# Adelaide’s Transport Future – Heaven or Hell

## Adelaide Convention Centre
North Terrace, Adelaide
Registration 8.00–9.00am

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<th>Speaker</th>
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<td>Jeremy Woolley, AITPM SA Branch President</td>
<td>Andrew Hulse, AITPM National President</td>
<td>Welcome</td>
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<td>Hon Patrick Conlon MP, Minister for Transport</td>
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<td>Opening: comments on transport policy and vision for the future</td>
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<td>University of Adelaide</td>
<td>Prof Derek Scrafton</td>
<td>Are the proposed infrastructure improvements the answer?</td>
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<td>RAA</td>
<td>Sharon Hanlon</td>
<td>Adelaide Roads: from backwater to benchmark</td>
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<td>10.30 – 11.00</td>
<td>Morning Tea</td>
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<td>11.00 – 12.30</td>
<td>Centre for Automotive Safety Research</td>
<td>Dr Jeremy Woolley</td>
<td>What may influence Adelaide's transport in the future</td>
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<td>Department for Transport, Energy and Infrastructure</td>
<td>Mark Elford</td>
<td>Transport for the future – How we propose to achieve integration of all transport modes</td>
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<td>Torrens Transit</td>
<td>Neil Smith</td>
<td>Public transport – what could be achieved?</td>
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<td>VicRoads</td>
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<td>Is the freight task being achieved?</td>
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<td>Adelaide City Council</td>
<td>Stuart Moseley</td>
<td>Vision for the CBD – What the ACC wants from the transport infrastructure</td>
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<td>Department for Transport, Energy and Infrastructure</td>
<td>To be advised</td>
<td>How much more can we squeeze out of the system?</td>
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<td>15.00 – 15.30</td>
<td>Afternoon Tea</td>
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<td>15.30 – 17.30</td>
<td>City of Tea Tree Gully</td>
<td>Greg Perkin</td>
<td>How councils could be part of the transport solution – especially public transport</td>
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<td>Business SA</td>
<td>Penny Gale</td>
<td>Economic benefit to the state of ‘getting it right’</td>
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<td>Panel Discussion</td>
<td>Moderator David Brown, Driven Media</td>
<td>Questions from the floor</td>
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<td>All speakers to sit on panel</td>
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**Drinks** 17.30 – 18.00  **Dinner** 18.00 – 21.30  Including Guest Speaker Assoc Prof Chris Daniels – A different perspective on how Adelaide might evolve

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**Minor Branch Sponsors:**

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What may influence Adelaide’s Transport Future?

Dr Jeremy Woolley
Centre for Automotive Safety Research

What will the big issues be?

- Sustainable Transport and Global Warming
- Other Environmental Impacts
- Safety
- Equity and Fairness
- Availability of fuel
- Security and freedom to travel
- Lifestyle and quality of life
- Can the crows win their 20th Grand Final?

What will the big issues be?

- The Environment and Sustainable Transport
  - What does this actually mean?
  - When will it matter?
  - Will we be forced into it anyway?
- Other Environmental Impacts
  - Noise
  - Local pollution

What will the big issues be?

- Safety
  - Is it conceivable that we have a record like aviation in road safety?
  - More forgiving road environment
  - Speeds more attune with human tolerance to injury
  - Less emphasis on driver behaviour as the solution
  - Ergonomics and Workplace Safety
  - Enforcement will become more automated but as prevention rather than cure
  - Devices to recognise individuals and associate them with a vehicle

Energy Management

Energy Management

Probability of Fatally Injuring a Pedestrian by the Speed of the Car on Impact

Probability of Fatally Injuring a Pedestrian by the Speed of the Car on Impact

Source: RARU 1994
Relative Risk of Metropolitan Casualty Crash Involvement for Speed and Alcohol

Safer Environments

ITS and Safety
- Intelligent Speed Adaptation
- Variable and appropriate speed limits
- Collision avoidance
- Electronic Stability Control
- Fatigue Detection
- BUT ..... Net benefits?

National Road Safety Target
- Reduce road fatalities by 40% by 2010, with an ongoing focus on reductions in fatalities and serious injuries across all modes. (T2.9)
  - Speed Limits

What will the big issues be?
- Equity and Fairness
  - Genuine alternatives to the motor car
  - Mobility Cards?
  - Toll roads and congestion charges

What will the big issues be?
- Liveable cities
  - Allowing engagement in social activities
  - Range of transport alternatives
  - Personal mobility devices
  - More public spaces
  - Wider footpaths
What will the big issues be?

