

## Middle Adelaide

While development intensity in middle Adelaide will typically be less than in the inner city, initiatives to increase infill and urban renewal of key sites along transit corridors will contribute to a significant shift in the pattern of suburban growth. Major centres within this region – Port Adelaide, West Lakes, Modbury and Marion – have been earmarked for concentrated mixed-use development of residential, business and service activities to capitalise on existing infrastructure investment at these locations. Other sites along transit corridors traversing the region will be developed to encourage greater public transport use and stimulate medium density, mixed-use development to support a more compact Greater Adelaide.

A revitalised Port Adelaide and redeveloped West Lakes and Woodville West will generate a significant population increase in the north-west. A new tram service will service these areas along with Outer Harbor, Grange and Semaphore, and provide efficient access to jobs and services in the inner city and along the route (including the Queen Elizabeth Hospital) stimulating further development opportunities at these sites.

To the west, providing tram services along Henley Beach Road with a branch line to Adelaide Airport and through to The Parade and Magill will dramatically improve east-west connectivity, reduce travel times to and from the CBD and enhance access to Adelaide Airport. Similarly, the proposed tram line running north-south along Prospect Road, through to Unley Road and further to Mitcham will connect people in middle Adelaide suburbs to jobs and services in the inner city.

The tram corridors will boost cross-suburban public transport connections and intensify development along the corridors as access improves and centres evolve into medium density, more lively and attractive places.

Electrification of the Gawler train line, upgraded stations and cycling/walking routes along the corridor will stimulate mixed-use development at key sites and allow for higher densities to be achieved.

In the east, the O-Bahn and linear park cycle route will continue to provide rapid access to hubs of Klemzig, Paradise and Modbury. These initiatives will be supported by road network improvements facilitating efficient traffic movement to and from the city centre, public transport hubs and across the middle and inner city areas.

Glen Osmond Road, the key access route to and from the South-Eastern Freeway, will become a Priority Corridor for a faster, more frequent and reliable bus service, giving commuters from Mount Barker and the hills an efficient public transport alternative. A 'Super Stop' will be installed at the key activity centre at Fullarton/Glen Osmond roads, allowing people to connect with buses servicing areas other than the CBD.

Improvements to the Outer Ring Route will provide more efficient freight and commercial traffic movement through middle Adelaide, while Glen Osmond and Greenhill roads will facilitate the efficient movement of vehicular traffic accessing the CBD and inner city area.

# SOLUTIONS AND ACTIONS

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The North-South Corridor upgrade works will be critical in ensuring the efficient connectivity of north-south freight and business movements through the middle of Adelaide. In addition to the upgrade of the North-South Corridor, the expansion of the use of Intelligent Transport Systems along both the North-South Corridor and the South Eastern Freeway will assist in more efficient traffic flows.

Science, technology and innovation clusters at Technology Park (Mawson Lakes), Bedford Park (Flinders University/Medical Centre), Osborne (Techport Australia), Urrbrae (CSIRO/Waite) and Tonsley Park (clean tech) are important employment generators and will be accessible by a choice of modes. Improvements to the Outer Ring Route and major traffic routes will be important to achieve reliable and efficient access to these clusters and other employment sites that are difficult to service by public transport, walking or cycling.

Access for cyclists across the middle suburbs will be enhanced by ongoing extensions and upgrades to the Bikedirect and Greenways networks, enabling better access to employment and services in the inner city and CBD. Cyclists and walkers will also enjoy more convenient access to public transport hubs via people-friendly street networks that improve the amenity of surrounding residential areas and facilitate the development of well-connected, accessible and walkable local places.

