

Outer Adelaide

Much of the growth in the outer suburbs and in the more rural parts of Greater Adelaide will be concentrated in the northern region. This area currently accounts for the majority of residential and employment land supply within Greater Adelaide, with the recently released Playford Growth Area Structure Plan providing for an additional 100,000 people and a significant increase in jobs spread over 3,550 hectares of new residential and employment lands.

Greater Edinburgh Parks – the location for most of the employment growth in the north – will be well-served by a revitalised Adelaide to Gawler train line that will deliver more frequent and more reliable connections for workers from outer suburbs as well as the inner areas of Adelaide. These employment lands, which have expanded to over 4,000 hectares, are strategically located on the existing Adelaide to Darwin and Perth railway line and the Northern Expressway, providing direct road and rail connections to interstate and international markets.

Housing growth at Angle Vale, Playford North, Virginia and Buckland Park will be supported by bus services to these areas which feed into key activity centres on the electrified Gawler train line at Elizabeth, Salisbury and Munno Para, facilitating more intensive development at these centres (especially at Elizabeth). Planning for this growth has also required a slight change to the existing freight route to protect the amenity of new residential environments and allow for more people to cycle and walk to nearby centres and railway stations.

Growth is also envisaged to occur in the southern suburbs. The Southern Corridor Structure Plan is being prepared to concentrate mixed use development around key stations and centres along the Seaford train line. Electrification of this line will allow higher service frequencies and faster travel, as well as upgrades to major train stations (including the provision of secure bike parking). With more frequent bus services feeding into major stations along this line, people will be able to more easily access employment and services in inner and middle Adelaide, providing further impetus for development uplift and the creation of centres along the corridor that offer more jobs, services and facilities.

Significant redevelopment of the Noarlunga Regional Centre and Noarlunga Railway Station is envisaged as part of the Structure Plan. An additional 10,000 people will be living and working in the vicinity of the centre, generating further opportunities for residential and business expansion in the south.

The duplication of the Southern Expressway will complement these initiatives, providing efficient and reliable access to employment and services in the city from areas that are difficult to service by public transport, walking or cycling. The progressive upgrade of the North-South Corridor, including grade separation of key east-west arterial roads, intersection improvements and links to the Outer and Inner Ring Routes, will enhance the efficiency and safety of freight movements into Adelaide Airport, Keswick and Islington intermodal terminals and Port Adelaide and support the growth of industry (including primary industry) and business across the southern region.

Further south, targeted upgrades to the Noarlunga to Victor Harbor and Noarlunga to Cape Jervis roads (incorporating road widening, shoulder sealing and overtaking lanes) will improve the safety and reliability of travel for all road users travelling to and from the Southern Fleurieu Peninsula.

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The concentration of growth at Mount Barker, designed to prevent incremental, ad hoc and unplanned urban development across the important agricultural/horticultural lands and water protection areas of the Mount Lofty Ranges, will be supported by a number of improvements to the mass transit network, which means a new Park and Ride facility to expand the catchment area and potential improvements along Glen Osmond Road for faster travel times.

A new freeway interchange at Bald Hills will be built to increase the efficiency of vehicle movements into and out of the city.

Similarly, potential extensions of train lines to serve new growth areas on the fringe of Greater Adelaide will be protected but built only if the level of investment can be justified by growth and demand.

Cycling and walking access across the outer suburbs will focus on extensions and upgrades to the Bikedirect and Greenways networks. These initiatives will better connect cyclists and walkers to railway stations, interchanges and mixed use centres to improve access to employment and services in inner and middle Adelaide. Network and route enhancements will also expand the walking and cycling catchments of schools, shops and other important destinations to encourage more people to choose active, healthier travel options.

Implementation timeframe	Short	Medium	Long
Public transport			
1. Seaford line – increase service frequencies, review, upgrade and extend train stations and platforms. Electrify entire train route. Eventual grade separation of rail line from the road network from Brighton Road into Adelaide at key locations such as at Hove and Oaklands			
2. Complete the electrification of the entire Gawler Train line – increase service frequency, staged upgrade of stations over 20 years, including grade separations between Elizabeth and the city at key locations such as at Salisbury and Kings Rd			
3. Expand the park and ride capacity at Mount Barker			
4. Define and preserve future train corridors to the north and east of Gawler and from Seaford to Aldinga			
Area-wide solutions			
• In line with growth, extend bus services as required to service growth areas of Buckland Park, Playford North, Angle Vale, Virginia/Virginia North and Two Wells			
• Re-structure bus services and over time improve bus service frequencies to feed into Gawler train line at Gawler, Elizabeth, Salisbury and Munno Para			
• Improve protection for pedestrians at at-grade railway crossings			
• With the opening of the Seaford train line, re-structure bus services to feed into the Seaford train line and improve bus service frequencies			
• Restructure bus services with bus priority on Glen Osmond Road (route to Hills/Mount Barker), and improve bus service frequencies			
• Regional Passenger Transport Plans for Barossa and Fleurieu			
• Supply of additional park and rides at key nodal points			
Roads			
5. Implement Motorway Management System on the South East Freeway, including allowing hard shoulder running			
6. Complete the North-South Corridor – Northern Connector road connection to the port			
7. Victor Harbor Road duplication – Old Noarlunga to McLaren Vale			
8. Targeted upgrades along Main North Road			
9. Main South Road duplication – Seaford to Aldinga			
10. Provide a new interchange on the South Eastern Freeway at Mount Barker (Bald Hills Rd) subject to urban development			
11. Noarlunga to Victor Harbor Road – road widening, shoulder sealing and overtaking lanes, and in the longer term duplicate to Mount Compass when required			
12. Noarlunga to Cape Jervis Road – road widening, shoulder sealing and overtaking lanes			
13. Mount Barker to Strathalbyn Road – road widening, shoulder sealing and overtaking lanes			
14. Barossa Valley Way – road widening, shoulder sealing, intersection upgrades and overtaking lanes			
15. Victor Harbor to Goolwa – installation of overtaking lanes			

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Area-wide road solutions				
• Targeted upgrades of key intersections and sections of road to improve efficiency and safety performance				
• Preserve and construct when necessary potential future road duplications such as Beach Road (Noarlunga), Dyson Rd (Noarlunga) Kings Road (Paralowie), Commercial Road (Seaford), Womma Road and Curtis Road				
• Actively manage the operation and performance of the road network to give priority to movements along key freight and major traffic corridors				
• Mount Barker growth area transport infrastructure improvements				
• Gawler growth area transport infrastructure improvements, including duplication of Adelaide Rd (Evanston Park)				
• Playford projects growth area transport infrastructure improvements				
• Road widening and shoulder sealing targeted at freight and major traffic routes in outer areas				
• Increase maintenance to improve and sustain the performance of the transport network and make better use of our transport assets				
• Continue to implement the Road Safety Strategy and address road safety blackspot and higher risk locations				
Cycling and walking				
16. Partner with local councils to complete the Gawler Greenway from Salisbury to Gawler				
17. Complete provision of bicycle lanes on Main North Road between Munno Para and the City				
18. Beach Road, expand cycling and walking catchment of Noarlunga Centre				
19. Seaford, Aldinga, McLaren Vale and Willunga, shoulder sealing to improve conditions for cyclists				
20. Partner with local councils to complete Coast Park from Brighton to Sellicks Beach				
21. Partner with Playford Council to construct the Smith Creek Trail, expand cycling and walking catchment of Munno Para				
Area-wide solutions				
• Improve walking and cycling facilities in catchment areas for schools				
• Implement bicycle lanes on selected arterial roads				
Ports, rail freight and airports				
22. Complete the North-South Corridor – including rail connections to the port				
23. Cape Jervis – ferry berth upgrade works and jetty refurbishment				
24. Improvements to Adelaide-Melbourne rail corridor through Adelaide Hills				
Local Government				
• Work with local councils to complete local transport strategies to complement land use directions of local development plans, with a focus on accessible neighbourhoods, integration with public transport networks and state freight /major traffic networks:				
<ul style="list-style-type: none"> Local road, pedestrian and cycling networks to support Gawler, Mount Barker and Playford Projects Growth Areas and improve access in major townships and centres Regional and township cycling networks, including in the Barossa, Hills and Fleurieu Attractive and convenient pedestrian and cycling connections to public transport stops and stations, and local road access to park and ride facilities Local freight networks to provide for safe and reliable heavy vehicle movements, including last mile access, east-west movements between Port Wakefield Road and Barossa/Main North Road and across the Fleurieu Clearways and kerbside and off-street parking provisions, particularly on high streets and in town centres such as Victor Harbor and Tanunda Work with Local Government to implement the National Airport Safeguarding Framework within council development plans to ensure the future of Edinburgh, Gawler, Parafield, Aldinga and Goolwa Airports. 				

Figure 5-8 Outer Adelaide solutions

