

Feedback form open ended responses							
*Please note where cells are blank a comment was not provided. Black boxes indicate a redacted comment due to offensive language.							
Submission number	Post Code	Other Projects Most Interested In	Other regional/remote projects interested in	Comment on how well Plan responds to Challenges/Opportunities	Is the right mix identified?	Comment or Ideas for transport in regional SA	Other comments/ideas for transport in SA
1	5014				No buses dont come, doubt they ever wil	more land transport	more effort is needed. to much talk no enough done
2	5114				yes	duplicate the dukes	How quickly can you get the Northern Connection done'
3	5015						Electrify the main lines first and do the sub branch lines at a later date
4	5158						
5	5062				More frequent and timely public transport. Use of green energy.	Thorough and efficient, pro green energy	Having traveled quite extensively, Adelaide must incorporate efficient, safe, fast, reliable and environment friendly transport.
6	5069						Why not Magill Rd - don't want to lose the trees. No trees will lose ambience - there is already life in the Parade why not put down Magill Rd - need more bike parks in the plan
7	n					Concerned about need for infrastructure provision near Playford	
8	5043	Tonsley railway			Yes... although now it would be nice to see something come to fruition	Integrated public transport... rail to centres e.g. Pt Augusta and Mt Gambier with coaches serving smaller destinations	Open the southern railways (inc Tonsley) Already!!
9	n						Trams won't work with increase of traffic now. You should not have pulled them up in the first place!
10	5019						Will you have more trams - trams on outer harbour line would need to be every 10 minutes. Would like tram stop between Draper and Taperoo railways stations.
11	5019			Seems like an election ploy Labour promised the tram to Semaphore where is it.	Almost, when it happens I will believe it	All of them, the people in the remote areas have been forgotten	Cheaper travel, better for disabled people, free travel for students
12	5501			Lack of a West/North to East road freight corridor, is not addressed		Bring back the regional passenger trains continue developing passing lanes and wider road verges	The need to move heavy transport to bypass Adelaide metro with a link from highway 1 North of Adelaide to highway 1 East of Adelaide/i.e. Perth - Melbourne heavy road transport should be removed from Grand Junction, Portrush Roads, etc.
13	5087						Just make sure it's for the benefit of South Australia.
14	5052		Jobs i.e. careers for locals.		More trains/trams and feeder carparks to them.		North/South corridor finished. No tolls to do it!
15	5022				Why not join the tram services between Henley Beach and Grange.		Keep improving. More trains on weekend - Grange is only even hour!
16	5000			We need to plan for an increase in population. I feel at the moment the plan deals with our current levels.	I like the plan, but feel that we could look at things such as an underground service to help with congestion in the CBD and inner suburbs.	High speed public trains would increase tourism in outer areas.	We need to look at what other developed countries are doing. Yes we have a smaller population over a greater area, but our population will increase. Let's get it right the first time instead of having to deal with an inadequate transport system in 20 years. Plan for success.
17	n						I notice the 'North' has been forgotten again!
18	5014	Disabled access walking paths and public transport.			Crucial to plan and integrate disability accessible for all projects - not just about wheelchairs - frames, sticks, even surfaces with seating.	Ask people who live in these areas and respond to their views.	Make South Australia a model state for cheap, reliable and accessible public transport. Cyclability and walkability - public health and social benefits, not just economic.
19	5022					Rail line and roadways.	
20	5014				Yes. Should be no bike helmet laws and make it safer for bikes.	Increase speed limits.	Increase speed limits, remove bike helmet laws.
21	n	Electrified Gawler line.		Rail and bus services are the biggest issue in the Northern suburbs.			Air train - Brisbane
22	5014						
23	n				Yeah I guess.		
24	5031	Disability compliant access.					The tram will need to cater for gophers/scooters. Frequency of trams - in Melbourne they are every 5 minutes. More bike tracks - scooters and gophers use them so they don't need to go on the roads with traffic.
25	5019			I don't think changing the outer harbour line to a tram will be particularly effective or efficient.			
26	5014				I feel that trains are a better transport method as they work so well now. We need more.	More trains.	More infrastructure.
27	5167						I have a walking stick and I cannot get on and off the substitute buses. The footpaths are not smooth and I trip over easily. Councils need to fix up footpaths so disabled people can get around safely without falling.
28	5114						What happens to electrified rail when there is a power cut? Trams good - I would definitely use them. More cycling paths are allocated on main roads and off road.
29	n						No trams for Norwood - it will mean removing the street trees.
30	5008						Trams will be good. Train - needs to be all the way to Aldgate and even Mount Barker. Will take pressure off buses.
31	5115						Disabled access for a quadriplegic son. He can use a train but not a tram. Trams no good for our family.
32	n						Platforms need shelter - especially people in wheelchairs. They have to wait in an exposed spot.
33	5008						Currently trams do not have enough stop buttons or stop handles to hang by. It is too difficult for disabled people to get up and push the button and they are too crowded. It is not easy to stand up when the tram is full. Crossings need to be made safer. Some have the bitumen cracked and lumpy and it is not smooth or safe to walk on.

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34	n						Will people be able to take their bikes on light rail? Will take a long time for people to get to work. Would like some information on travel times. Will the assessment of the train/tram for outer harbour be made available?
35	5015						If the outer harbour train becomes a tram - I hope that there will be room for bikes as I can currently take my bike on the train. More bike lanes, join up the bike direct network please.
36	5277					Rail freight re-introduced in South East. Greenway cycle/walk path along rail corridor - Mount Gambier to Penola. Also cycling safety in general. Penola bypass - do not support it. Would not be happening, don't do half a bypass. Potential for trucks to re-route via Border Road.	
37	5290						Seeking improved public transport options within Mount Gambier - improved frequency and weekend options. Also, bring train back for public transport.
38	5280						Connect South East rail to port of Portland. Enable rail corridor to carry passenger trains. Supports initiatives to improve active travel modes.
39	5290						Better share of funding to prioritise regional South Australia Increasing to sustain performance. Freight routes deteriorating - Princes Highway, Mount Gambier and Millicent to Beachport. Riddoch Highway/Wireless Road intersection - traffic signals. Roke Terrace/Bay Road intersection - traffic signal upgrade required.
40	5277					Introduce passenger transport services for intra regional travel. Specifically Penola to Mount Gambier (picking up at Torpeena/Nangwarry) and Millicent to Mount Gambier. Particularly for elderly, disabled and those that can't drive. This affects access to services and shopping and access to job opportunities.	
41	5290		Wireless Road - safety at junction of Penola Road.				
