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| <b>ITEM</b>            | GB2   |
|                        | <b>COUNCIL</b>  |
| <b>DATE</b>            | 16 December 2024  |
| <b>HEADING</b>         | South Australian 30-Year Transport Strategy - Draft Submission Response   |
| <b>AUTHOR</b>          | John Devine, General Manager City Infrastructure, City Infrastructure   |
| <b>CITY PLAN LINKS</b> | 3.2 Our city's growth is well planned and supported by the integrated delivery of infrastructure<br>3.3 Our city centres are active and prospering                    |
| <b>SUMMARY</b>         | This report seeks Council's consideration of a submission in response to the State Government's call for feedback on the South Australian 30-Year Transport Strategy. |

## **RECOMMENDATION**

### That Council:

1. Approves the Chief Executive Officer or his delegate to submit Council's response to the State Government's call for feedback on the South Australian 30-Year Transport Strategy as set out in Attachments 2 and 3 of the report (Item GB2, Council, 16 December 2024) by 20 December 2024.
2. Notes that any Elected Member wishing to suggest changes or inclusions to the submission response are to provide their feedback to the Chief Executive Officer by no later than close of business Wednesday, 18 December 2024.
3. Authorises the Chief Executive Officer or his delegate to consider any required changes to the submission as set out in Attachments 2 and 3 of the report (Item GB2, Council, 16 December 2024) following feedback received by Elected Members prior to close of business Wednesday, 18 December 2024.

## **ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Department for Infrastructure and Transport - South Australia 30-Year Transport Strategy
2. Cover Letter for City of Salisbury's Submission Response to the South Australia 30-Year Transport Strategy
3. City of Salisbury's Submission Response to the South Australia 30-Year Transport Strategy

### **1. BACKGROUND**

- 1.1 The Department for Infrastructure and Transport (DIT) is developing a Transport Strategy to shape the future of transport for the next 30 years.

- 1.2 Administration attended an online presentation on the Strategy in December 2024 where DIT's Manager Transport and Asset Strategy provided an overview of the vision for the Strategy and sought input on Council's priorities for consideration.
- 1.3 Feedback was due Monday, 16 December 2024, however Administration have requested an extension until Friday, 20 December 2024.

## **2. EXTERNAL CONSULTATION / COMMUNICATION**

- 2.1 Nil.

## **3. DISCUSSION**

- 3.1 The State Government's 30-Year Transport Strategy has five key themes, each of which includes proposed actions as outlined below:
  - 3.1.1 **Connectivity and accessibility:**
    - i. Enabling an integrated multimodal network;
    - ii. Enhancing regional connectivity; and
    - iii. Delivering a connected and efficient freight network.
  - 3.1.2 **Safety:**
    - i. Providing a safe transport system, working towards zero lives lost; and
    - ii. Ensuring people are safe and confident when travelling.
  - 3.1.3 **Prosperity:**
    - i. Improving links to economic opportunity; and
    - ii. Integrating transport with land use planning and growth trends.
  - 3.1.4 **Livability:**
    - i. Enabling local living and placemaking; and
    - ii. Supporting inclusive travel for all.
  - 3.1.5 **Sustainability and resilience:**
    - i. Transitioning the transport system towards net zero;
    - ii. Providing a resilient network that is adaptable to change; and
    - iii. Prioritising asset optimisation and value for money.
- 3.2 Administration have prepared a draft response in line with Council's City Plan 2040 and our future growth requirements for Council's consideration.
- 3.3 Administration requests that any Elected Member feedback on the South Australia 30-Year Transport Strategy be provided to the Chief Executive Officer no later than close of business Wednesday, 18 December 2024.

## **4. FINANCIAL OVERVIEW**

- 4.1 Nil.

**5. CONCLUSION**

- 5.1 The Department for Infrastructure and Transport is developing a South Australian 30-Year Transport Strategy.
- 5.2 Administration is seeking Council's consideration of the draft submission as detailed in Attachments 2 and 3 of the report (Item GB2, Council, 16 December 2024).

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# Transport Strategy Overview

We're developing a Transport Strategy to shape the future of transport for the next 30 years.

Transport is essential to daily life for every South Australian. It plays a crucial role in enabling social, economic and environmental benefits and helps to drive growth and prosperity in our state.

As a South Australian, you have a chance to add your voice to the conversation by telling us what's important to you. Have your say and ensure we build a future that benefits many generations to come.

## What is a Transport Strategy?

The Transport Strategy will outline the 30-year vision for the state's transport network, and will transform how people and goods move around the state.

It will set the overall direction for future transport planning and guide decisions on which projects to prioritise and invest in. It will help ensure that our transport network is ready for the future and that South Australia remains a great place to live and do business.