- Availability of fuel
  - Stability of the Middle East
  - China and India as consumers
  - World supply of fossil fuels

![Graph: Oil Prices, 1994-2005](http://en.wikipedia.org/)

What will the big issues be?

- Security and Freedom to Travel
  - Threats of terrorism
  - Inconvenience of future travel
  - Freedom to travel based on need for travel
  - Travel is rationed
  - Security
    - Availability of fuel
    - Capacity of networks

Metropolis of the Future

- Back to small village structures
- Taxed every time we cross boundaries
- People will travel less (distance) for their daily routines
- Flourishing Urban Centres?

![Image: Metropolis of the Future](http://en.wikipedia.org/)

Bold New Practices

- Major-Minor Road System trial with Give Way signs
- 8 Oct 1979 - 1975 Priority Roads
- First suggested in ARRB SR1 by McLean (1966)

Intelligent Transport Systems

- Solutions looking for questions
- Technology push not technology pull
- Using the network more efficiently
  - Route guidance
  - Safety and environmental objectives
  - Efficiency (PT, signals, congestion etc)
- Cognitive dissonance
  - May facilitate change
  - Vehicle based devices
  - Identification of individuals
- BUT.... Do users behave differently with these systems?

Future Urban Infrastructure

- More forgiving environments
  - Benefit to everyone
- Pedestrian friendly design
  - Wheelchairs and gophers (DDA)
  - Interaction with roads
  - PT accessibility

![Image: Future Urban Infrastructure](http://en.wikipedia.org/)
Some things are certain

- Life, death and taxes
- Our inability to break away from the personal motor car paradigm
- More road trauma on our roads before we make significant progress
- More environmental damage before we take lifestyle changing action

Some things are uncertain

- How fuel will be traded in the future
- What security compromises we will continue to need
- What devices or discoveries will revolutionise our lifestyles
  - Medical (cancer, Alzheimer’s, diabetes)
  - Technological (communication and data management)

How do we get there?

- Transport strategy and vision
  - Even if wrong, plain for all to see
  - When opportunities arise, they can be taken
  - Things are done in a more integrated fashion
  - We have some say in the future, don’t just let it happen to us

SA Strategic Plan

- “The fundamental premise of the Plan is ‘creating opportunity’ for our people wherever they are and whatever they do – building on our strengths, creating new abilities and ensuring that our citizens and our State thrive.

- We have six interrelated objectives:
  - growing prosperity
  - improving wellbeing
  - attaining sustainability
  - fostering creativity
  - building communities
  - expanding opportunity.

- The Plan reinforces the need for an integrated and cooperative approach to face the challenges and work on the solutions.”

Source: South Australia’s STRATEGIC PLAN – Creating Opportunities, p3

DTEI in the SA Strategic Plan

- Growing Prosperity: Investment
  - Match or exceed Australia’s ratio of business investment as a percentage of the economy within 10 years. (T1.6) [Contributing Agency]

- Growing Prosperity: Exports
  - Treble the value of South Australia’s export income to $25 billion by 2013, (T1.12) [Contributing Agency]

DTEI in the SA Strategic Plan

- Growing Prosperity: Strategic Infrastructure
  - Increase investment in strategic areas of infrastructure, such as transport, ports and energy to support and achieve the targets in the State Strategic Plan. (T1.16) [Lead Agency]
DTEI in the SA Strategic Plan

• Improving Wellbeing: Road Safety
  – Reduce road fatalities by 40% by 2010, with an ongoing focus on reductions in fatalities and serious injuries across all modes. (T2.9) [Lead Agency]

• Sustaining Sustainability: Use of public transport
  – Double the use of public transport to 10% of weekday travel by 2018. (T3.9) [Lead Agency]

• Sustaining Sustainability: Greenhouse Emissions
  – Achieve the Kyoto target during the first commitment period (2008–12). (T3.3) [Contributing Agency]

• Building Communities: State and LGA
  – Align State and Local Strategic Plans within 12 months of the release of the State Strategic Plan and agree joint initiatives from them. (T5.7) [Participating Agency]

• Building Communities: Regional Infrastructure
  – Build and maintain infrastructure to develop and support sustainable communities in regions. (T5.11) [Lead Agency]