42	5290						Bus services to Adelaide need shorter travel times. For example, an express bus of sorts (less stops). DDA compliance for people on Adelaide bus. Buses Millicent to Penola, Border Town to Keith into main truck way. Airfares excessively high, potential for competition. Cycling and walking - safety crossing Jubilee Highway. Mount Gambier heavy vehicle bypass to North West. Overtaking lanes good. Penola Road/Wireless Road intersection.
43	5291					Maintenance and upgrade of roads. No 'K' rails - use better quality roads.	Fuel levy - concerns about reduced value for road transport(recognise Federal Government)
44	5290					Re-introduce rail public transport between Adelaide and Mount Gambier. Provide an express bus service at least once a week to provide an option with lower travel time.	
45	n						Trains Mount Gambier - Bordertown - Adelaide. Tourism will increase. Riddoch Highway south side Safries turn off - ridge between turn off lane to go through road is dangerous. Road verges - grassy for walking and horses.
46	5290		Don't think Dukes Highway has enough traffic to duplicate.				
47	n		Clear zone at roadsides (trees). Safety fo drivers. Crash into trees. Clear zone would provide support along major road corridors.			Clear zones along major road corridors. Balance with environmental issues (road safety strategy link).	
48	5280					Heavy vehicle operators/companies contribute more towards the maintenance of the network they are consuming at a great rate. Could be increase in registration/charges. Support rail freight in the North East. Increased maintenance of roads to preserve condition. Local Government taxes - more spent on all infrastructure, for example sewer, water etc. 51% spent on roads for which major operators are major beneficiaries.	
49	5022						More bike lanes. Like the mix of an off road, give way to pedestrians and cyclists.
50	5008						Upgrade South Road/Torrens Road intersection. Don't support rail to tram because it will not have the capacity. Public transport takes just as long as driving.
51	5023				More trams		Use Seaton Park train - mainly bus. I like bringing back the trams like access to West Lakes - do this as a priority.
52	5000	Increase in transport fares			Yes, partner with Local Government.	Increase speed limits for light and medium vehicles.	Increase the number of feeder, bus services. Make use of buse displaying 'not in use' to transport people, generating income. Abolish the free bus if the city loop tram is built. Extend the planned Prospect tramline such that it connects to the Gawler train line.
53	5163	Bus to Murray Bridge/Tailem Bend				More frequent buses on weekend, eg Hackharr West.	Train to Tailem Bend. Adelaide Metro buses to Murray Bridge and Tailem Bend - only 1 per day.

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54	5164						Prefer you electrify Outer Harbour line. Like the idea of tram ring route and to Henley Beach and Magill. Instead of spur line to Semaphore - just re-route through Semaphore.
55	5073				Yes, just try to reduce cars as much as possible.	Trains - it's so hard to get around South Australia without a car.	Close more roads off for only public transport and cycling and walking.
56	5045						Agree with the trams. Should stop freight going through the city.
57	5022						More seats on trams, not enough, have to stand up
58	5000						
59	5173						
60	5136						Stockholm, Munich - also have about 1 million population and they deliver amazing public transport. Please can we have a bus service up to Norton Summit?
61	5020						Bringing back the trams is a great idea.
62	5069				More frequent buses in College Park.	Better bus services	Don't pull the tram lines out again!
63	5084					Metro buses to Victor Harbour would be nice.	More bus lanes on suburban roads. Pre-pay bus routes through the city, bus to Victor Harbour.
64	5523	Safety					There is one overtaking lane between Jamestown and Crysta Brook. With many trucks on the road this is unsafe. Please include more overtaking lanes on this road.
65	5009						How can government pay for all this? What about a yearly PT ticket? I did suggest loading up the metro ticket with more money. Could you implement a PT tax or levy for all to pay and then ride for free.
66	5152				Not at all. There is already too much competition between buses, cars, trucks and cyclists on existing roads without trams!	Leaving open road limits at 110, not reduced to 100 on our major highways.	The idea of re-introducing trams up existing roadways eg. The Parade or Unley Road is plain mind-numbingly stupid! Congestion on North Terrace. However, upgrading existing transport corridors eg. to Port Adelaide and Outer Harbour or Grange with trams, or a light rail system has considerable merit.
67	5067				Support medium rise apartments along main streets, eg. The Parade, Magill and Payneham Roads.		
68	5152						Bring back the tram to Stirling please - the track is still there. That would be very popular. I would catch the train if carparking at the station was convenient.
69	n						
70	5163						How can you underground the rail through the city when previous studies have indicated the water table is too high to go underground.
71	5046	Bikes	No mining subsidies		Denmark model for inner city is great.		Public transport connected to using bikes and putting bikes on buses, trains and trams. Minimise car usage in cities. Support walking, cycling and efficient public transport systems.
72	5075			I would like having some extra improvements for North East area (Paradise - Athelstone).			
73	5073						Need high speed/priority bus lanes out of the city to speed up journeys. Interchanges at the end of the tram lines to enable effective connections.
74	n						Existing SA Water access road through Wingfield should be utilised for a bikeway.
75	5086						
76	5064			Good at a regional level, local areas will need future exploration.	Yes, however concern over burden to CBD capacity.	Cheaper, faster, better.	Light rail conversion of port line will cause greater congestion or the south section of Port Road/North Terrace. Diversion over the railway to Memorial Drive, across the bridge to the north side of Adelaide railway station.
77	5064						Security needed at all new and existing tram stops to prevent vandalism. Disabled access is critical for all tram stops/trams. Need to ensure public transport caters for safe travel for disabled people. Need ticket inspector as well on buses, trams and trains. School kids talking all the seats and not paying for tickets.
78	5039						
79	5064		Sustainable energy infrastructure.	Rather than a focus on mining and resources. South Australia has a strong history of sustainability (especially energy) this fits well with advanced manufacturing and is much more environmental/innovative. An opportunity to sell I.P. and achieve our international obligations to carbon dioxide emission reductions.	Yes. The Henley Beach Road tram would be better along the Richmond Road corridor for the potential uplift of adjoining underutilised industrial properties (easier land assembly too).	A good passenger rail service and freight rail.	Don't invest in elevated expressways - just go to New York to see the damage Robert Moses QBE etc had upon neighbouring communities. Major road infrastructure, eg North/South corridor divides communities. It is essential that people and active transport are prioritised in the design of such road infrastructure. Also, designing for cars attracts cars. South Australia needs a good public transport network of trams/trains. The government of SA needs to ensure minimum development capacity at tram/train stations not underdevelopment as witnessed at Seaford Meadows, where developers slapped land management agreements to prevent property subdivision adjacent the station. This squandered the opportunity for a T.O.D. and true integration of land use transport. I strongly support the emphasis on train, tram and active transport.