The strategy will cover all forms of transport, from cycling, driving and walking to public transport and freight.

It will also align to other key state priorities, like the Greater Adelaide Regional Plan, so we can maximise the benefits of other changes happening in South Australia.

## Why does South Australia need a Transport Strategy?

South Australia's economy, communities and environments are undergoing major changes due to global trends, state priorities and local preferences. The state's transport network faces several key challenges and opportunities, both now and in the future.

The Transport Strategy will provide a plan to ensure we are well prepared for the future and can make the most out of future opportunities.



**This long-term strategic approach is driven by ten key drivers requiring action.**



### Our population is growing and changing

Our population is forecast to exceed two million people by 2041, alongside an increasing ageing population. To support this growth, greenfield housing development, particularly in the outer suburbs of Greater Adelaide, will continue to be a priority, alongside infill development.

Without action, the disparity between different segments of South Australia's population will continue to grow as the state's transport system will not support the diverse and changing needs of our communities and provide poor connectivity between residential and employment areas.

*Our transport system needs to adapt to support this growth by providing reliable, accessible and equitable connections for all to maintain our liveability. Importantly, new growth areas will need to be adequately connected to ensure access to employment, services and leisure activities. A co-ordinated approach between transport infrastructure and land use planning is key.*

**Our population over 80 years of age is expected to double by 2041, especially in regional areas.**



### Our economy is transforming

Our economy is transforming, with emerging sectors like defence, space and renewable energy playing a critical role in diversifying the state's economy. Several major projects are set to reshape our economic landscape.

Without action, our transport system will be unable to effectively support the state's major projects and evolving economy. Under current operating conditions, our transport system will constrain the benefits of the anticipated economic transition for our state.

*Our transport system needs to ensure efficient connections to new economic hubs, enabling the seamless movement of goods and workforce.*

**South Australia's Economic Statement sets a high ambition for the South Australian economy and aims to encourage growth that links our state's economy to global opportunities.**



### Our roads are becoming congested

We rely heavily on private vehicles as our predominant form of transport, leading to congestion on the road network. This is largely driven by the need for more public or active transport alternatives and because that's "how it's always been".

Without action, population growth will make our road network more congested, impacting the lifestyle we are accustomed to. Increased congestion will negatively impact our ability to achieve net zero targets and impact the liveability of our state.

*Our transport system should enable a mode shift towards more sustainable transport options such as active and public transport to alleviate congestion and reduce transport emissions. It should incorporate appropriate facilities at the start and end of our journeys to improve the attractiveness of public and active transport alternatives.*

**South Australia has the second highest number of cars per person in Australia.**



### Connectivity for our regions is essential

Both inter and intra-regional connectivity challenges between key centres impacts liveability and employment choice, particularly for those of us who live outside of metropolitan Adelaide. Constraints in the current transport system is contributing to inequity between regional and metro areas.

Without action, these communities and economies in South Australia's regions will experience decreased access to opportunities and services. Poor connectivity to other parts of South Australia and interstate will constrain economic and liveability outcomes and limit the future performance of the state.

*Our transport system should be underpinned by improved co-ordination of land use and transport planning to improve connectivity between key regional centres and the Adelaide CBD.*

**South Australia has a vast land area and relatively low population density, making it complex to meet service needs in an efficient way.**



## Our public transport network can do more

Our public transport network is complex. Competing priorities and varied demand constrain the ability to create a user-friendly and attractive public transport solution. Additionally, infrastructure constraints are limiting the expansion of the public transport network, particularly the heavy rail network, due to the configuration of Adelaide Railway Station.

Without action, the effort and investment already made in our public transport fleet and infrastructure network will not connect people to where they need to go, preventing us from realising the full potential and benefits for our state.

*Our transport system should better connect public transport modes through improved passenger information for timetabled connections and integration across the system to make public transport more convenient and attractive. Our transport system should be responsive to customer preference, including working towards 'turn up and go' service delivery. Infrastructure constraints should be addressed to unlock our public transport system, particularly at key interchanges, to provide opportunities to increase rail services. The continued decarbonisation of our transport system will also be critical to achieving state and national net zero targets.*

Only a small percentage of residents in South Australia are currently living within walking distance (400m) of a railway station.



## Community safety is critical

Our road network faces ongoing safety challenges driven by interactions between private vehicles, freight vehicles, cyclists and pedestrians. Active transport users also feel these concerns. Near misses continue to also be reported across our railways.

Without action, safety incidents will likely increase and use of active and public transport use will decline. This will reduce the overall performance of our transport system and negatively impact our liveability and economic performance.

