

Transport



Relevant Targets

2 Target 2

3 Target 3

4 Target 4

Deliver a more connected and accessible Greater Adelaide

The integration of transport and land-use planning is essential to achieve the new urban form. A transit-focused city for the efficient movement of people, goods and services must be created. Access to affordable and accessible public transport is also a critical issue for many people, particularly the elderly as it can assist them to remain independent, sustain social networks and gain access to health care.

New investment in road and rail, an expanded network of trams, a redesigned bus network and more cycling and walking networks will provide the physical infrastructure needed to increase travel options and help service a more compact Adelaide (consistent with ITLUP).

The enhancement of our transport infrastructure will deliver more efficient supply chains for our export industries and freight networks, whilst providing people with the right transport choices, no matter where they need to travel.

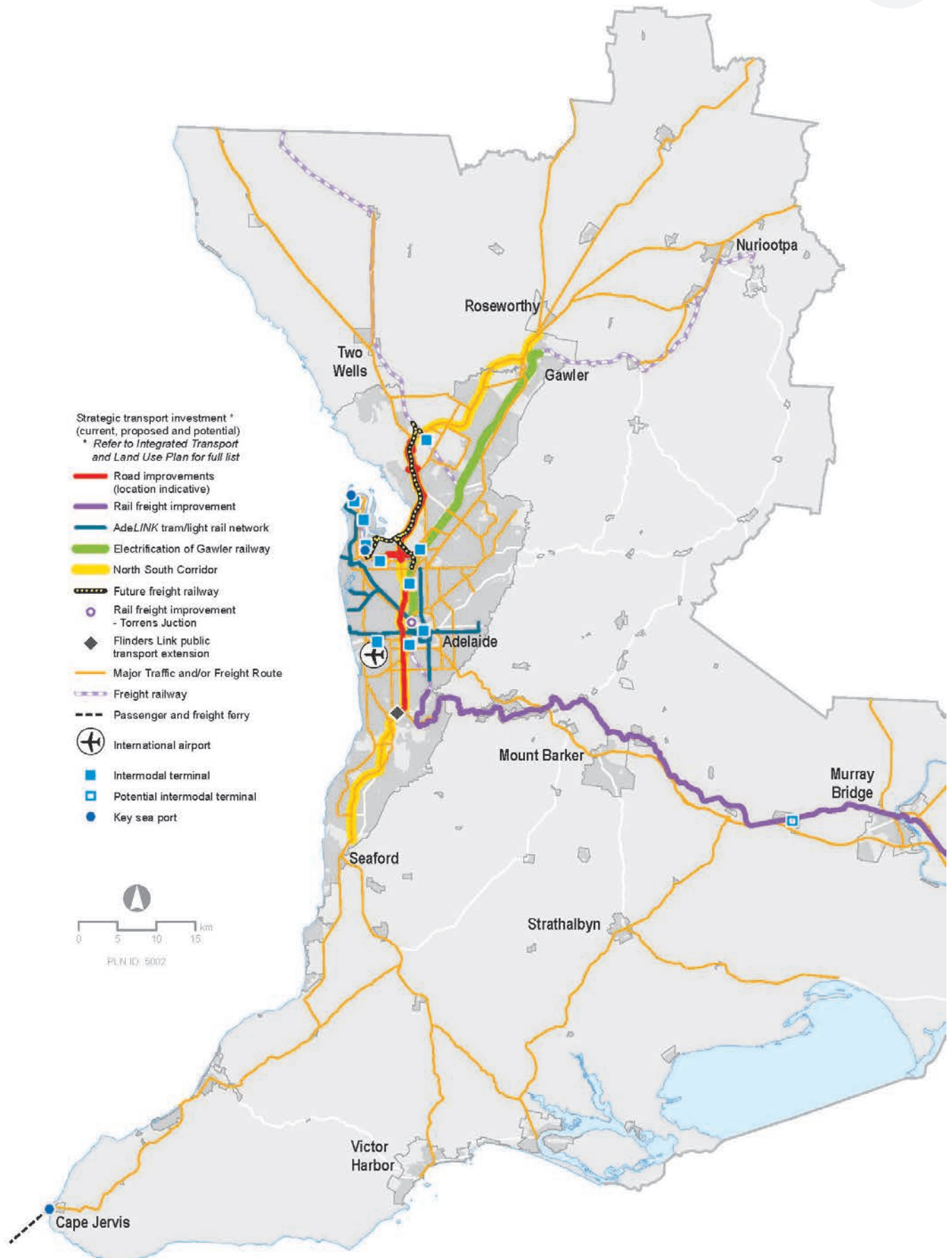


Transport

Policies

- P74.** Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).
- P75.** Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a 'link and place' approach.
- P76.** Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.
- P77.** Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.
- P78.** Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).
- P79.** Encourage car share schemes and public electric car charge points in transit corridors, activity centres and higher density neighbourhoods through incentives.
- P80.** Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.
- P81.** Protect current and future road and rail for strategic requirements, such as ensuring adequate access to ports and other major facilities (see Map 7).

Map 7 — Major transport and public transport investments



Transport

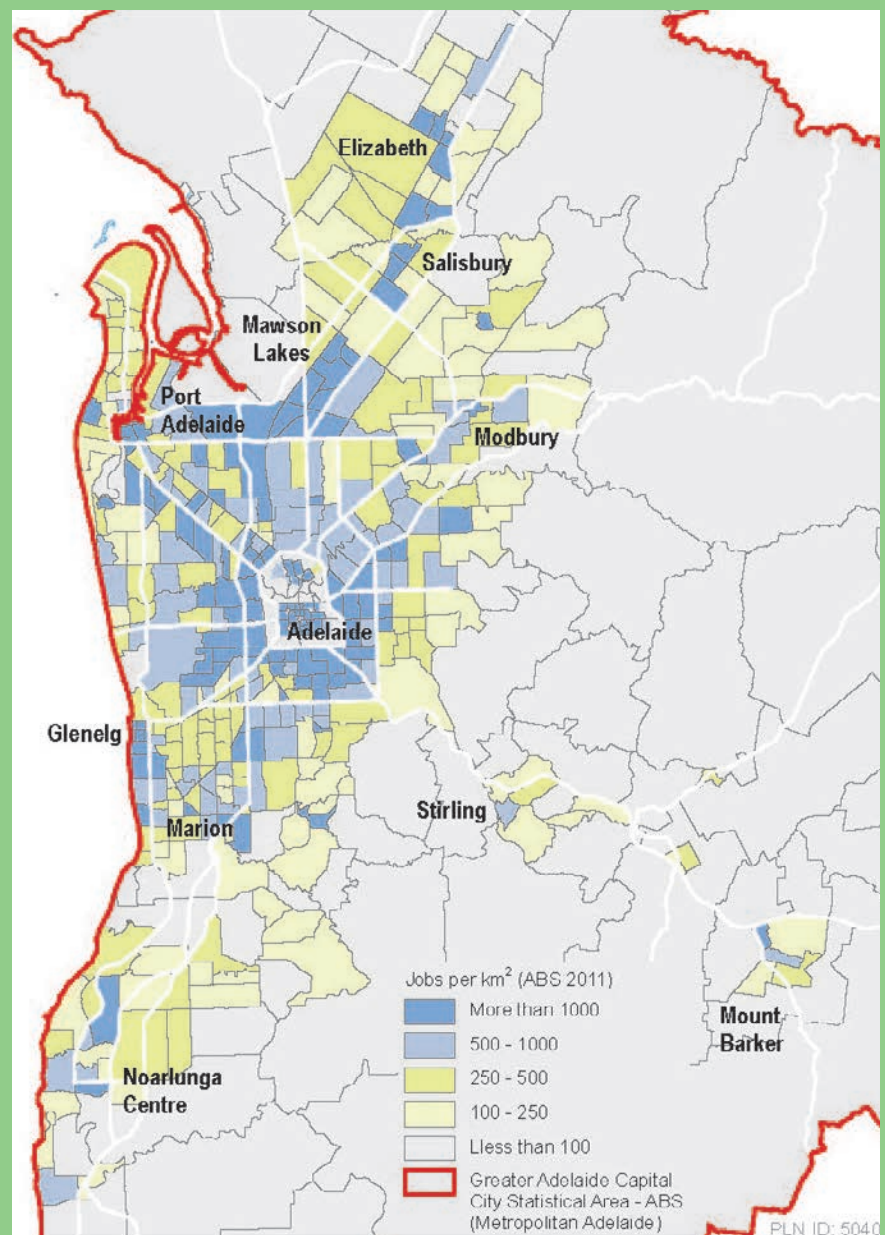
The changing nature of employment

Across Australia the composition of economic activity has shifted from goods producing industries to personal services and knowledge-based industries.

The structure of our city and its transport system will need to respond to this shift.

Knowledge-intensive activities predominantly agglomerate in the city and to a lesser extent in other employment centres. This means that our employment areas need to be more flexible; we need to locate more housing in close proximity to the city and activity centres; and we need to better utilise public transport connections to link people with jobs.

2011 Employment Density – All Industries⁹





What is Link and Place?

Urban streets provide the setting for a wide range of activities that fall into two broad types: 'Link and Place'. This term recognises both the need to move through a street (Link), and the need to use a street as a destination in its own right (Place). From a design perspective, Link and Place always compete:

- **great 'Links' are fast, efficient and minimise travel time**
- **great 'Places' encourage us to linger, stay and extend our time in the area.**

Establishing the right balance between these two functions is essential in any street design project. The Link and Place approach advocates that both these functions should be given equal consideration, with the balance guided by the street's role within a wider street network hierarchy. As a generalisation, most moving through needs are met within a carriageway, while place needs are met within pedestrian footpaths.¹⁰



Transport



Benefits per kilometre¹¹



“



”

Map 8 — Bike network and pedestrian activity



Transport

Making it happen - the planning system

In the short term

A42. Review car parking rates in Greater Adelaide and develop policies in the Planning and Design Code that allow a reduced minimum car parking provision for mixed-use development located within easy access to high frequency public transport and for development that demonstrates a reduced reliance on private car use such as student housing.

A43. Investigate potential funding options (including from the private sector) that can be utilised to fund new mass transit services and enhance the surrounding public realm.

A44. Investigate the feasibility of collecting travel mode data which allow other trip types besides 'journey to work' to be measured.

A45. Investigate the impact of driver-less cars on our future urban form (in particular car parking requirements) and develop a policy framework to respond to this technology.

In the medium term

A46. Pilot a new approach to train station upgrade planning and design that extends beyond the 'end of the platform' to drive more integrated outcomes, including opportunities to work with local communities.

Other key levers to unlock opportunity

- Develop new cycling infrastructure through the Arterial Road Bicycle Facilities Program, greenways, bicycle boulevards and public bike share schemes to enhance active transport uptake.
- Increase railway station security and increases patronage through targeted improvements focused on increasing amenity, lighting and the presence/ monitoring of CCTV cameras.
- Plan the AdeLink tram network as a lever to revitalise areas and increase public transport uptake.
- Deliver new road infrastructure including the:
 - Northern Connector (road only) as part of the 78 kilometre North-South Corridor that will improve connectivity to the north.
 - upgrade to the Darlington interchange, which will improve connectivity between Tonsley and the Flinders precinct.