80	n						Can the Diagonal Road level crossing be removed? Traffic back up to Morphett Road.
81	5041						How will there be road space to fit a tram along Unley Road? It will be unsafe for passengers waiting and disembarking. I don't support the trams.

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82	5023				We need to encourage cycling in Adelaide. Major roads need to cater for cyclists.	Safer roads.	I am a cyclist and I hear a lot of talk about creating a safer environment on the roads, but this won't change unless we get serious and build or allocate bike lanes on all major Adelaide roads.
83	5000				Not enough emphasis on widening/streamlining main roads (eg. Glen Osmond Road, Portrush Road) to cope with increased number of road users of all types. Roads already feel cramped, gridlocked and overcrowded.		
84	n						Please have train line to Port Adelaide. Extra trains here no need to put trams - too slow.
85	5047	Flagstaff hill road duplication	Not stated	From the maps, the priority is to have the North-South corridor faster and more improved. The idea of Goodwood Rd one way and Main South Road the other may be good.	No, cars are the predominate force in SA - There are plenty of cycling and buses.	I went to Clare on Wednesday and the road was fantastic. Spend money in conjunction with Federal government on improving South Road -> Port Road and Sturt Road Darlington.	One way roads - getting rid of medium stops and making one way 80km highways. Like Melbourne, Sydney, Perth. Perth was amazing in 2000 and is still a world leader - Freeways. Do both instead of one and arguing about it. Priority: Flagstaff Hill Road duplication. One way - Prospect. One way - Churchill.
86	5022	1) Improved public transport for Adelaide Oval. 2) Improved frequency for grange line services					Parking @ Adelaide oval - council restriction - Grange service frequency, particularly for Adelaide Oval
87	5162		Not stated				#NAME?
88	n						Country visitors caught the train couldn't buy ticket (didn't know how) and were given a warning - more information on how to buy tickets. Coming from Gawler.
89	5082						Buses running on time - G10 in particular and H bus down Magill Rd. - G10 more frequently. - Funding for station beautification withdrawn.
90	5031						Henley Beach Rd tram - great idea - needed now because of congestion
91	5083						A comprehensive bike hire network like in Lyon, Paris. Places for bikes in front of buses as in Vancouver. Bike parking as in Amsterdam.
92	5050	Not stated			More train lines would be good, maybe 'air-train'	Fast local trains	Yes. A couple of extra stops on the line between Blackwood and the city. One stop especially before Eden Hills stop!
93	5015						Bring back heritage trains on weekends for tourists. Make use of old Rosewater loop still in place, even if from Granville to Mawson Lakes - why do we need to go to the city.
94	5019				No, a tram system should never be viewed to replace trains, rather an alternative for buses.	A direct train link between Adelaide Railway Station and Mt Gambier with use of only metrocard/metrocard system.	Run tram straight down Port Road, up St Vincent, over Birkenhead Bridge, up Semaphore, loop around to West Lakes then back to Port Road.
95	5107			Would love to see trams make a return but it won't happen. You won't get rid of car parking on arterial roads.	Need to rectify and improve bus/train frequencies in outer suburbs.	24 hour establishments on top of or adjacent to major transport nodes.	Standards of road networks disgrace. Traffic light sequencing awful.
96	5038				TRams will need to be able to operate fairly freely along with other traffic. Wide roads and provide segregation. Narron road will need calming, with alternative routes available.	Comprehensive bus services throughout the state. Some routes busy enough with 2 or 3 services a day will be more successful. The problem is recovering costs with still reasonable fares. I wish I had an answer to this.	Perhaps the O-Bahn could be converted to light rail, requiring fewer operators, but providing more amenable vehicles for prams and wheelchairs. Feeder buses would feed the trunk line. How do feeder services now feeding to the rail system perform? Educating cyclists to use manners. Present bus system far too complicated. E.g, a 10 minute bus headway with 4 bifurcations gives only a 40 minute headway.
97	5082						#NAME?
98	5341						There needs to be dual lanes all the way from Adelaide through to the Riverland.
99	n						#NAME?
100	5082						#NAME?
101	5341						Need duplication all the way from Renmark to Adelaide, a major tourist route.
102	n						Increased trains on pageant day
103	5011		No toll roads!!!				Stable population growth
104	5008						Please bus routes not all leading to city but connecting areas - e.g. an express stopping key districts on South Rd from Noarlunga up to the North and more buses e.g. Grand Junction Rd West - East (Rosewater-Paradise).
105	n						Saint Claire recreation zone (reserve) - should be returned for community use, not transit oriented development. - Public transport important while reliant on oil.
106	5108						More safety on all public transport. Increase security at all stations bus and trams. Always catch transport together.
107	5162						Duplicate Beach Road
108	5061						Cycle track McLaren Vale to Southern Expressway, signposting is appalling. Why no standard for cycle signage.
109	5046				I feel less emphasis on trams, improve the rail system and buses, as more trams will use up more road space.	Improve rail, and more modernised buses and trains.	I personally don't see the need for more trams, suggest improving Metrocard system to have Centrelink disability pensions turned into Metrocards similar to seniors cards this will need cooperation with the Federal Govt.
110	5700						Rest areas and toilets along outback tracks - Far North much needed. Par roads need to be signed as come on to the main roads. International tourists need to be educated, work with tourism commission need info in different languages.
111	5159						
112	n						

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113	5047						More frequent bus services along Oaklands Rd to Marion on! hourly on weekends not convenient. Better alignment of services at interchanges, have to wait. Access to Repat hospital at front door, most patients, visitors elderly, dont want to walk/cant. Marion access rate (Flinders, Repat, Pasadena etc) was good for local access.
114	5168						Give us a date when the Noarlunga line will be back runningsick o hearing October then November. Communicate better.
115	5052			Longterm Gawler line extend to Nuriootpa protect for future. Extension to Aldinga bring inland service more people McLaren Vale and Victor Harbor (Park n Ride). Better designed cycleway Belair to Lynton. Cement not safe, too steep, not connected to other routes.	Increase frequency on Belair line. 15min peak service is good but hould to to Belair. 40min too long to wait. Every 30mins including on weekends. Tram to North West should be up Port Road will help revitalise along Port Rd eg Woodville and lower cost.		Reliability, frequency and accessibility critical. Lesson from Perth, car parks at key interchange to broaden catchment rather than just walking. Dont support changing train to tram increases travel time need to keep at 30 mins. Inner city East West tram makes sense due to congestion holding up buses and trams service suits short haul. Tram to Grange via Grange Rd rahter than OH track. Underground rail route from Wayville, Adelaide Oval, North Adelaide and Ovingham. CBD tram loop Grenfell Currie St.