*Our transport system should continue to be underpinned by holistic safety improvements to reduce the interface and interchange risks and improve user experience on our roads, active, public and other transport networks. We should continue to support working towards zero lives lost, as well as ensuring that people feel and are safe on public transport, footpaths and cycleways.*

Most South Australians don't currently feel safe cycling along direct routes.



## Our supply chains need to be efficient and effective

Our freight network faces a range of challenges, from the operation of large, efficient heavy vehicles within congested metropolitan systems to operation over long distances in remote areas while reducing environmental impacts. This constrains the ability to effectively capitalise on the opportunities presented by economic transformation and growth across all parts of the state. Our supply chains need to operate safely and efficiently around the clock to support economic and population growth.

Without action, conflict between passenger and freight movements and urban encroachment on supply chain hubs such as ports and distribution centres will constrain exports and broader economic activity and reduce our national and global competitiveness.

*Our transport system should support improved freight efficiency through increases in interventions that effectively manage freight/place conflicts and safety as well as deliver efficient connections to key production centres and the state's supply chain hubs.*

Adelaide's urban road network currently plays an important role in facilitating the transportation of freight to and from key intermodals such as the Flinders Adelaide Container Terminal at Outer Harbor, Adelaide Freight Terminal and Adelaide Airport.



## Our assets need to be resilient and appropriately maintained

The cost of asset maintenance and ensuring our infrastructure is resilient is increasing. This is driven by changing climatic conditions and increasing numbers of climate-driven emergencies and disruptions, increased traffic volumes, changing vehicle types and industry challenges such as pricing and availability of labour.

Without action, our transport system will be increasingly unaffordable to maintain, and its performance will decline. Without a dedicated focus on proactively improving the resilience of our infrastructure networks, closures and disruptions will increase in frequency, negatively impacting liveability and overall economic performance.

*Our transport system should be underpinned by robust asset resilience and maintenance planning to improve the longevity of infrastructure and contribute to the transport system's broader sustainability, safety and performance.*

Roads exceeding their 'useful life' lead to higher vehicle operating costs and longer travel times.



## New technologies to enhance how we travel

Rapid advancements in technology are reshaping the transport sector globally. These include electric vehicles and supporting infrastructure, smart traffic management systems, data-driven infrastructure planning, artificial intelligence and the rise of digitally-enabled everyday activities. The adoption of these technologies is not only an opportunity to modernise but also to improve efficiency, safety and sustainability.

Without action, we risk lagging behind other regions in transport innovation, missing out on the benefits of improved service delivery and economic opportunities tied to technology driven industries.

*Our transport system needs to be ready support the transition and integration of new and emerging technologies over time.*

**Customer-focused technology may help enable more seamless and personalised journeys.**



## Transport is central to achieving our net zero targets

Our transport sector is the largest contributor to greenhouse gas emissions in the state, meaning we need to undergo a significant transformation to achieve net-zero targets. This means decarbonising public transport fleets, supporting the uptake of electric and alternative fuel vehicles, transitioning to sustainable infrastructure and minimising environmental impact. This transition will also create new economic opportunities in areas such as electric vehicle manufacturing, renewable energy infrastructure, and green jobs.

Without continuing action and a strong transport focus on net zero, we risk not achieving our climate goals and losing out on economic growth in green industries.

*Our transport system should support integrating different fleet assets and more sustainable private vehicles effectively. An ongoing commitment to ensuring sustainable infrastructure, materials and assets should underpin our future transport system.*

**South Australia has committed to an at least 50% reduction in emissions by 2030 and net zero emissions by 2050.**





## How we'll use the Transport Strategy going forward

The Transport Strategy will set the overall vision for South Australia's transport network. It will guide how we develop the transport network, what we invest in and how we use innovations in technology into the future.

It will be supported by other planning documents that focus on specific parts of the transport network or certain areas of the state. The strategy will also work alongside projects and plans already underway.

