

Outer Adelaide

Much of the growth in the outer suburbs 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). The highly patronised Salisbury station interchange will be upgraded for this purpose. 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. Planning is underway 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). Bus service frequencies from outer suburbs to key major centres such as to Noarlunga Centre, will be improved. Bus services will feed into the larger capacity train lines, with the Aldinga, McLaren Vale and Sheidow Park service connecting to the Seaford train services. 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. 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 complements 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.

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, is being supported by a number of improvements to the mass transit network, including the new park and ride facility expanding the catchment area and potential improvements along Glen Osmond Road for faster travel times.

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

More frequent public transport services will respond to demand from people living within Nairne and the new growth areas of Mount Barker to travel to the Mount Barker regional centre. The trunk line service connecting Mount Barker to the city is to be upgraded which will improve services to Hahndorf, Bridgewater and Stirling. The improved interconnecting bus services and park and ride facilities at Mount Barker will also improve access between Adelaide Metro bus services at Mount Barker and the regional passenger services undertaken by private bus operators serving for example, Murray Bridge and Strathalbyn. Road improvements along Glen Osmond Road will provide reliable travel times for these services.

Potential extensions of train lines to serve new growth areas on the fringe of Greater Adelaide will be protected for the future should the level of investment 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 and ongoing improvements to the walkability of neighbourhoods. 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 enable more people to choose active, healthier travel options.

Murray Bridge forms part of *The 30-Year Plan for Greater Adelaide*, and transport improvements in and around Murray Bridge will support residential and employment growth in this area. This includes a potential upgrade to the interchange on the South Eastern Freeway at Adelaide Road (refer to the Murray and Mallee Region section for further details).

Implementation timeframe*	Short (Next 5 yrs)	Medium (5 to 15 yrs)	Long (15+ years)
Public transport			
1. Seaford line – increase service frequencies, review, upgrade and extend train stations and platforms			
2. Gawler line – complete the electrification of the entire line, increase service frequency, staged upgrade of stations over 20 years, including an upgrade of the Salisbury station interchange			
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			

SOLUTIONS AND ACTIONS

Outer Adelaide

Area-wide solutions			
<ul style="list-style-type: none"> In line with growth and demand, extend bus services as required to service growth areas of Buckland Park, Playford North, Angle Vale, Mount Barker, Virginia/Virginia North and Two Wells 			
<ul style="list-style-type: none"> Re-structure bus services and over time improve bus service frequencies to feed into Gawler train line at Gawler, Elizabeth, Salisbury and Munno Para 			
<ul style="list-style-type: none"> Rationalise and improve protection for pedestrians at at-grade railway crossings 			
<ul style="list-style-type: none"> Restructure bus services with bus priority on Glen Osmond Road (route to Hills/Mount Barker), and improve bus service frequencies 			
<ul style="list-style-type: none"> Regional Passenger Transport Plans for Barossa and Fleurieu 			
<ul style="list-style-type: none"> Supply of additional park and rides at key nodal points on the train, tram and bus networks 			
Roads			
5. Implement Motorway Management System on the South Eastern 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. Mount Barker growth area transport infrastructure			
<ul style="list-style-type: none"> Upgrade the existing Mount Barker interchange 			
<ul style="list-style-type: none"> Provide a new interchange on the South Eastern Freeway at Mount Barker (Bald Hills Road) 			
<ul style="list-style-type: none"> Implementation of local ring road 			
<ul style="list-style-type: none"> Other arterial and local road upgrades, including Adelaide Road/Hawthorn Road and Adelaide Road/Wellington Road/Flaxley Road intersections 			
11. Gawler growth area transport infrastructure			
<ul style="list-style-type: none"> Gawler East local link road 			
<ul style="list-style-type: none"> Adelaide Road/Potts Road/Para Road intersection upgrade 			
<ul style="list-style-type: none"> Duplication of Main North Road between Potts Road and Gawler bypass 			
<ul style="list-style-type: none"> North east bypass road of Gawler, subject to future urban development 			
<ul style="list-style-type: none"> Other arterial and local road upgrades, including intersection and midblock improvements 			
12. Angle Vale growth area transport infrastructure (part of the Playford growth project)			
<ul style="list-style-type: none"> Angle Vale Road – intersection and road section upgrades 			
<ul style="list-style-type: none"> Heaslip Road – intersection and road section upgrades 			
<ul style="list-style-type: none"> Implementation of new and upgrade of existing local roads to support growth area 			
13. Playford North Extension growth area transport infrastructure (part of the Playford growth project)			
<ul style="list-style-type: none"> Curtis Road – duplication, installation of a new junction to facilitate new access roads into Playford North, and upgrade the intersection with Andrews Road and connection with the Northern Expressway 			
<ul style="list-style-type: none"> Andrews Road – intersection and midblock upgrades 			
<ul style="list-style-type: none"> Implementation of local road network to support growth area 			

