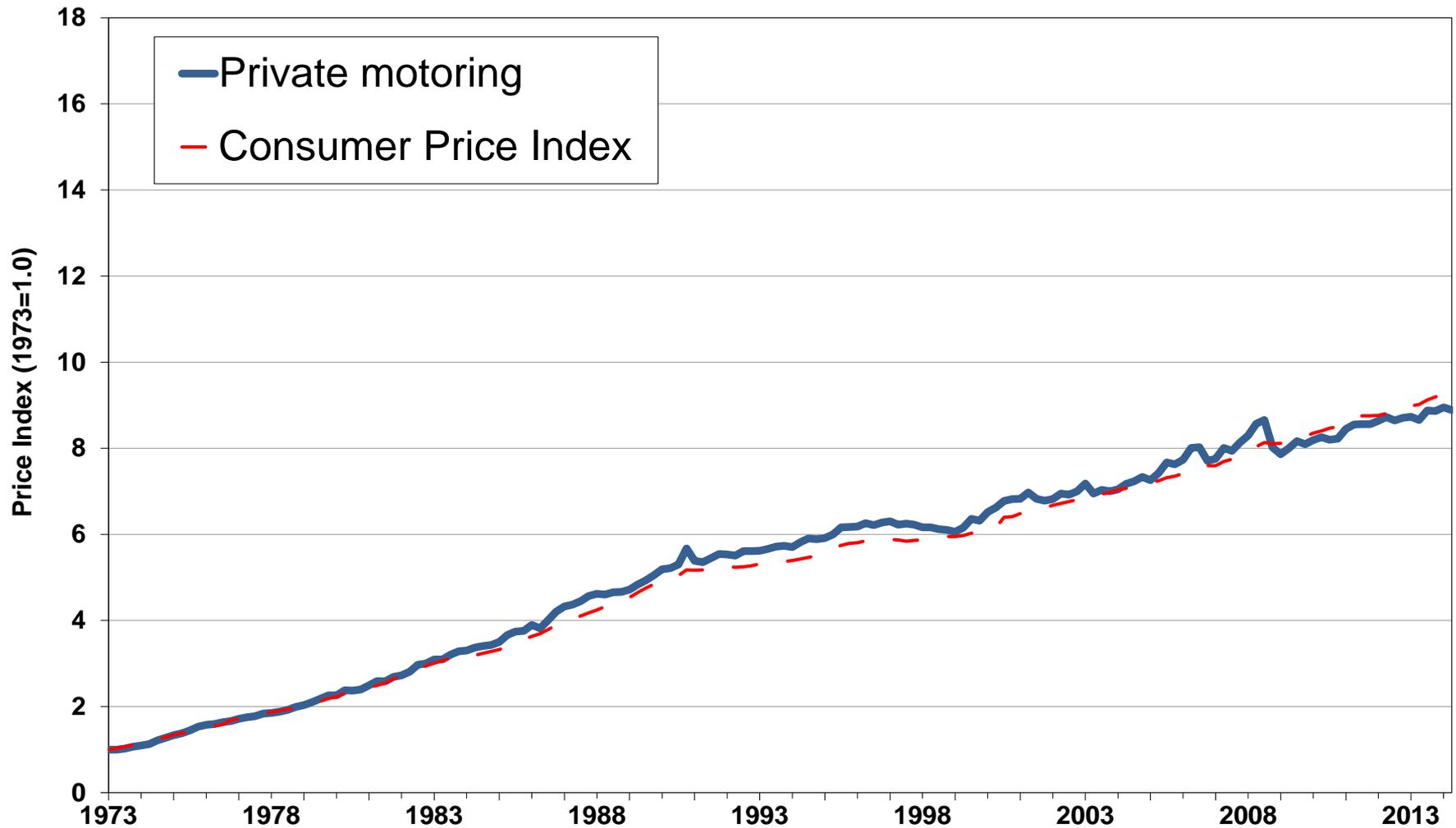
Traffic growth should moderate in the future but its nature will continue to change

- Past growth has resulted from
 - Population growth
 - Increased participation of women
 - Higher share of manufacturing in the economy
 - Car use has become more affordable
- In addition to moderating, demand is changing
 - Baby-boomers moving into retirement
 - Internet