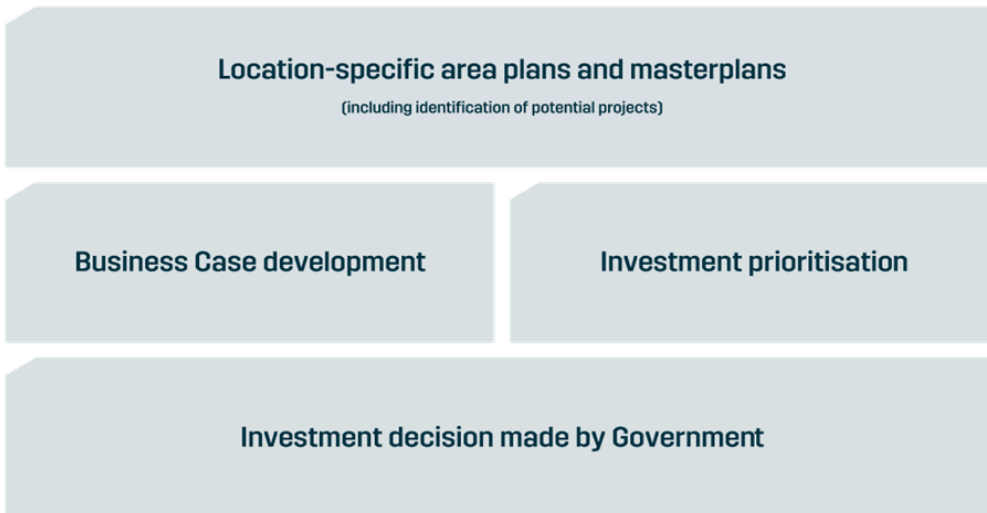
While the strategy won't list specific transport changes or upgrades, it will provide a clear roadmap for success, which will help us to better assess future projects and opportunities. We'll continue to identify key priority projects each year, and how they will be designed and built, as part of our regular planning. As always, we'll engage extensively with communities and stakeholders to inform this process.

The Transport Strategy will be supported by other strategies, plans and processes.

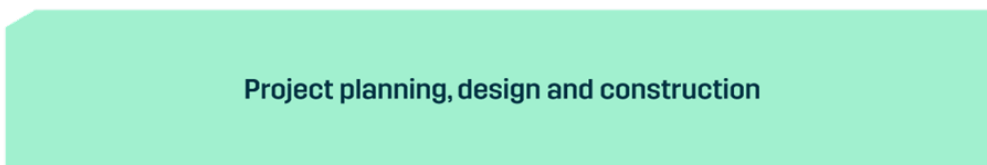
Engagement to inform strategies →



Engagement to inform location specific planning →



Engagement to inform project planning, design and construction →



### Draft key elements of the Transport Strategy

We've learned a lot from South Australians in the past about our transport network, and we're using that knowledge, along with global trends and data, to shape a strategy for the future of our state.

Based on what we already know, we've drafted a vision statement, five draft key focus areas and 13 draft strategic responses to help shape the Transport Strategy.

#### Draft Vision Statement

The draft vision statement outlines how we see our transport future.

**A transport system that transforms South Australia by enabling prosperity, sustainability and connectivity.**

#### Draft Key Focus Areas

These focus areas outline what we want our transport system to be.

##### Connectivity and accessibility

How do we make it easier for people to get to their jobs, homes, schools, important services and leisure activities and for freight to get from its origin to destination?

##### Safety

How do we build a transport network which protects people's lives and keeps them safe while travelling?

##### Prosperity

How does our transport system improve productivity and help the economy grow?

##### Liveability

How do we make transport more inclusive and encourage healthier travel, to better support our wellbeing and quality of life?

##### Sustainability and resilience

How do we build an environmentally-friendly and financially sustainable transport network that future proofs our state?



## Draft Strategic Responses

These strategic responses outline what we need to prioritise focusing on over the next 30 years.

### Connectivity and accessibility

**Enabling an integrated multimodal network:**  
Creating a transport system where various modes of transport are seamlessly connected, providing efficient and accessible transport options for all.

**Enhancing regional connectivity:**  
Enhancing regional connectivity by improving the quality of services and providing greater choice in how people travel.

**Delivering a connected and efficient freight network:**  
Developing a fit-for-purpose freight and supply chain network that provides efficient connectivity to serve an evolving transport task in South Australia.

### Safety

**Providing a safe transport system, working towards zero lives lost:**  
Enabling a safe transport system that focuses on the safe movement of people, reduces risk to users, and minimises harm from accidents.

**Ensuring people are safe and confident when travelling:**  
Prioritising personal safety and security to foster an environment where all transport users feel safe, equally protected, and assured.

### Prosperity

**Improving links to economic opportunity:**  
Improving links to places of employment and economic opportunities including emerging industries such as technology, defence, and renewable energy.

**Integrating transport with land use planning and growth trends:**  
Planning and developing transport infrastructure in line with urban growth planning to ensure a fit for purpose transport network.

### Liveability

**Enabling local living and placemaking:**  
Creating local environments that enhance community wellbeing and quality of life, through improved shared amenities and investment in healthy transport choices.

**Supporting inclusive travel for all:**  
Delivering a transport system that is user-centric through easy-to-use and inclusive transport options aligned to diverse user needs.

### Sustainability and resilience

**Transitioning the transport system towards net zero:**  
Delivering a holistic approach to decarbonisation and environmental sustainability to meet South Australia's emission reduction targets and net zero pathway.

**Providing a resilient network that is adaptable to change:**  
Delivering a resilient transport system that adapts to disruptions now and in the future.