Implementation timeframe*	Short (Next 5 yrs)	Medium (5 to 15 yrs)	Long (15+ years)
<b>Public transport</b>			
1. PortLINK – conversion of the Outer Harbor train line to deliver a new tram service to Outer Harbor and Grange and construct new tram lines to West Lakes and Semaphore			
2. WestLINK and EastLINK – extend trams along the east-west corridor from Henley Square, Henley Beach Road, with an extension to Adelaide Airport, through the city and along the Parade turning north to Magill Campus			
3. ProspectLINK and UnleyLINK – trams along Prospect Road from Grand Junction Road, O'Connell Street, through the City to Unley Road and Belair Road to Mitcham			
4. Convert the Grange train line to tram as part of the West Lakes tram line work (PortLINK)			
5. Tonsley line – increase service frequencies, and rebuild station			
6. Provide bus interchange at Darlington			
7. Gawler line – complete the electrification of the entire line, increase service frequency, staged upgrade of stations over 20 years, and grade separations of rail crossing at key locations such as Torrens Road			
8. Expand the O-Bahn park and ride facilities			
9. Glenelg tram line – increase service frequencies and increase tram size and acquire more trams			
10. Electrify the Belair train line, with new electric trains – increase service frequencies			
<b>Area-wide solutions</b>			
• Re-structure bus services and over time improve the bus service frequencies to feed into Gawler train line at Mawson Lakes			
• Rationalise and improve protection for pedestrians at at-grade railway crossings			
• Re-structure bus services to feed into the Belair train line, and improve bus service frequencies			
• Supply of additional and expanded Park and Rides at key nodal points on the train, tram and bus networks			

Roads			
Progressively upgrade South Road as part of a strategy to develop the non-stop North-South Corridor, including grade separation with key east-west arterial routes and provision of at-grade service roads, any interim works and detour works during construction: (refer 11, 12 and 13)			
11. North-South Corridor – Darlington			
12. Complete the North-South Corridor – Northern Connector, road connection to the Port			
13. Complete the North-South Corridor – Anzac Highway to Darlington			
14. Upgrade intersections along Sir Donald Bradman Drive to reduce congestion and improve reliability of travel times to the airport, and provide upgrades for taxi, commercial vehicle and bus access via Richmond Road. Retain the potential for a local road connection between Richmond Road and Morphett Road in the longer term.			
15. Improve the efficiency and safety of the Outer Ring Route, including intersection and mid block upgrades			
16. Targeted upgrades to Main North Road, including 3 lanes each way between Montague Road and The Grove Way			
17. Targeted upgrades to North East Road			
18. Elder Smith Road duplication and extension through to Port Wakefield Road			
19. Parafield Airport industrial and commercial development			
• Upgrade the Main North Road/Kesters Road intersection			
• Other arterial and local road upgrades			
Area-wide road solutions			
• Targeted upgrades of key intersections and sections of road to improve efficiency and safety performance			
• Grade separate road crossings of the passenger rail line at key locations between Brighton and Elizabeth (including the adjacent freight rail line in the north) such as at Brighton and Oaklands, the rail line at Cross Road, and potentially of the Glenelg and PortLINK tram lines at key locations. Preserve the potential for further grade separations to the north of Elizabeth			
• Preserve and construct when necessary potential future road duplications such as Montague Road (Modbury), West Lakes Boulevard (Woodville West)			
• Actively manage the operation and performance of the road network to give priority to movements along key freight and major traffic corridors			
• Increase maintenance to improve and sustain the performance of the transport network and make better use of our transport assets			
• Continue to implement the <i>Road Safety Strategy</i> and address road safety hotspot and higher risk locations			
Ports, rail freight, airports and intermodals			
20. Improve the rail connection through northern Adelaide into the Port – as part of the North-South Corridor			
Area-wide road solutions			
• Ensure boat ramps at North Haven, West Beach and O'Sullivan Beach continue to provide unrestricted access for public use			
• Enhance the visitor experience of jetties			
• Work with the Australian Government in reviews of master plans for Adelaide and Parafield Airports to provide effective access			
Cycling and walking			
21. Partner with local councils to complete the Gawler Greenway from Salisbury to Grand Junction Road			
22. Partner with Port Adelaide Enfield Council to complete the Outer Harbor Greenway from Semaphore Road to North Haven			
23. Partner with Marion Council to complete the Tonsley Greenway from Clovelly Park to connect with the Patrick Jonker Bikeway at Darlington			