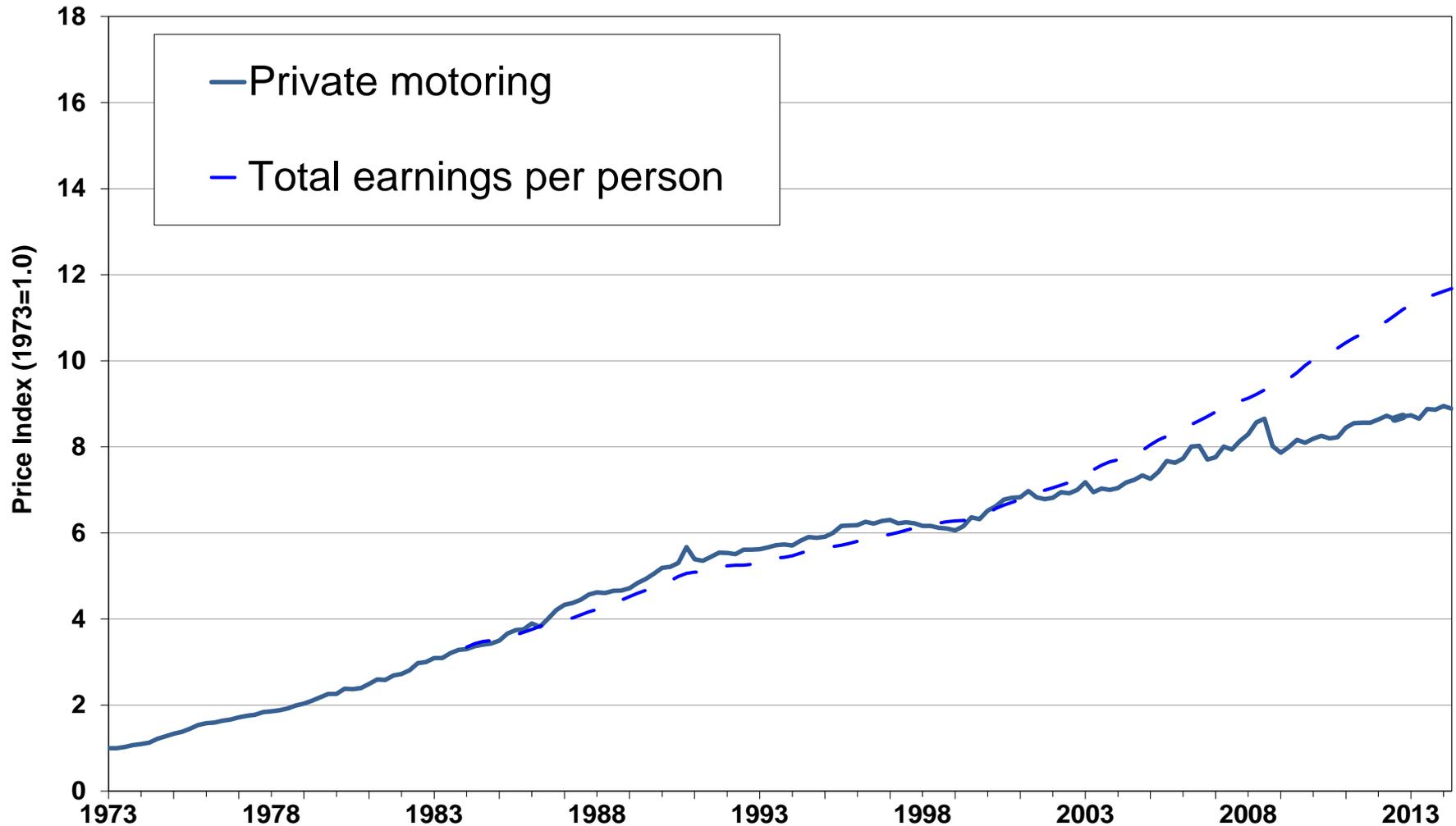
Fuel prices have risen by 68% in real terms since 1973