**Prioritising asset optimisation and value for money:**  
Making 'value for money' a primary focus, including how we build, manage and maintain the State's assets.

## Have your say

We want your feedback to help us finalise the Transport Strategy.

- When you think about transport in our state, what is important to you?
- How do you think we should live 30 years from now?
- How should people and goods move around?

Understanding your transport priorities means we can design a better transport network.

Your opinion will be considered along with thousands of other South Australians to give us invaluable insight into what's right for our state.

### You can provide feedback in two ways:

- Visit us at a live VR experience near you
- Have your say in our short survey.

Please provide your feedback by  
**Monday 16 December 2024.**

For further information visit [transportstrategy.sa.gov.au](https://transportstrategy.sa.gov.au)

## How your feedback will be used

### To better understand how you move

By learning how you live, work and play, we can understand the strengths and challenges in our current system. We can plan for future travel patterns and options.

### To shape the strategy

Your perspective will help us stay focused on making real, practical changes – changes which help our communities and businesses. You will be helping us decide what's most important.

### To balance priorities

Your thoughts will help us find the middle ground between the desired outcomes for individuals, for our communities and for our state's economy. Your input will help us prioritise investment.

### To tailor solutions

Whether you're a commuter, service provider or business, your point of view will be heard. That's how we will design an inclusive and practical system.

To help us finalise the strategy, we're asking everyone to contribute from everyday South Australians to local councils and business. Our aim is to make sure our transport network works for everyone.



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Government of South Australia  
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16 December 2024

Mr H Newberry  
Manager Transport and Asset Strategy  
Department for Infrastructure and Transport  
GPO Box 1533  
ADELAIDE SA 5001

Dear Mr Newberry

### **The City of Salisbury Submission on the South Australian 30-Year Transport Strategy**

We commend the Department for Infrastructure and Transport for its comprehensive and forward-thinking vision for a transport system that “transforms South Australia by enabling prosperity, sustainability, and connectivity.” The focus areas of *Connectivity and Accessibility, Safety, Prosperity, Liveability, and Sustainability* are critical to ensuring our transport network meets the evolving needs of communities and industries while fostering economic growth and environmental responsibility.

We applaud the inclusion of the following strategic initiatives:

- **SA Road Safety Strategy:** Prioritising safety is essential for reducing road-related fatalities and injuries and building confidence in our transport network.
- **Active Transport and Personal Mobility Strategy:** Encouraging walking, cycling, and other personal mobility options will improve accessibility, support healthy lifestyles, and reduce carbon emissions, particularly in urban areas.
- **Freight and Supply Chain Strategy:** Enhancing freight infrastructure and supply chains will position South Australia as a competitive, efficient, and sustainable trade and logistics hub.
- **Passenger Transport Strategy:** Improving public transport systems will provide equitable access, alleviate congestion, reduce emissions, and enhance liveability for residents and visitors.
- **Future Transport Technology Strategy:** Leveraging emerging technologies like autonomous vehicles, electric and hydrogen-powered transport, and intelligent systems will prepare South Australia for future challenges and opportunities.
- **Strategic Asset Management Plan:** Maintaining and optimising existing infrastructure is vital for ensuring long-term financial sustainability, resilience, and reliability in the face of growing demand and climate challenges.



We particularly welcome the strategy's strong commitment to freight and supply chain due to the significant growth in employment lands across Salisbury in coming years and the associated need to improve the arterial road network to support this growth. The focus on sustainability is also pleasing to see. Initiatives that minimise environmental impacts, protect biodiversity corridors, and promote low-carbon transport solutions will be instrumental in building a resilient and environmentally responsible future. Prioritising public and active transport options is equally critical for supporting vibrant, connected, and liveable communities.

The City of Salisbury is pleased to provide our submission, on the development of South Australia's 30-Year Transport Strategy(see attached).

The City of Salisbury values this opportunity to contribute to the strategy and looks forward to ongoing collaboration with the Department for Infrastructure and Transport. We would welcome the opportunity to provide further input as the strategy evolves to ensure it meets the needs of our communities while delivering long-term benefits for South Australia.