Heaven

• More forgiving road environments
• Safety and Environmental considerations govern traffic management practices
  – Congestion and delay become more secondary considerations
• Real alternatives to motor car dependence exist
• Pedestrians will become better catered for
• Restoring of social values and activities
  – Bogota, Columbia (Enrique Penalosa)

Hell

• Unforgiving roadside environment is maintained
• Victim blaming
  – No real alternatives to the motor car
  – Do not implement ergonomic design into our systems
• Travel is limited or rationed
• City does not develop with a strategic plan or vision
  – We will always feel it could have been better…
Heaven or Hell

Image Sources

- http://firstrung.co.uk/dimages/crystal%20ball.jpg
- http://www.lifeth.es/essay10USA.htm
  hew%20jet%20pack.jpg
- http://www.developcity.com/futurichicagouserinfo.htm
- http://www.transfuture.net/trace283.html
13 September, 2006 Adelaide Roads: Backwater to Benchmark

Sharon Hanlon
General Manager Public Affairs
Royal Automobile Assoc of SA Inc

South Australian Snapshot

- We have much to boast about
- We invest heavily in certain things
- But there’s an untold story

Adelaide’s Roads

Over the next 20 years …
- Inter and intrastate freight will grow at 3-4% p.a. – doubling by 2025
- Over and above this, international containerised trade at Outer Harbor will triple, and most of it will be transported by road
- Urban freight distribution activity will grow by 60%
- Passenger travel (VKT) will grow by 30%

Where We Fall Short

- bounded by the Adelaide Hills & Gulf St Vincent
- urban infill strategy
- changing workforce patterns
- a radial public transport network
- a lack of concern for quality roads
- environmental cost
- social costs
- lessons of the past

AusLink

- SA gets just 3.3% of $11.8 million
- 2006 – $2.4 billion boost, $100m for SA
- Freight tonnages and volume
- State government contributions
- Private sector involvement
**Major AusLink Urban Projects**

- Port River Expressway
- Port of Adelaide linked to Perth and Darwin
- Bridges to link export enterprises & industrial areas with routes / facilities across the River
- Revitalisation of Port Adelaide
- Gepps Cross five-way intersection – grade separation

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**Northern Expressway**

- Largest construction project in SA since the '60s
- 22km extension of Sturt Highway
- 9kms of widening of Port Wakefield Road
- Cannot afford to be jeopardized

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**AUSLINK NETWORK**

- South Road – Sir Donald Bradman Dr to Southern Expressway
- Cross Road – the toll gate to South Road
- Funding contributions for South Rd projects

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**ADELAIDE’S NORTH-SOUTH CORRIDOR**

- Tunnels under Port & Grange roads plus Outer Harbor rail line
- Widening between Port & Torrens roads
- Anzac Highway underpass
- Sturt Road underpass

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**RAA Travel Times**

Surveys over 20 years:

- Floating car method
- GPS technology
- Increasing congestion

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**South Road 2006 (am peak)**

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<tr>
<th>Average Speeds</th>
<th>LOS</th>
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<td>0 to 10 kph</td>
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<td>11 to 20 kph</td>
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<td>21 to 30 kph</td>
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<td>31 to 40 kph</td>
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<td>41 to 50 kph</td>
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<td>51 to 60 kph</td>
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Comparison South Road (am peak) 2000 vs 2006

Average Speeds

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DOLLARS & SENSE

How do we afford benchmark infrastructure?

- Federal contributions
- Revenue from motorists
- Capital works budget
- Expenditure per capita
- Savings generated
- Prudent borrowing

WHERE TO FROM HERE

RAA’s advocacy efforts …

- South Australia must get a fairer share
- Additional projects justifiable
- Additional links warranted
- Maintenance backlog must also be addressed

IT’S A DO-ABLE THING
Transport for the Future – Integration of Transport Modes

Mark Elford
Director, Road Transport Policy & Planning,
Transport Planning Division
Department for Transport, Energy and Infrastructure

Requirements for Integration

• Detailed strategic planning
  – Planning Strategy for Metropolitan Adelaide
  – Strategic Infrastructure Plan for South Australia
  – AusLink
  – Heavy Vehicle Access Framework
  – Safety in Numbers: a Cycling Strategy for South Australia
  – South Australian Road Safety Strategy 2003 - 2010
• Cooperation
  – Between Governments, private sector and community
• Commitment
  – SASP links all strategies together