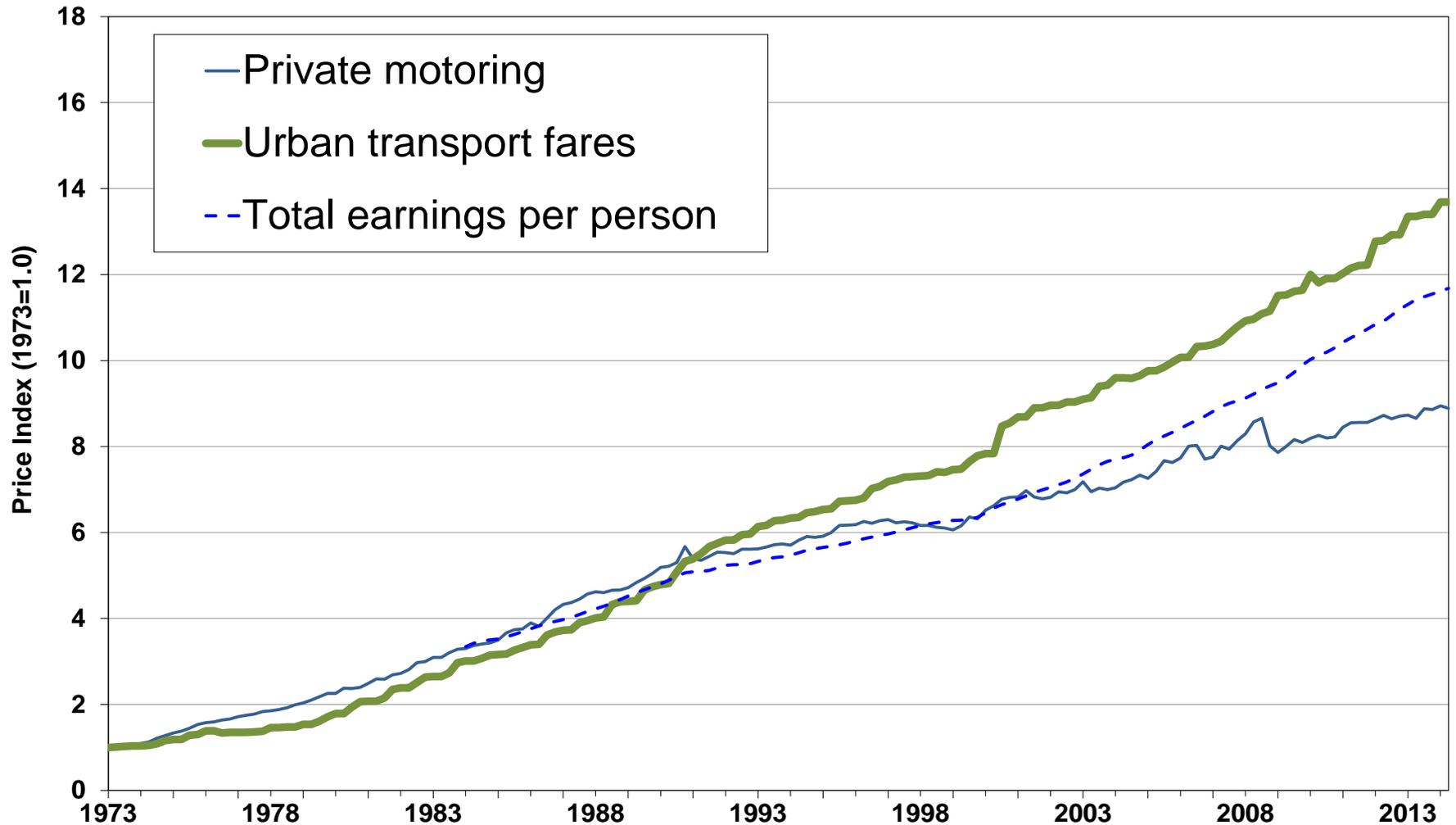
Even so, the real cost of motoring has remained constant



Indeed, motoring has become more affordable



And public transport fares have risen relative to the cost of income & motoring



Encouraging increased use of public transport is difficult

- People support increased use of public transport
 - But generally by others
- Challenges
 - Can offer superior travel for only some travel segments
 - Low population density
 - It is costly

Adelaide is not Europe – which increases the public transport challenge

City	Adelaide	London (Tube)	Central Paris
Population (m)	1.3	6.6	2.2
Density (people/sq.km)	710	5,800	21,000
Area of Adelaide at density of city shown (sq.km)	1,820 (90*20 km)	220 (15*15 km)	60 (8*8 km)

People under-estimate the cost of providing public transport

- Fare revenue that people pay comes close to or exceeds the cost of providing public transport
 - 75% of the public agree
 - 16% of politicians think the same thing
- In Adelaide in 2006/07
 - Fare revenue was 17% of the total cost of providing public transport
 - The average fare of \$1.10/boarding compared with a cost of \$3.80 for bus and \$15.75 for train/tram

MATS forecasts were reasonably good in total, but too optimistic for public trans.