116	5159					More buses and trains in rural areas like Tailern Bend or remote areas	Yes, buses linking to Hillcrest and Northern sides of Adelaide
117	5169						Need to have the train running to Victor Harbor even just for regular weekend trips. People would even ride back to town.
118	5052						Reliability and certainty of public transport services is critical. Park and Ride necessary at key rail stations eg Belair service, ageing population and not easy to walk around hills. Access for gophers, wheelchairs
119	5043						Accessible buses for prams, wheelchairs only room for one a moment, so have to wait for next bus. Prefer trains and trams because know can bring pram on.
120	5046						Need a coach from the city to the Barossa Valley (not from Gawler). Train to Victor Harbor. All buses to be wheelchair friendly.
121	5039						Edwardstown 241 bus stops at about 5pm but should be continued regularly to Marion shop centre ensures safety. Extend South Rd buses to later in the night. Make bus tickets relevant 24/7.
122	5049						Too many bus connections you have to take. Older woman v upset and concerned about kids and young people in danger. Need to open Central train station 24/7.
123	5173						2-2.5 hrs to travel from south into city. Substitute buses not good enough.
124	5044						Very happy with the plan (live in Glenelg)
125	5162						Plant more trees along train line and Onkaparinga River - large trees needed.
126	5064						Please do the trams - will invigorate the city.
127	5046	Accessibility of public transport.					Accessibility issues with trains - train platform and trains not level so cannot get on train. Have to use taxis. All buses need ramps, jolting of buses before sit down - training of bus drivers?
128	5042			I believe there is a priority to have better cycle networks and urgently fix the Torrens end of South Road.			
129	5042						Widen roads to enable cars to pass safely and easily. Signage or buses is difficult to read - black on white is better to read. More regular buses to Marion shopping centre.
130	5045						Ensure bus services from Glenelg to Marion are maintained (262, 263, 265) or improved especially for elderly people!
131	5034	Electrification of passenger freight vehicles				Maintenance of remote outback roads	Enable delivery vehicles suitably equipped to charge their traction batteries from the tram line network. Call me for discussion on this! Freight on tram tracks (using electrified freight vehicles). Supportive of trams, Should be a tram to Burnside Village. Trams to Marion Shopping Centre. Freight rail diverted out of Adelaide.
132	n						Extension of Mike Turtur bikeway over Goodwood station. Train to Mt Barker.
133	5035						Please look into removing dog leg corner on tram crossing Aroha Tce East Ave, safety is most important difficult corner to turn, to see people crossing, to cross as a walker, etc. Safety of buildings in cars driving through shop front etc. Reassess and adjust corner and stop locations.
134	5035						Create a tram stop on stop of the overpass at Goodwood station similar to South Rd to connect rail and tram.
135	5034						Need public transport ring route around outer circle, not just city.
136	5034				Yes but further services would be good ie to the beaches - Semaphore, Largs, Seacliff	Regional rail services	More connecting services from Adelaide Railway Station
137	5043						Supportive of tram extensions. Rail to Victor Harbor and Mt Barker
138	5034						Explore use of trolley buses. Do not have tram and heavy ra
139	5034						
140	5034				More emphasis on cycling		Priority for urban renewal and rail development should be west/north

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141	5723						Large vehicles (mining trucks) coming through Pt Augusta blocking traffic. Need Yorkeys Crossing sealed now. CAT 793s volumes already high. Going through the town truck volumes and dangerous goods. Slows down all traffic.
142	5723						No rail station and road unsealed to rail line. Need railway station with lights and platform.
143	5723						Dont drop speed limit. Safer, faster speed limit dont fall asleep. Overtaking lanes on Eyre and Stuart Hwys as hard to pass trucks.
144	5723						Increase speed limit to like NT
145	5723						Speed limits too low, get fined but no accidents, doesn't improve road safety.
146	5723		Walking/footpaths				Coober Pedy footpaths better without ones put in, make it difficult with kerbs trip over, car parks too small and dangerous. Cheaper bus and air fares most people pensioners dont want to have to leave after live here 40 years.
147	5723		110km too slow, 120km less accidents and deaths.				South of Coober Pedy - 80kms undulating potholes.
148	5723					Passenger transport - no taxis, no bus. Rail bypasses - only drop off if in hotel. Road b/w Coober and railsiding maintenance.	Price of flights and buses \$100 one way. Arrive at Pt Augusta 3am. Fuel prices
149	5723			Subject to sorting passenger transport issues.		Passenger transport	No passenger transport in Coober Pedy to and from airport, no taxi. Bus and air fares our are expensive - affects social options - visiting family. Road out to Prominent Hill is good.
150	5723						Overtaking lanes every 15kms long to enable passing long trucks Wider to cater for big mining trucks. Road widening and shoulder sealing whole of Stuart Hwy. Clear side of road - roos/emus 50kms north of Pt Augusta. Pimba to Pt Augusta stock on road (winding) dangerous if hit cattle.
151	5723						Seal outback road which runs from Stuart Hwy to Eyre Hwy near Ceduna (kingoonya), too far to travel via Pt Augusta
152	5723					Keep good farming land for farming not suburb use. Improve transport rail access across remote towns.	Roll on roll off private and light commercial use on cross country rail areas would reduce road maintenance costs and accidents from driver fatigue and wandering animals.
153	5723						Coober Pedy lengthen airport runway to provide for bigger planes
154	n						Strezeleki Track sealing - mining companies should pay.
155	n						What happens to trams in a blackout? How do doors open? Trams could be too slow for morning commuters.
156	5015						
157	n						Keen for a new rail station stop behind new RAH (heavy rail)
158	5016						I still prefer train travel between Outer Harbour and Adelaide, but the tram could be used in a supplementary way to compliment the train service.
159	5015						More traffic light coordinator
160	5015						Asked about specific route of the new tram into the Port
161	n						Scrap the airport spur on WestLINK already have a bus here. Prospect Rd is too narrow for a tram. Dont need the Pt Adelaide to Outer Harbour tram, just a bus will do. Dont need West Lakes spur either.
162	5016				Strong support for trams in the Port increased flexibility and accessibility.		
163	5015						Keen to see the NW tram as soon as possible. Should use the old H class trams on the new network more cost effective.