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24. Partner with local councils to complete the Dry Creek Trail from Golden Grove to Mawson Lakes			
25. Partner with Mitcham Council to complete the Belair–City Bikeway, including crossings of arterial roads			
26. Extend the Crafers Bikeway across the intersection of Glen Osmond and Portrush Roads, including a crossing of the South Eastern Freeway			
27. Partner with Salisbury Council to complete the Little Para River Creek Trail and expand cycling and walking catchment of Salisbury Centre			
28. Partner with Charles Sturt Council to extend the Grange Greenway from Woodville West to Grange			
29. Complete provision of bicycle lanes on Main North Road between Munno Para and the City			
30. Partner with West Torrens Council to complete the Airport Bikeway, including crossings of arterial roads			
31. Partner with local councils to upgrade the Levels–City Bikeway from Mawson Lakes to Regency Road			
<b>Area-wide solutions</b>			
<ul style="list-style-type: none"> <li>Improve walking and cycling facilities in catchment areas for schools, public transport stations, activity centres and main streets</li> </ul>			
<ul style="list-style-type: none"> <li>Create safe and convenient walkable environments in and around public transport stations, activity centres, main streets and schools</li> </ul>			
<ul style="list-style-type: none"> <li>Develop and introduce Metrocard operated public bike sharing schemes at key public transport hubs</li> </ul>			
<ul style="list-style-type: none"> <li>Implement bicycle lanes on selected arterial roads</li> </ul>			
<ul style="list-style-type: none"> <li>Provide safe crossings of arterial roads</li> </ul>			
<b>Local Government</b>			
<ul style="list-style-type: none"> <li>Work with local councils and the Local Government Association to implement local transport strategies to complement land use directions of local Development Plans, with a focus on accessible neighbourhoods, integration with public transport, cycling and walking networks and state freight/major traffic routes:</li> </ul>			
<ul style="list-style-type: none"> <li>Provide attractive and convenient pedestrian and cycling connections to public transport stops and stations, including along the revitalised northern and southern rail corridors and O-Bahn</li> <li>Create safe and convenient walkable neighbourhoods</li> <li>Development of shared use linear paths along waterways, coast and public transport corridors</li> <li>Clearways and kerbside and off-street parking provisions, particularly on high streets and along bike routes</li> <li>Access to sporting, entertainment and leisure hubs, such as Bailey Reserve, Highbury Recreation Centre, Warriparinga Wetlands</li> <li>Local road, pedestrian and cycle networks to reflect and guide precinct planning for areas being revitalised</li> <li>Local access from state freight routes to industrial hubs and freight facilities, including Regency Park, Lonsdale and Greater Edinburgh Parks</li> <li>Work with Local Government to implement the National Airport Safeguarding Framework within council Development Plans to ensure the future of Adelaide, Edinburgh and Parafield Airports.</li> </ul>			

\* These proposed actions will be subject to further investigations and availability of funding.

Figure 5–8 Middle Adelaide Solutions



Data source: Department of Planning, Transport and Infrastructure.

Solutions identified on this map may be subject to further intensive investigations and may vary as a result.



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- Road improvements
- Passenger Transport improvements
- Active travel improvements
- Road improvements
- Rail freight, ports, airports and intermodal improvements
- Rail Transport improvements
- Tram Transport improvements - subject to further investigations
- Bus Transport improvements

- Infill and future growth areas
- Urban infill \*
- Current/Future growth area \*
- \* location of infill and growth areas is indicative
- Activity Centres
- Capital City
- Regional
- Major district

- Existing key industry areas
- Significant retail areas
- Built-up areas
- Main road
- Passenger railway / tramway / O-Bahn
- Freight railway
- Airport
- Sea port