	1965 (actual)	1986	
		(f'cast)	(actual)
Population	0.72	1.24	1.01
Number of trips (m./day)	1.4	2.7	2.8
Share of trips (%)			
Car	81%	86%	92%
Public transport	19%	14%	8%
Total	100%	100%	100%

Good traffic forecasting can be difficult but is not impossible

- How reasonable are traffic forecasts?
 - Methods are usually quite sophisticated
 - Forecasts for road are usually much better than for public transport
 - But in the end it depends on the motivation of those doing the forecasts?
- Forecasts for the north-south corridor seem high
 - They need to be explained and justified

The North-South Corridor: MATS proposed and government disposed

- MATS (1968)
 - Proposed a freeway in the north-south corridor – from Old Noarlunga to Edinburgh
- Government response
 - In 1970 government abandoned the plan but kept the land
 - In 1982 government abandoned the freeway but retained concept of a narrower road in the corridor
 - In 1983 government abandoned the central part of the corridor

But the problem never went away - and a considered strategy was never developed

- North-south orientation of Adelaide remains
- Road development by drips and drabs
 - Southern Expressway built in the mid-late 1990s
 - Port River Expressway built opened in 2005
- 2007 was a watershed year
 - Federal government offer to develop the corridor was rejected
 - State government announced plan for a non-stop corridor
 - Decision to grade separate South Road/Anzac Highway
 - And, by default, a “kind of” strategy emerged

A “non-stop corridor” is an outcome, not a strategy

- The government has a set of projects rather than a strategy
 - **Northern Expressway** (23km)
 - Gawler-Port Wakefield Road: opened in 2010
 - **Northern Connector** (15km)
 - Port Wakefield Road-Port River Expressway: Impact Report in 2011
 - **South Road Superway** (5km)
 - Opened in 2014
 - **Regency Park-Anzac Highway** (9km)
 - Planning has been underway since 2011
 - Proposal for Torrens Road to River Torrens (4km) issued in June 2014
 - **Gallipoli Underpass**
 - Opened in 2009
 - **Anzac Highway to Darlington** (8km)
 - Planning study due this year
 - **Darlington Project**
 - Has a life of its own
 - **Southern Expressway** (19km)
 - Has been duplicated

Good transport planning is comprehensive, complete and transparent

- What is good transport planning?
 - Look at the whole picture
 - Identifies all potential options
 - Goes through several stages of review and refinement to establish the best solution
 - Requires quantitative analysis
 - Takes account of economic, social, environmental and financial aspects
 - Publishes work that can be independently reviewed
 - Requires community involvement

The current approach has been piecemeal, incomplete and non-transparent

- What is wrong?
 - It seems grade separation at Anzac Highway sparked the notion of a non-stop corridor
 - The “project” is 8 associated projects
 - There is no evidence that
 - the corridor has been considered as a whole
 - a full range of options has been identified and properly examined
 - The published work on individual components are simply planning studies to support local projects

The original MATS proposal was rejected for a range of good reasons

- It was going to divide communities and it was out of scale
- And what is proposed!



Graphical representation: North-South Corridor (Surface roads and lowered road) looking south towards Grange Road-Manton Street intersection.

Source: Project Assessment Report for Torrens Road to Torrens River

There is no perfect solution

- Doing nothing is not an attractive solution
- Need to identify full set of potential ways forward and use initial analysis to get a short-list
- Solution will necessitate road infrastructure development
- Expect potential solutions to cover
 - Elevated and underground
 - Alternative corridors
 - Free and tolled

What should happen now?

- It is reasonable to expect government to
 - publish all past work
 - indicate the extent to which they considered strategic options
 - report the results of benefit-cost analyses
 - restart the examination of the section from Regency Road to Darlington on an integrated basis and with a full review of strategic options and their respective merits

Thank you