164	5016					Put in a better and quick road, bridges over train and tram tracks to make it easier to get around the city and suburbs. Synchronise the traffic lights for a better flow of traffic.	Stop talking about the trams in suburbs and just do it its time.
165	n	Bus priority					Express bus lanes on major arterials Port Rd, Anzac Highway Main North Rd etc. Clearways 7am-7pm both ways.
166	5015				In my mind yes, get rid of buses, more light rail.		
167	n						Change heavy gauge from Mawson Lakes to Port Adelaide to design a light rail link for passengers with money.
168	5097						Bus - Stops 44 and 45 Golden Grove Road - 548 is every half hour (off-peak). C1/C2 doesn't stop (weekdays only). Retirement village (Masonic Homes) is on Golden Grove Road - 350 people in the retirement village. Retiree - concerned about lack of bus options for stop 44 and 45 on Golden Grove Road during off peak periods. Only option is 548 as C1 and C2 are express. 548 stops half hourly only.
169	5015						Increase security at all stations - manned and cameras. Better signage on trains and trams. Bring back the 'silent cop' at Port Adelaide. Buses in Perth have a cage around drivers to protect them. Buses are unreliable.
170	5088						Put in food vendors etc near stops eg Paradise (can also do bus tickets). Need to continue bus 237 to Modbury Interchange, this would mean 507 wouldn't need to run later in the night. Need more protection for bus drivers, this would mean buses stopping at Modbury would provide more safety. Buses need to run later into the night. R zone - should pick up and drop off.
171	5072						Widen road from TTP to Birdwood Road.

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172	5108						Congestion around Salisbury interchange. Road network no keeping up with growth (intersections and level crossings) - can be stuck for 15 minutes.
173	n						Electrification - looking for information on why we have opted for overhead gantry structures rather than underground electrification. Visual effect - unattractive.
174	5090						More parking and free parking TTG stop and for O'Bahn. Freeway around Adelaide and exit points eg. Port Adelaide ring routes free of traffic lights, 80 km/h.
175	5097						Roads are too narrow to accommodate trams, buses and cars. Need safe boarding platforms, need an alternative public transport to Gawler. Need more accessible buses for disabled people.
176	5066			Absolutely get on with trams etc.	Good plan for Adelaide		Get on with it.
177	5091			Inner city car free zones.	Be careful of the problem Melbourne has with trams/car mix.	Train back to Whyalla and Port Lincoln. Train to and from Whyalla and Port Augusta (1994 - gone).	Trains, metros and undergrounds serve the inner European, Japanese cities efficiently. Norwood Parade - very narrow as well. Prospect Road and Unley Road are too narrow for trams. Look at Sydney Road, Brunswick in Melbourne and other narrow inner city roads. Port Road, Anzac Highway - fine. The issue is restricting local access for local residents and businesses.
178	5072	More buses, free public transport for those on \$80000 and under.		I want more frequently running buses and cheaper fares, preferably free for those on incomes under \$80000, not just senior citizens.	No - forget trams - too much expensive infrastructure (tracks, etc) needed. Just put on more buses; cheaper fares. Not rocket science really!	More public transport (trains especially) to connect towns - you already have tracks laid don't you? A bus service there wouldn't hurt, either.	Stick to what we have - cheaper in the long run (buses and trains) Free public transport for all under \$80000.
179	5137						Need adequate parking for feeders such as proposed Magill tram.
180	5092	O'Bahn	Gawler bypass to Roseworthy Road is in need of repair		Continue more planning and listening to what people need.	Country roads in desperate need of upgrade, more training for young people on dirt roads.	Don't agree with tram to Semaphore, its duplication of Port Adelaide train is a waste of money. Purchase, design and construct trams locally: jobs here in SA. Use smaller buses on quiet routes not long expensive buses.
181	5092	Extension and improvement to O'Bahn.					Love Adelaide, enjoy using public transport
182	5063						
183	5034			Love it!			Keep it up, great vision!
184	5011		Want to see action (eg. Woodville train crossing - outer harbour Grange line needs completion).	Want to see it happening.			
185	5067						No tram down Parade West to Rundle Road - use a main thoroughfare like Rundle - Beulah etc.
186	n						Public transport - need to stop people who are drunk and disorderly threatening people on buses.
187	5044			Infrastructure development is promising, however rail network in GA is too radical, needs more of a complex network look.	Tram corridors are promising. Can these be done cheaper eg. Curitiba style busways?	Supporting freight and rail links in regional centres eg. Whyalla, Mount Gambier.	Network planning to keep it diverse. Feeder services to rail lines but make end of trip access in the city easier. Easier access corridors, reliability and frequency important. Off peak go zones to 9pm.
188	5035				We should have more trams, trains and buses.	Better and cheaper train network.	Cars should be banned from the CBD or parts with more cycleways and public transport in the CBD instead.
189	5097			Get on with this plan, Adelaide needs it.			Be progressive
190	5000			Would like to see this happen as a high priority.			Tram around the city: priority.
191	5061						Plan is excellent but some worries: will the Libs fund it? Do they support rail? What about a connection to Flinders Uni? Need to begin tram loop around city and airport first.
192	5049					Try to encourage larger use of public transport - particularly for commuting. If necessary, increase the cost of all day parking. More liaison between separate entities involved in maintenance works.	
193	5107						Bus 224 - much slower since Parafield gardens. Used to take 25/30 minutes. Takes too long to walk to the train and the buses do not connect (can't control traffic jams and lazy bus drivers). Fix it!! Public transport to North has gone down hill in last 10 years - at same time as the development out there. 224X is ok from Parafield Gardens but other services travelling through the side streets and roundabouts are very slow.
194	5087			Don't use yesterday's technology eg. buses, trains and trams exclusively.	You've done well so far. More bus only lanes for longer, more bike only lanes.	Rail freight - re open rail corridors. Examine the vacuum tube eg. idea Los Angeles to San Francisco.	I feel we need to wean people off their cars and trucks. It's a catch 22 situation but it is up to the government to start this change otherwise it will never happen.
195	5033						Bus routes 167, 168, J1 and J2. Not all buses cater for people with disabilities. Why? Some are older buses that don't have facilities. This information is not available online - customer frustrated (in wheelchair). SATSS taxi voucher system - not enough vouchers per year. Customer makes more than the 120 trips available each year.
196	5034						Developers have too much influence. Keep density to about 4 storeys - not high rise. Not too many changes to bus routes or development all at once.
197	5006						These projects are initiatives that need to be done or we will have trouble like Melbourne and Sydney. These will set us apart from other capital cities.