Planning Strategy for Metropolitan Adelaide

• Land use and transport planning are inextricably linked
• Planning Strategy for Metropolitan Adelaide is a framework for guiding future development and assisting strategic planning and coordinated action on a state, regional and local level
• Strategy includes aims of working towards a sustainable transport system which is integrated, coordinated, affordable, efficient and safe

Strategic Infrastructure Plan for South Australia

• Provides a strategy for addressing the major transport issues facing Adelaide, and South Australia
• Major step forward in developing a more coordinated long-term approach to infrastructure provision throughout the State
• Is an overarching state framework for the planning and delivery of infrastructure by all government and private sector infrastructure providers

Strategic Infrastructure Plan for South Australia

• Strategic priorities:
  – Improve State’s competitiveness through efficient freight transport networks
  – Facilitate the redevelopment of the State’s export and import harbours
  – Encourage shift to rail transport for passenger and freight movements when justified
  – Maintain an efficient transport network to Adelaide Airport
  – Coordinate public transport networks & facilities to maximise access to social services
  – Transform Adelaide’s passenger transport system into a cost effective, environmentally friendly and modern network
  – Reduce injuries and fatalities from transport related accidents

Strategic Infrastructure Plan for South Australia

• Recognises the need to improve South Australia’s competitiveness through efficient freight transport networks and improved national links
• Not just about road transport upgrades; also considers rail, marine and aviation infrastructure needs
Strategic Infrastructure Plan for South Australia

- Includes a look at the best location for intermodal facilities and how road and rail networks can best complement each other. For example, upgrade of road and rail infrastructure on Lefevre Peninsula.

- Also seeks to minimise impact of freight movements on the community and environment by appropriately locating freight routes.

- Strategies such as AusLink and the Heavy Vehicle Access Framework work towards such ends.

AusLink

- AusLink promotes sustainable national and regional economic growth, development and connectivity by contributing to the development of an integrated national network.

- Adelaide Urban corridor strategy focus will be on improving the performance of the AusLink National Network and other major freight corridors – this requires consideration of the broader urban transport system.

Heavy Vehicle Access Framework

- Aims to provide long-term policy and strategic direction to improve the regulatory regime and route network access for heavy and restricted access vehicles in South Australia.

- Achieves balance between industry productivity, road safety, environmental impacts, community amenity and equitable road/rail competition.

- Also provides consistency with national transport strategies, reform initiatives and Government financial accountabilities.

Safety in Numbers: a Cycling Strategy for South Australia

- Strategy to increase the safety, convenience and attractiveness of cycling.

- Proposes increased acceptance of the bicycle in meeting the transport and recreational needs of South Australians.

- Aims include:
  - Using the planning system to influence cycling orientated design.
  - Developing an integrated approach to cycling and passenger transport.
South Australian Road Safety Strategy 2003 - 2010

- Focuses on reducing the impacts of road crashes in South Australia
- Highlights the need to use best practice in the design, planning and construction of new and existing roads to address road safety issues
- Focuses on initiatives to improve South Australia’s road safety performance to enable the State to reach the national road safety target by the end of 2010

Initiatives include:
- Building safer roads:
  - Ensure designs improve safety performance
- Upgrading & maintaining Roads:
  - Black spot programs
  - Mass action programs
  - Road infrastructure improvements
  - Road environment improvements
- Managing roads:
  - Implement new technologies
  - Sharing the Road
  - Improve pedestrian safety
  - Improve safety for cyclists

Cooperation

- A multi-modal transport focus is reflected in close working relationships between the divisions of DTEI:
  - Transport Planning, Transport Services, Public Transport, Safety & Regulation and Office of Major Projects & Infrastructure
- DTEI also works closely with TransAdelaide, Planning SA and other relevant State Government agencies
- Cooperation with Federal Government - AusLink
- Local Government – Metropolitan Adelaide LGA Transport Plan

Commitment

- All key transport, infrastructure and land use strategies must accord with South Australia’s Strategic Plan
- SIP is critical to achieving targets in South Australia’s Strategic Plan
- Commitment evidenced by projects already underway

Conclusion

- The challenges and targets for transport addressed within the context of South Australia’s Strategic Plan
- Planning Strategy for Metropolitan Adelaide guides land use and transport planning
- Strategic Infrastructure Plan provides a strategy for addressing major transport issues
- Other strategies contribute to the objectives of these plans to work towards an integrated system
Is the freight task being achieved?

Don Hogben
Manager - Commercial Vehicle Operations
VicRoads

What is the freight task?

- Urban and distribution
- Long distance, regional and interstate
- Rail, road, coastal shipping, air, pipeline
- Bulk, containers, pallets, parcels
- Domestic, import and export

A single issue? A single and simple solution?

The current freight task

- Australia
  - Domestic tonnes - km (2000). Road 36%, rail 35%, sea 29%
  - Sydney - Melb (2005) 7.5 billion t-km, road 85%, rail 15%
- Victoria
  - 2000: freight into Melb 46Mt, out 31Mt, around 150Mt
  - Port of Melbourne (2005) - $75 billion in trade, 1.92 m TEU
  - Urban freight vehicles - 83% LCVs, 15% rigid trucks, 2% articulated (300,000 total, which is 14% of the fleet)
  - Metro freeways carry more than 100,000 tonnes/day
  - Bulk and construction approx 75% of total metro tonnes

What is the future freight task?

- Some forecasts:
  - Port of Melbourne. International containers 1.4 m TEU in 2005 to 7 m TEU by 2035
  - Truck volumes on the Hume Freeway (Broadford) - 3,500 in 2000, incr to 8,200 by 2030
  - Growth forecasts vary by location - Darwin 4.2%, Melb 3%, Adelaide 2.4%

  Freight task will double by 2020 - generally not, but it will double!

Is the freight task being achieved?

Yes.
A single issue? A single and simple solution?

Can the future freight task be managed?

Yes. What is the alternative?

What matters in freight transport?

As discussed, there is no simple or single answer but:

- Freight transport is part of a commercial system (a cost) - it is not an end in itself
- Fundamentally a private sector activity conducted on (largely) public infrastructure

- Time - especially reliability
- Cost - freight is a significant component of the cost of production and exports
- Sustainability - growth, compliance, profit, access

For Government

- Efficiency - to benefit the economy
- Infrastructure - maintain and develop
- Safety - improve outcomes
- Amenity - especially in urban areas
- Environment - reduce impact
  - (Land use)
- * Community perception *

Some thoughts

- On-going and sustained effort
  - Infrastructure, intermodal, regulation, safety ...
- Working on the system
  - Logistics chain, land use planning, pricing, demand management
- Integration
  - Cars, public transport, trucks - determining and delivering system priority
- Achieving a rational balance - optimising
  - Road and rail, benefits and costs, environment/amenity and economy

Key points

- The freight task is being achieved
- The future freight task can be managed
- Doubling of the freight task is just a milestone on a journey
- Freight transport is a private sector activity
- System thinking, integration, hard and sustained work
A LOCAL GOVERNMENT PRACTITIONER’S VIEW ON TRANSPORT PLANNING

Greg Perkin – CEO, City of Tea Tree Gully

IS L.G. OVERLOOKED IN THE OVERALL TRANSPORT PROCESS?

• What is the overall transport process?
• Is it the planning that underpins the
  – SA Transport Plan,
  – Strategic Infrastructure Plan
  – Planning Strategy
  – SA Greenhouse Strategy
  – State Strategic Plan
  • or is it a slice of all the above?

The overall transport process should be more clearly identified and focused and stakeholders more readily embraced.

• Transport not Traffic
• Conveyance not movement
• “Convey”-to transport, carry transmit, communicate and transfer

• When I were lad, horse brought milk!

Waste Paradigm
avoid-reduce-re-use-recycle

• A Transport Strategy is as much about avoiding/reducing/sharing travel as is about managing traffic
• A trip to the bank can be avoided by using the internet
• A meeting can be achieved by a conference call/video link
• Car pooling reduces congestion
• Co-location of activities reduces travel
Renaissance

- Local Government has its roots in Road Boards
- Transport planning at Local Government level has its roots in Road Design and Traffic Management
- There is a need to move thinking and involvement in transport away from roads and traffic and involve people other than those with an Engineering background.
- Also a need to plan and manage cities through different approaches than the arrangement of land-uses.

- There is the likelihood that Local Government has been overlooked/not involved as fully as it should in the transport planning process/es
- The nature of the “overall transport process” is not well defined and Local Government’s involvement not clearly embraced
- Similarly not all Local Governments have fully comprehended the “transport” paradigm nor involved the full range of skills that this requires.

- The pressure on Councils to reduce rates and increase services together with the scarcity of qualified candidates for jobs makes it difficult to embrace this shift in approach.

- Transport is a system’s issue and the fragmentation of the Local Government of Metropolitan Adelaide into 18 jurisdictions makes it difficult to elicit a system’s response
- The development of a Local Government Metropolitan Transport Strategy is attempting to address this problem
- LGA has recently re-booted the Metropolitan Group but there is not an equivalent State Government entity to engage on Metropolitan issues
**THE CITY OF TEA TREE GULLY**

**Metropolitan Forum**

- There is a need for a Metropolitan Forum involving State and Metropolitan Councils to enable the sharing of knowledge and solutions and focusing on Metropolitan issues (including transport).

**THE CITY OF TEA TREE GULLY**

**IMPACTS ON LOCAL ROAD NETWORK**

**Existing**

- Local area traffic management schemes and 50 kph speeds are reducing the use of local roads for through traffic.
- Global warming and increasing bitumen prices will impact on the ability of Councils to maintain existing roads.

**THE CITY OF TEA TREE GULLY**

**Existing streets**

- Existing streets are designed primarily for roads for vehicle use at 60 kph, with parking along the kerb designed to the same standard as the movement lanes and with kerb and gutter designed to remove water as quickly as possible from the locality.
- Smaller public buses are better suited to suburban roads.

**THE CITY OF TEA TREE GULLY**

**Key concerns**

- Cost of maintaining/re-building parking lanes to the same standard as the movement lanes.
- Existing street design speeds that entice faster movement.
- Erratic weather patterns causing heave and fall of sub-soil and distress to road and pavement.
- Lack of garden/verge watering by residents causing street and garden trees to search wider for moisture including under footpaths and roads.

**THE CITY OF TEA TREE GULLY**

**Higher density development**

- Higher density development generating greater demand for in-street parking because they are not addressing TOD principles.
- Family houses occupied by 4-5 young adults or older children staying in the nest longer, all in the house with a car, parking more in the street and generating increased traffic and parking.
- Increasing number of aged people placing greater demand on footpaths for walking and gopher travel requiring high standards of maintenance and wider pavements.

**THE CITY OF TEA TREE GULLY**

- Attitude of motorists- hoon drivers, parents parking at schools, people parking at events.
- Senior students driving cars to school and parking in adjoining streets.
- Lack of speed detection in local roads.
- Pre-occupation of the community with the car as the prime vehicle for transportation.
- Lack of secure bike parks.
The City of Tea Tree Gully

**Future**

- Streets will need to be re-thought as public places and transport routes not just for roads
- Single allotment redevelopment not allowed rather localities including streets planned as comprehensive re-developments
- Fierceness of the sun will require reinstatement of verandahs for shade or possibly lead to outdoor activity occurring during nighttime with need for brighter lighting and changed life patterns

- Kerb and gutter designed to leak or replaced with swales to maintain sub soil moisture and sustain street trees
- Streets may not all accommodate roads for private transport but may include footpaths, cycle ways and light-rail for personal/public transport
- Higher density development and increased car ownership needs to be balanced with better public transport and bikeways.
- Charging for onstreet parking will increase

**SPECIFIC ISSUES**

- At-grade railway lines impact on free flow of traffic in local roads
- Changes to bus routes and train stopping impacts on planning for Transit Oriented Developments.
- Parking spill at O-Bahn stations impact on the adjacent residential amenity.
- Traffic does not always do as expected re median openings in major roads ie Portrush Road, impacting on local roads.

- Lack of parking provision for land uses fronting main roads
- Poor interface, traffic-wise and visually between existing land uses and upgraded main roads
- Unfair Federal road funding
- Poor design of major intersections for cyclists
- Thinking about and planning for fuel restrictions
COUNCILS AND TRANSPORT SOLUTION

• Encourage fit and healthy transport by championing the establishment of Bike freeways along corridors: O-Bahn, River Torrens, Pt Adelaide railway, Glenelg tram
• Zone for higher density residential at O-Bahn stations as per Sky Train in Vancouver
• Re-centre Council facilities around shopping/activity centres

• Require staff to use public transport for work i.e. TTG staff take O-Bahn to City meetings
• Encourage staff to ride walk or bus to work.
• Refocus the use of Bus assets sitting idle in the community
• Revisit the use of Council buses which are mainly focused on community services not commuting

• Think outside the square. Need to store and circulate stormwater for future re-use. Could this be stored in canals/conduits which serve as water transport routes?

• Prepare integrated transport/development plans for each Council which provide the finer detail on the State level planning and facilities
• Rationalise the role of State and Local Government in the planning and provision of public transport
• Develop transport interchanges as pleasant, safe community places as part of local activity centres