Yours faithfully

**Chris Haskas**  
Manager Engineering Assets & Systems

Encl: *Submission on the 30-Year Transport Strategy – December 2024*  
*Submission on the Adelaide North Transport Study – February 2024*



South Australian 30-Year Transport Strategy

City of Salisbury

Submission – December 2024



# 1 Connectivity and accessibility

*How do we make it easier for people to get to their jobs, homes, schools, important services and leisure activities and for freight to get from its origin to destination?*

## Public transport

- The Strategy must prioritise public transport as a key mode of moving people around, as it has many inter-related benefits including greater accessibility, equitable access to transport, reduce traffic loads and decrease carbon emissions for the state.
- The electrification of the Gawler rail line and subsequent upgrading of train stops has improved connectivity and accessibility to the City of Salisbury regions, in particular for suburbs in closer proximity to the rail line. It is also acknowledged that there are various bus services connecting to interchanges providing additional connectivity throughout the suburbs.
- There is opportunity to increase bus service permeability and frequency especially to service suburbs facing growth currently or projected to see increase in population. The current Adelaide Metro Go-Zone for buses terminates at Mawson Lakes (222), and Salisbury East (500/502). Higher frequency buses to service the western areas of the City of Salisbury will become increasingly important especially as population growth continues in these areas and further north.
- Improved integration between the bus and rail network should be a key part of the transport strategy.
- Current and increase in population in the north-western corner of the Outer North, such as at Riverlea, Angle Vale and Virginia will see these communities isolated from public transport provision, thus increasing private vehicle reliability. There is opportunity to provide a new Gawler passenger spur line connecting to these new communities whilst traversing through suburbs in the City of Salisbury with higher social disadvantaged communities (Salisbury North, Salisbury) and connecting to suburbs with high employment numbers (Edinburgh, Direk).
- Furthermore, diversifying payment methods, plans and association technology should be explored to encourage greater access to public transport and remove perceived barriers relating to payment.

- A major upgrade to the off-road car park area for the “park’n’ride” facility at the Mawson Lakes Bus & Rail Interchange in the Mawson Lakes Town Centre at Mawson Lakes.

Due to the demand for parking being at a premium within the Mawson Lakes Town Centre, there are local area parking issues along roads in close proximity to the Mawson Lakes Bus & Train/Rail Interchange.

The construction of a multi-storey car parking facility as part of a major upgrade project for this public transport hub for bus & rail passenger commuters is supported. This project will resolve the issue of overflow parking from this site onto the adjacent road network which has an impact on the availability of parking spaces for local businesses and residents.

- A major upgrade to the Salisbury Bus & Rail Interchange within the Salisbury Town Centre at Salisbury is required including a major re-configuration of the roads to allow for more efficient & safer bus movements for connecting public transport routes between the Adelaide to Salisbury passenger-commuter train service, and bus services operating along the wider road network. Grade separation of the rail crossing on Park Terrace is also supported to not only improve efficiency and safety of the road network but act as a catalyst for economic uplift in the Salisbury City Centre.

### Road network

- The City of Salisbury's key road network predominantly services north-south movement. There is a need to invest in east-west road connections, including the upgrade and/or duplication to Kings Road, and connections to the Northern Connector.
- Duplication of Heaslip Road and connection to the Northern Connector via a full interchange should be part of this network.
- Freight transport network across the region will need to connect to current and emerging employment areas.
- Main North Road Corridor Study should be completed, improvements funded and constructed.
- DIT Mawson Lakes Road Management Plan (RMP)

Delays for motorists along the road network within the Mawson Lakes Town Centre are largely the result of operational issues in terms of efficient traffic flow during the morning & afternoon-peak periods along DIT's metropolitan road network adjacent, both the Mawson Lakes Boulevard and Main Street road alignments have by default become “pseudo” main arterial roads to by-pass the main arterial road network.

- Proposed Grade Separation of At-Grade Level-Railway Crossings

To improve rail & road safety, the grade separation of level-railway crossings to reduce congestion caused by delays due to the movement of long rail freight (referred to as “rolling stock”) whilst improving efficiency & road safety for 2-way traffic flow along both Kings Road at Parafield and Park Terrace at Salisbury.

Consideration of providing a separate freight-rail corridor as originally included as part of this proposed north-south road corridor project within metropolitan Adelaide should continue to be considered. It was anticipated that this new rail alignment as part of the Northern Connector Project would result in the transfer of the bulk of the freight using the existing Adelaide to Crystal Brook & Pt. Augusta Freight Train Line (which is the responsibility of the Australian Track & Rail Corporation - ATRC), leaving the Adelaide to Gawler Train Line to be used as a passenger commuter train line only. This predicted “change in use” of the rail network within the City of Salisbury was to have the direct benefit of significantly reducing delays at Level Railway Crossings along the metropolitan road network for this northern area of Adelaide, in particular during daily peak-traffic periods.

- The duplication and extension of the Elder Smith Road alignment will facilitate the planned Dry Creek development across the Salt Fields.

## 2 Safety

*How do we build a transport network which protects people's lives and keeps them safe while travelling?*

Safety plays a huge role in people's perceptions, behaviour and choice in transport modes.