198	5000					Upgraded air and seaports for Kangaroo Island.	Subsidise air and sea transport to and from Kangaroo Island especially freight costs on primary industries there.

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199	5158	Intercity trains to Adelaide station.		Get on with it!			Intercapitol trains will not fit in Adelaide station. 18 carriages is 800 metres. Also arrive and depart peak times. Current location and improvements very good, not necessary to change.
200	5082						Really like trams up Prospect Road! Hold onto heritage
201	5073			Good to see you care about what we think!		Mount Barker buses should run later on Friday night and include routes to Macclesfield and Meadows.	
202	5039	South Road upgrade			More trams and trains during peak hours required.		
203	5061						I am curious how a tram line is going to fit on Unley Road and The Parade? Is the road going to be reduced from 2 lanes to 1 for cars? How many stops are there likely to be in each line? What approximate time frames are indicated for short, medium and long term projects respectively?
204	5097						
205	5007						Like the trams plan - especially Magill and outer harbour. No one catches the train to Port/outer harbour during the day. Would like train every day to Melbourne - speed train (160-180 km/h). You need to build these now. Enough thinking more doing!
206	n						Why not consider Magill Road instead of The Parade - residential properties above Portrush Road. Have trams run along The Parade then Portrush onto Magill. Turn onto Portrush to Magill to avoid residential capture of businesses on Magill Road. Hotels, restaurants, medical etc.
207	5096			I think the plan being only a draft still poses a lot of unresolved issues, community consultation should be at the forefront of all decisions.	Room for improvement.	All - air, bus, train and tram.	
208	n						We need a train to Mount Barker.
209	5064						Should give up seats for disabled and they don't do it - A64 and A61. Not enough security and inspectors on the buses - people drink and smoke. Have had 2 falls as driver took off before I took a seat - this needs to be considered. Need to educate kids too. Should have toilets near key stops, like Pulteney and Grenfell Street. Need inspectors on trams too - drivers should have to check.
210	n						Like the trams.
211	5044						Adelaide is a perfect city for cycling - flat as well as easy climate. I am concerned about the recent article in The Advertiser regarding cycling in Glenelg - 10km speed limit. It seems to me that we should be promoting cycling in every way. It improves physical health - obesity, mental health and is good for the environment. I say more bikeways and promotion for safe cycling bike paths. It seems crazy that there is so much negativity about cyclists. Frankfurt, Germany's airport is one of the busiest in the world and the ground crew use bicycles!
212	5068						Put in tram stop at Royal Adelaide golf course in Seaton.
213	5235						I like regional buses to Springton - currently isolated. Hills are missing out, unlike the South. Don't like bus lanes - had the same problem in Sydney. Would prefer if just in hub - eg. between King William, Pulteney and Grenfell Street. More people are living out of the city now - so need to consider transport options for us too.
214	5083			The challenge will be delivering the infrastructure in a cost effective manner.	More focus on walking/cycling. I want to see more than just standard 'bike lanes'. Investigation into cycle friendly infrastructure, shared paths, separate cycle lanes and roads.		I would want to see shared path networks along tram corridor. I am very interested to see the integration of WSUD design in all landscaping along the tram corridor. We could really make our mark on the national stage.
215	5038			Getting cyclists in dedicated bicycle routes is essential. Improving train/tram routes (electrified) is the only environmentally friendly future option.	It's a step in the right direction but continued improvement in bicycle, train and tram networks is the only way to go.	Trains are better than road transport - this should be encouraged. Improving all our links with seaports would also benefit farming and mining industries.	Better bicycle parking in the CBD. Make the high volume shopping areas in the CBD more people friendly, for example lower speed limits.
216	n						Love the idea of trams to Henley Beach.
217	5088						
218	5006					Tourist access - bring money in.	Tram through O'Connell Street and Largs Bay as priority number one.
219	n						Two Wells Road widening - connection to North Eastern Expressway which is not safe. Expressway is not used by Gawler residents. How many stop lights on Main North Road?
220	5118						Train reliability - break downs, running late or delayed. Gawler Central to the city at 7:15am - 8:03 is never on time. Between Elizabeth and Smithfield, Smithfield and Gawler there are speed restrictions - need more explanation. Diesel versus electric - standards. Formal complaints made and drivers need to inform commuters what's going on.
221	5118					Train loop from Gawler via Tanunda, Nuriootpa, Kapunda and Roseworthy back to Gawler. Grade separate intersections along Main North Road.	Bypass through the hills to link the North with the South Eastern Freeway etc. A way of finding Adelaide - ie route signage through the hills from north or south to the South Eastern Freeway.
222	5118						Electrify trams to Gawler now. There is often a delay! Trains are old - some doors don't work. The commutes to Adelaide daily are not on time.

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223	5118		Bikeways				Interested in existing and proposed bikeways in Gawler/Barossa region.
224	5118			Many aspects of the road and freight network, the public transport upgrades and bicycle plan will assist Gawler residents and businesses.		Port Wakefield bypass.	Connect the three disconnected bicycle paths/cycle ways around Gawler. One connector is about 3km and the second is about 2km. Then all three will be easily accessible from Gawler Central Railway Station.
225	5351				More frequent buses, better connection with trains and buses.		Bypass around Gawler eg. Lyndoch - cars come in and add to the chaos. Train to Barossa - reinstate Quarry line and it will be used to link to Gawler. Bus is expensive. Number 14 on plan is critical to upgrade. Lowering the speed limits does not help traffic flow. Better driver education.
226	5118						Gawler needs another bypass to reduce traffic congestion - bypass Gawler from the east. Public transport, particularly buses are is not very effective in Gawler.
227	5502						Need another bypass for Gawler East. Want to see the Norther connector done soon. Need road improvements around Port Wakefield to cope with the increasing farming/industry.
228	5118						Connection to Barossa for tourism and employment - eg train Passenger transport in the region to connect to Gawler. Train to Roseworthy - accepted but not justified until there is growth.
229	5118						Electric trains!
230	5118						Tambline Station and Evanston Station construction works have caused damage to roads, such as Dawson Road and Clark Street and need to be re-instated. The worst section is the intersection of Clark Road and Coventry and the interseccio of Coventry and Angle Vale Road.
231	5118						Too many cars on Murray Street. Trams in Gawler connecting shops and services is reducing the amount of local cars on the roads. Gawler River pedestrian/cycle park is beautiful. Would like to see more of this.
232	5118					Review passenger transport in the region.	Better bus services in and around Gawler. Reinstate train to Barossa and connect it with Gawler to Adelaide. Will increase visitation/tourism in the Barossa Valley.
233	5351					Public transport to Williamstown to connect to Gawler.	Great vision!
234	5118						
235	5351						Williamstown - currently there is no public transport to Gawler linking into services, trains and buses etc.
236	5118						Electrify rail now!
237	5118			Electrification of Gawler line.			I use a private car. Going down Bridge Road is quicker than Main North Road. Train takes longer, amenities down on train. Support the electrification of the train. Will try again when it is done.
238	5118					Infrastructure for mining in the north and far north.	
239	n						Should have to carry 2 metrocards, 1 for person, 1 for bike to use train travelling in opposite direction to peak.
240	n						Bike aths alongside railway lines!! - we need this to happen Cycling 'black holes' around Gepps Cross, Brighton and Hallett Cove!!
241	5022		Should more airport		Love the tram proposed new lines. Especially Henley Beach.	Bus or train. Roads.	I think the airport should not be so close to our housing and beautiful beaches. At least small aircraft should move further North to parafield.
242	5043						Like idea of bring back trams, loved it when they used to run. One day you might consider banning cars in the city altogether.
243	5031				Well on the way. Always room for more.	Maintenance and upgrades.	There have been times when I've wanted to catch a train and I haven't had the change for the machine. I've accidentally been caught out. I've been frustrated that I couldn't get a ticket. I'm hoping this has improved.
244	5081						Live in Gilberton. - Like the idea of tram to Henley and other areas will take pressure off traffic congestion. - Really like spur to airport Like tram line to Norwood, especially for students who rent from that area. - Prospect would take pressure off Main North Rd. - Main North Rd should be 1st priority, not a 20 minute commute. (1) Need freight ring route through the hills to get to Pt Wakefield Rd. Need bypass. Trucks on Portrush Rd are just dangerous. (2) Major transport issues to Edinburgh, e.g. for defence only a bus at the moment, issues with signalling. (3) Some of the roads are being held hostage by councils, e.g. Pr - currently tokenistic. They end all of a sudden. This happens everywhere. Conflict with cars park on side of road.
245	n				Really like the plan for trams particularly to the airport.		
246	5022						- Have tram link into cruise ship terminal at Outer Harbor, currently when people get in - nowhere to go. - Like the tram to Henley Beach!
247	5022					Good commuter roads	
248	5011						No services in the inner suburbs along Port Road. Smaller services within suburbs connecting to more frequent trunk services. Particularly important in middle ring suburbs like Woodville, Findon etc.

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249	5022						Like the idea of trams to and from Henley to city - would catch them instead of drive. Kangaroo Island ferry needs to be cheaper.
250	5009						Love the trams! Do Outer Harbour and Henley lines first
251	5032						Continuation of Marion Road across Henley Beach Road and through to Holbrooks Road? Land was purchased 30 years ago. No plan to complete the project?
252	5074						Would like to see train links to locations such as Victor Harbour and Nuriootpa/Angaston - would be good for cyclists - could ride to Barossa and catch train back. See German examples. Want good bike tracks - linked to rail for nice trips.
253	5022						Bus drivers closing doors before people have disembarked properly! General bus driving is not careful enough!
254	5015		More passenger rail links	Converting the historical railway line (Port Adelaide) to light rail and removing the link to Adelaide Railway Station is a bad idea (lots of history).	No, replacing the trains with trams does not allow people to bring bikes into the city.		Change Grange to a tram but not Outer Harbour. Trams will be squishy, slower and discourage use of public transport to the city as parking is similarly priced to a ticket. Trams should be viewed as a replacement for buses.
255	5033						This is a dumb, stupid idea that's full of bullshit.
256	5116				Yes, if all goes to plan.	Rail not road! Bring back the trains!	I would like to see motorist/cyclist education programs delivered to all students in all schools. Accreditation can be achieved on a varying level over 12 years. Fines issued to non-accredited persons. The cycling education will develop better motorists, understanding of how to drive around cyclists and vice versa.
257	5109						More conductors on trains to catch people who get on trains after Adelaide and don't have a ticket. The fines for fare evasion should triple. Priority should be given to upgrading public transport not sporting facilities. The cost of upgrading Adelaide Oval and the walkway over the River Torrens - that money would have paid to electrify trains in the north.
258	5015						Concerns about implementation/service to Outer Harbour residents. Spur/feeder lines and truck line services are a concern as the truck line will be congested with trams. Slower trams take longer - I will have to leave home earlier!
259	5015						The trams are on different gauges from trains, the platforms are different heights and trains have more seats. I do not agree with the Outer Harbour train line being replaced with a tram. It's a real backward step. The trains can cater for multiple carriages, bikes and wheelchairs - trams can't do that.
260	5017						I find tram travel more attractive. I could go to West Lakes easily from Taperoo.
261	5114						Trains need better air conditioning.
262	5034						Would like more bike lock facilities in the city or the next level out like Goodwood. The ones in town are over allocated.
263	5253	Road and rail link between Adelaide and Murray Bridge.				Better transport links between Adelaide and regional South Australia.	A metro train service between Murray Bridge and Adelaide.
264	5022	Keep the Grange line running!			Somewhat. Having more protection for cycling lanes on major roads is vital.	Accessibility access transport at stations, safe travel options.	Keep and maintain the Grange train line. Needs to be more pram friendly (buses and drivers). Having wheelchair ramps at both ends of Ethelton train station.
265	5018	More express trains			No, you haven't thought about more express trains and buses.	Express trains and buses.	
266	5113					Upgraded and extended regional rail freight network that removes heavy vehicles from regional roads.	Retain heavy rail to Port Adelaide, it will move more people quicker than trams can do!
267	5019				Yes, for buildings but it still needs to look at affordable access for low income, youth and recreation to make it more fun.	Free for bikes, kinder and friendly PSI's especially to the youth, low income and indigenous. They need to be more understanding and compassionate to their needs.	I think public art and graffiti murals would be beneficial. More commissions especially involving the youth would engage them, supply and enhance a more scenic view. Bus's need windows and no chemicals should be used in cleaning as they can cause asthma and allergies.
268	n						Hand out transport concession card and the metro-card. Need to ensure paperwork works too!
269	5011				Do not support conversion of north-west corridor. Trains need to be quicker, more room and don't want to lose service during construction.		
270	5051						Please time goods trains so they don't coincide with peak hour
271	5112				Need to get on with delivering the electrified Gawler train line.		
272	5043		Tonsley rail line please!				Rely on public transport to access work in the northern suburbs. Disappointed and frustrated that the Tonsley line is not being electrified.
273	5051						
274	5113						Need for improved/more direct public transport between Elizabeth and Port Adelaide. There is a need for efficient movement around road ring routes.
275	5015				Tram and train with more routes.		Trams and trains are better options than buses.
276	n						We need a system that operates every 15 minutes at 7am to 7pm and every half hour at other times. Need to match public transport and road systems so that both work together. Need to have buses that run on time so people can trust the system, as missed connections create a big problem.

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277	5220				No! Trams with immediate priority at intersections. Catering for cars is dumb - look at Sydney and Melbourne. Buses only where necessary.	Kangaroo Island: Just a regular bus around the island for locals and visitors. Must be government backed or couldn't happen.	Bicycle routes must be separated from roads. People don't like trains (urban) because of safety fears, whereas trams are relatively open. There's an untapped European and rest of the world market for cyclists who won't pay \$300 per night, per room but will spend \$300 on other things.
278	5223	Separation of people and vehicles.		For tourists and locals? Walking/cycling already possible. Very good signage needed for overseas tourists. Need to cater for very wet Winters like Canberra and fires. Suburbs like a nuclei all linked together and as a whole linked to the city.	Bikes and pushers were once carried on the back of buses - flexibility is necessary.	Ferry Adelaide to kingscote, train restored Murray bridge/Hills/Adelaide. Freight trains diverted across the Northern plain. Renmark? How will the locals feel if 'cut off'.	PR how 'easy' it is to catch public transport - kindergarten upwards. The 'car culture' is very 'deep'. PR festival - maps of how to get to venues by public transport along with tickets. Climate change - changes in travel planning is so important.
279	n						School bus could do double duty as a community access bus. Road widening on some roads. Greenery encroaches onto road space.
280	5222					Community bus services to connect those who don't have a car or can't get around that well.	
281	5223	Compact city				Passing lanes going up Cape Jervis hill - not safe.	The Kangaroo Island ring route - vital to whole of the island Support airport proposal - it will help competition. Passenger transport not viable because of small population. Passing lanes in some areas.
282	5222					The PAT's scheme needs to be enhanced and made more accessible - not reduced! Wider main roads (sealed) on Kangaroo Island, plus safety shoulders. Kangaroo Island roads - roadworks have been done on various sealed roads ostensibly to provide a 'safety shoulder.' The Hog Bay road has several dangerous sections where the carriageway is narrower than the width of a B-double semi. The 'safety shoulder' constructions have been poorly done, some sections breaking up within a few months. These roads need widening and properly constructed safety shoulders provided from Penneshaw through to Kingscote as a starter.	Divert freight north of Adelaide. Construct rail-freight lines from interstate through Gawler. Complete South Road enhancement. Get cars off the roads by having effective bus nodes. Change legislation to enable reducing speed limits to say 80 km/h on some roads. New criteria are needed to make judgements on this.
283	5223						South Coast road to become DPTI road. Council has a \$4 million to \$4.5 million depreciation bill that we cannot fund and much is road maintenance. Extension of Highway 1. Cannot have a bridge the channel is too deep.
284	5223		Cycling infrastructure		Better cycling infrastructure on Kangaroo Island. The island is made for cycling. Road widening and shoulder sealing will help.		
285	5223					Airport extension - wasteful. People will not come from Melbourne/Sydney. Forget airport and walk on the ferry - the cost keeps people away.	Government should have kept the link to Kingscote and kept the route to Penneshaw for small vehicles only. Road widening not a priority - our roads are quite good. Community bus service hard to justify. If ageing people (or anyone) wants to live on Kangaroo Island, they need to be able to drive a car in order to have a good quality of life.
286	5222					Public transport - rail/tram.	Make it happen
287	n					I propose a 2nd terminal to break the Sea Link monopoly. I consider a 2nd terminal a much higher priority than the airport runway extension and is better value for money.	Kangaroo Island has become 'Sealink Island'. Ferry termina impacts not just on tourism but quality of life for islanders in many ways. Cost drives most of this. Community has been too focused on the GAP subsidy scheme, but this is not a solution likely to work in the long term and supports the monopoly rather than breaks it.
288	n					Improvements to road shoulders is very important.	Kingscote is a coastal scenic tourist route to Nepean Bay and it brings in the tourists. Sign posts say 'Western Cove' instead of saying Nepean Bay (Eastern Cove). Making right hand turns so traffic can flow, upgrading of roads. Focus on the smaller towns, they are suffering.
289	5223		Ferry passage from mainland (Cape Jervis) to Kangaroo Island.			Cheaper ferry transport for residents travelling to and from Kangaroo Island.	Subsidy for our ferry like Tasmania receives.
290	n			More interested in the Kangaroo Island (Kingscote and Penneshaw) links to mainland (Glenelg, Adelaide, Cape Jervis).		Sea freight and passenger choices between Adelaide, Kangaroo Island, Port Lincoln, Yorke Peninsula.	Great to see so many projects for greater Adelaide.
291	5223	Ferry movements	Ferry from Kingscote to Adelaide or Glenelg.				Ferry from Kingscote straight to Adelaide or Glenelg. Ferry very expensive - make it cheaper.
292	5223			If the government can follow through with their promises on regional roads, there will be an appreciation from regional people.		Being on an island the main factor is roads to hold the community together.	
293	5223	Kangaroo Island ferry replacement	A road bridge to Kangaroo Island			The Kangaroo Island ferry service is too expensive to use. A road bridge would be a cheaper alternative.	
294	5221	Undergrounding the O'Bahn - own an investment property at Marden adjacent O'Bahn track.				We need a marina at American River. More boats are being moored there. We have a lot of oldies in American River and we need a community bus service. We used to have a doctor or district nurse visit weekly but now people need to rely on friends to transport them. Interstate flights would be great for tourism. Monopoly with the ferry service makes the price too high and adds transport costs to all groceries.	
295	5223					Airport upgrade is vital for Kingscote to grow the Kangaroo Island tourist market.	

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296	5223					We don't want a stop light or pedestrian crossing here. Please improve the passenger transport/bus service here. Came to Kangaroo Island because the city was becoming overpopulated - not too much development or population increase. Have a disability and don't drive, so I have to walk and cycle to access shops and services. I feel safe walking and cycling here because there are not many cars.	
297	n					Do not seal the Strzlecki track - it will make access too easy for larger numbers of tourists, who would damage the delicate environment. In Kangaroo Island the roads to the west (ie local roads) are not well enough maintained to get to destinations and back in a given timeframe. Tourists who are only here for a couple of days find that area inaccessible. