

# A five point plan for public transport in Adelaide

South Australian Election 2014

## TTF's VISION AND PRIORITIES FOR PUBLIC TRANSPORT IN ADELAIDE

### 1. Fast

Link the O-Bahn to the CBD

### 2. Modern

Complete the electrification of the rail network

### 3. Connected

Extend light rail to the airport

### 4. Resilient

Adopt a 20-year transport master plan and secure funding, guided by an independent infrastructure advisory body

### 5. Integrated

Encourage transit-oriented development

The Tourism & Transport Forum (TTF) is the peak national advocacy body for the transport, tourism and aviation sectors. It is a CEO forum representing the interests of 200 leading Australian institutions and corporations in the private and public sectors. In transport, TTF is an advocate for public policy outcomes that promote the role of transport in improving economic productivity and in better connecting communities.

**Successful cities are those that have comprehensive and integrated public transport networks alongside a modern road network.**

In recent years there has been a growing realisation that Adelaide's public transport network has not expanded to provide the city with the capacity it needs to reduce road congestion, meet growing population and employment demands and provide the foundation for economic growth.

Projects like the extension of light rail, the electrification of parts of the rail network, new park & ride facilities and the rollout of the Metrocard have started to address those challenges.

**But the next government will need to do even more.**

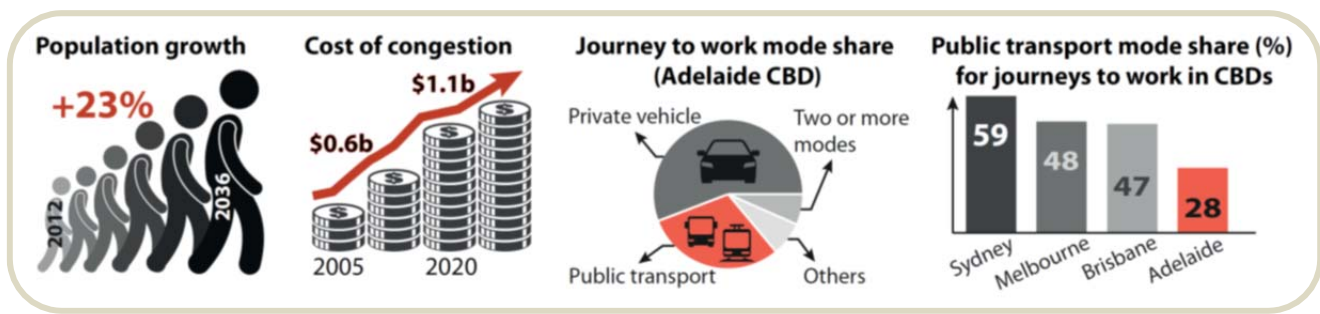
Adelaide accounts for 77 per cent of South Australia's population with 1.26 million people<sup>1</sup>, and is forecast to grow to 1.85 million by 2036<sup>2</sup>.

It is the most car-reliant capital city in Australia with only 8.5 per cent of its residents travelling to work by public transport<sup>3</sup> compared with 69.5 per cent travelling by car.

The cost of traffic congestion in Adelaide is rising. From only \$600 million in 2005, it is expected to almost double by 2020 to reach \$1.1 billion<sup>4</sup>.



# A five point plan for public transport in Adelaide



## 1. FAST - Link the O-Bahn to the CBD

The O-Bahn busway provides a high capacity, fast and frequent service between the CBD and the expanding north eastern suburbs of Adelaide. However, the O-Bahn tracks stop at Hackney Road and buses are forced to intermingle with congested traffic on the approaches to the CBD. Several plans have been developed to enhance the O-Bahn's access to the CBD by either providing dedicated bus lanes or the construction of a tunnel. The O-Bahn extension would significantly improve travel times and reliability of bus services and should be regarded as a high priority project.

## 2. MODERN - Complete the electrification of the rail network

Electrified rail lines provide faster, more reliable, more comfortable and environmentally friendlier services, whilst being cheaper to operate in the long run. Following the Seaford Line, the next trunk of the network to be electrified is the Gawler line which serves Adelaide's northern suburbs. However, the electrification and associated works are on hold due to the suspension of funding. The electrification of the Gawler line is a critical step towards the modernisation of the network and should be on the next government's agenda.

## 3. CONNECTED - Extend light rail to the airport

Adelaide Airport is the fifth largest Australian airport based on passenger movements and recorded strong growth in international passengers of 14.8 per cent in the 2013 financial year. From 6.8 million in 2008, passenger movements are expected to grow to 14.1 million over the next 20 years. However, the public transport mode share to and from the airport is only four per cent<sup>5</sup>. In an effort to reduce congestion, improve the visitor experience and support the visitor economy, improving public transport links to the airport should be a priority. While in the short term an express bus service for airport users should be implemented, the light rail network should be extended from the CBD to Adelaide Airport as part of the broader expansion of the network.

## 4. RESILIENT - Adopt a 20-year transport master plan and secure funding

Building a resilient transport network cannot be achieved within one term of government. A long-term planning and funding plan is necessary to meet the need of South Australia's growing population and to support its productivity. TTF supports a bipartisan approach to adopt a long term transport plan to lead public transport, road and active transport investment for the next 20 years. TTF also supports the establishment of an independent infrastructure advisory body for South Australia to guide long-term planning and the assessment of individual projects.

## 5. INTEGRATED - Encourage transit-oriented developments

Urban sprawl has a direct impact on congestion. With strong residential growth expected for the next 20 years, Adelaide is facing a significant challenge. Urban infill and densification are part of the answer to respond to the growing transport demand. Transit-oriented developments (TODs) are medium to high density mixed-use development around public transport nodes. These sites maximise the potential of existing infrastructure, underpin value capture by providing an income stream, and create vibrant social and economic centres. The South Australian government should explore TOD opportunities further.

<sup>1</sup> Australian Bureau of Statistics - June 2011.

<sup>2</sup> Department of Planning and Local Government - *The Plan for greater Adelaide: Background report* - 2010.

<sup>3</sup> Australian Bureau of Statistics - Greater Adelaide Statistical Area, Travel to Work data - June 2011.

<sup>4</sup> Bureau of Transport and Regional Economics - *Estimating urban traffic congestion cost trends for Australian cities* - 2006.

<sup>5</sup> as in 2010.