### Public transport safety

- A report commissioned by the SA Commissioner for Children and Young People<sup>1</sup> found that personal safety on all forms of public transport is a concern for young people across the state, regardless of their economic and social circumstances.
- In the City of Salisbury, people reported that train stations and interchanges were locations where people felt unsafe, attributed to anti-social behaviour, perceived safety issues or lack of policing.<sup>2</sup>

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<sup>1</sup> [Safe-and-Sound-Report.pdf](#)

<sup>2</sup> [community\\_perceptions\\_2020\\_-\\_final\\_for\\_website.pdf](#)

- Improvements to the safety of popular public transport interchanges is required if public transport is to play an increasing role in movement of people.
- Ongoing investments in improving the safety of the arterial road network are encouraged to reduce the road toll and accident rates.

### 3 Prosperity

*How does our transport system improve productivity?*

The State's economic prosperity is underpinned by a well-connected transport system. The Strategy must align to the State's agenda of providing a "smart, sustainable and inclusive economy" that is "fit for the future, improving the wellbeing of all South Australians".

#### Freight

- As one of the State's manufacturing and economic output powerhouse, the City of Salisbury's industries rely on having a well-connected and robust freight system. Our industries must continue to be supported by a smart, sustainable and inclusive transport system to ensure their success.
- Industrial precincts along Main North Road will continue to prosper, and there will be emerging industrial and commercial development to the north-western corridor of the Cities of Salisbury and Playford. These key links must be protected and enhanced.
- The Strategy could also explore potential road ownership of current local roads that are increasingly being used as important freight routes for emerging industrial and employment uses in Greater Edinburgh Parks and surrounds, such as Edinburgh Road, West Avenue and Robinson Road.
- Constructing a full interchange at Waterloo Corner Road with the Northern Connector to facilitate the economic growth of this key developing economic precinct.

#### Roles of activity centres and transport

- In the Northern Adelaide region, the Salisbury and Elizabeth City Centres will undergo significant renewal and development to incorporate additional commercial and residential activity, in addition to social infrastructure needed to service a wider region. They will be focal points for employment, services and entertainment, thus highlighting the need for these areas to be highly accessible.

- Within the City of Salisbury Ingle Farm, Mawson Lakes and Salisbury Downs Activity Centres are also growing or will continue to grow. The provision of transport options to these areas, particular public transport, will be important to enable well-integrated transit-oriented development to occur. This aligns with the State's interest in providing increased infill development adjacent activity centres that is supported by public transport.
- These activity centres will then have the potential to maximise their economic return and thus increasing economic prosperity of the State.

## 4 Liveability

*How do we make transport more inclusive and encourage healthier travel, to better support our wellbeing and quality of life?*

### Transport disadvantage

- In alignment with the state's focus on 'living locally', transport options must connect an area's population to local jobs, schools, open space, recreation and everyday services.
- Most established suburbs are already well connected by roads, supporting South Australians' preference for private vehicles as the dominant mode of transport.
- This must be complemented by other forms of transport, in particular public transport, which will contribute to a more inclusive way of travel.
- Active travel must also be prioritised through the connection of key cycling routes and ensuring that they are safe for use across all ages and genders. The provision of separated bikeways or footpaths play an important role in active transport connectivity.
- With the CBD being increasingly decentralised and the role of regional centres increasing, residents will continue to traverse between local and surrounding regions to access employment areas, schools, services and recreation opportunities.
- The City of Salisbury makes up around 10% of the population of Greater Adelaide, meaning a significant number of people require transport daily to access jobs, schools, services and connect with friends and family.
- Around 30% of current residents in the City of Salisbury are employed locally, with a large number also working in adjacent council areas. The current public transport system is not favourable towards cross-region movement, thus increasing reliance on private vehicles.

- Transport disadvantage and inequality is a big problem especially in the City of Salisbury. Permeability of public transport is mainly concentrated along the Gawler Rail Line (train) and some sections of the Council area (bus).
- The City of Salisbury's SEIFA Index 2021 indicated a score of 904, the second most disadvantaged LGA in the Greater Adelaide region. Our community in general have a lower socio-economic status, lower income, lower education levels and lower skilled occupations. In contrast, it is the second most populated LGA in Greater Adelaide. Therefore, the discrepancy between population size, social disadvantage and levels of service of public transport need to be bridged to ensure a more equitable and inclusive system. Addressing transport disadvantage can assist our community to become more mobile to access jobs, education, services and relationships.
- Current and future housing developments will see a large increase in population in the Northern Adelaide region. The Northern Adelaide region, including the City of Salisbury, will become the population centre for Greater Adelaide, emphasising the need for increased government investment into movement modals and wellbeing of the current and future population in the region.
- Dry Creek, a State-led future master planned community is projected to provide 14,000 dwellings, which could amount to over 35,000 future residents. This future city must be serviced by well-connected and accessible transport modes. This is an opportunity for the State to take a lead in future proofing an all-modal transport system that provides benefits for a future community that is sustainable, resilient and connected to the wider Greater Adelaide region.