14. Virginia growth area transport infrastructure (part of the Playford growth project)			
• Penfield Road/Old Port Wakefield Road intersection upgrade			
• Penfield Road and Old Port Wakefield road upgrades			
• Implementation of local road network to support growth area			
• Other arterial and local road upgrades, including intersection and midblock improvements			
15. Greater Edinburgh Parks growth area transport infrastructure (part of the Playford growth project)			
• Womma Road rail crossing upgrade			
• Northern Expressway/Womma Road/Heaslip Road interchange arrangement upgrade			
• Other arterial and local road upgrades, including intersection and midblock improvements, to facilitate safe and efficient movement of large heavy vehicles			
16. Two Wells growth area transport infrastructure			
• Upgrade the Old Port Wakefield Road/Mallala Road intersection			
• Install new junction to facilitate new access road with Port Wakefield Road			
• Upgrade the Port Wakefield Road/Mallala Road intersection			
• Other arterial and local road upgrades, including intersection and midblock improvements			
17. Buckland Park growth area transport infrastructure			
• Port Wakefield Road/Angle Vale Road intersection upgrade – staged			
• Implementation of local road network to support growth area			
18. Roseworthy township expansion improvements			
19. Noarlunga to Victor Harbor Road – road widening, shoulder sealing and overtaking lanes, and in the longer term duplicate to Mount Compass when required			
20. Main South Road (Noarlunga to Cape Jervis) – road widening, shoulder sealing and overtaking lanes			
21. Mount Barker to Strathalbyn Road – road widening, shoulder sealing and overtaking lanes			
22. Barossa Valley Way – road widening, shoulder sealing, intersection upgrades and overtaking lanes			
23. Victor Harbor to Goolwa – installation of overtaking lanes			
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 freight rail line in the north) such as at Salisbury and Kings Road. Preserve the potential for further grade separations to the north of Elizabeth			
• Preserve and construct when necessary potential future road duplications such as Beach Road (Noarlunga), Dyson Road (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			
• 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 <i>Road Safety Strategy</i> and address road safety blackspot and higher risk locations			

SOLUTIONS AND ACTIONS

Outer Adelaide

Cycling and walking			
24. Partner with local councils to complete the Gawler Greenway from Salisbury to Gawler			
25. Complete provision of bicycle lanes on Main North Road between Munno Para and the City			
26. Expand cycling and walking catchment for the Noarlunga area around the Regional Centre, including Beach Road			
27. Seaford, Aldinga, McLaren Vale and Willunga, shoulder sealing to improve conditions for cyclists			
28. Partner with local councils to complete Coast Park from Brighton to Sellicks Beach			
29. Partner with Playford Council to construct the Smith Creek Trail, expand cycling and walking catchment of Munno Para			
Area-wide solutions			
<ul style="list-style-type: none"> Improve walking and cycling facilities in catchment areas for schools, public transport stations, activity centres and main streets 			
<ul style="list-style-type: none"> Create safe and convenient walkable environments in and around public transport stations, activity centres, main streets and schools 			
<ul style="list-style-type: none"> Develop and introduce Metrocard operated public bike sharing schemes at key public transport hubs 			
<ul style="list-style-type: none"> Implement and extend separated bicycle lanes on selected arterial roads 			
<ul style="list-style-type: none"> Provide safe crossings of arterial roads 			
Ports, rail freight, airports and intermodals			
30. Complete the North-South Corridor – including rail connections to the port			
31. Cape Jervis – ferry berth upgrade works and jetty refurbishment			
32. Improvements to Adelaide-Melbourne rail corridor through Adelaide Hills to allow for double stacking			
33. Redevelopment of the Granite Island Causeway			
Local Government			
<ul style="list-style-type: none"> 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 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 Create safe and convenient walkable neighbourhoods Options for local heavy vehicle bypass of affected towns 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 and Parafield Airports and regionally significant aerodromes (e.g. Gawler, Goolwa) 			

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

Growth area infrastructure may be subject to timing of urban development.

Figure 5–9 Outer Adelaide solutions