## 5 Sustainability and resilience

*How do we build an environmentally friendly and financially sustainable transport network that future proofs our state?*

- In 2022/23, South Australia's biggest source of carbon emissions is attributed towards 'Transport', with road vehicles being the highest contributor<sup>3</sup>. The last Census also found that South Australia was amongst the highest in the increase of motor vehicle registrations<sup>4</sup>, showing people's preference for private vehicles over other forms of transport.

<sup>3</sup> [South Australia, SA :: Snapshot](#)

<sup>4</sup> [Motor Vehicle Census, Australia, 31 Jan 2021 | Australian Bureau of Statistics](#)



- Planning and implementing integrated design solutions that support active and public transport will contribute towards lowering overall emissions for the state and country.
- Embed biodiversity corridors into the transport strategy which will balance and enhance ecological preservation with infrastructure development.
- Public engagement is crucial to enable success in acceptance and adoption of greener transport modes.

*NOTE: All Feedback is a combination of site-specific and general commentary*

## General feedback

### Alignment to the Greater Adelaide Regional Plan

- Aligning the Transport Strategy with the Greater Adelaide Regional Plan, will ensure that growth projections for population, housing and employment lands are sufficiently accommodated on our transport modes.
- Transport investment will also play a catalytic role in the GARP projections with many of the key transport improvements desirably being provided prior to developments.

### Role of the Transport Strategy

- It is acknowledged that the Transport Strategy will not list specific transport changes or upgrades but rather provide a strategic direction and roadmap for future planning.
- Ongoing early engagement with councils especially regarding location-specific area plans and master plans, that list identification of potential projects, is encouraged. This will support local government planning and ensure improved coordination across the levels of government.
- Noting the Transport Strategy's draft strategic responses of "connectivity and accessibility", "safety", "prosperity", "liveability" and "sustainability and resilience", these are all inter-related concepts that must all be prioritised at the same time. The Strategy can only succeed with a 30-year plan for the future by addressing and prioritising actions and funding under each strategic response to ensure a successful transport system for everyone.

## From 'Transport' to 'Mobility'

- There is an opportunity in this strategy to move away from a 'Transport Strategy' in its traditional sense – commonly related by the general public to road, freight and public transport.
- This may provide greater opportunity for the document to better communicate and explore themes outside of transport in the traditional sense, including active transport, cleaner transport, future transport and other ways of moving around.

## Key questions

### When you think about transport in our state, what is important to you?

- Whilst planning for the future is crucial, there are many known current issues with capacity and connectivity that need to be addressed, in tandem with future planning. The City of Salisbury is part of various working groups with the DIT in particular for constraints and opportunities in unlocking employment land in Greater Edinburgh Parks and areas west of Port Wakefield Road, and major residential development in Dry Creek.
- Other matters critical to the City of Salisbury include:
  - Improving the capacities of Kings Road and Waterloo Corner Road
  - Extending and duplicating Elder Smith Road
  - Road/rail separation at Park Terrace and Kings Road
  - Completing Gawler Greenway.
- Council highlights the following as important work to be undertaken:
  - Identification of future rapid mass transit and freight corridors to service growing residential and job clusters in the north
  - Identification of improvements to east-west connections to facilitate increasing traffic volumes as a result of growth.
- Coordination, of funding and timely delivery of infrastructure must be undertaken to ensure that growth is both facilitated and managed.

- Regarding infrastructure charging, this must be transparent and proportionate for investment certainty and may need to be different for residential and industrial uses, given the uplift values are different as well as the longer-term economic benefits to the community.

### How do you think we should live 30 years from now?

- By 2041, the Inner North region (including the City of Salisbury), will be home to more than 387,000 people representing growth of over 20%. Increased housing growth in the Outer North region (City of Playford, Town of Gawler, Light Regional Council, Adelaide Plains Council) will also see a boom in population in Northern Adelaide.
- In the City of Salisbury 30 years from now, the sustainable development of Dry Creek and Outer North regions would be partially or fully completed, home to thousands of new residents in need of greater connectivity to the rest of Greater Adelaide and South Australia. Whilst South Australia does not have the density nor population intensity at the moment, in 30 years this could change. Climate change impacts, such as rising sea levels, changing weather patterns and increasing number of hotter days, will directly affect our cities and the way we move around.
- 30 years from now Salisbury will be well on the road to being a progressive, liveable, connected and sustainable city.

### How should people and goods move around?

- Communities should be empowered with the choice to use a diverse range of transport options that are accessible, affordable, safe, inclusive, convenient, efficient, sustainable and smart.

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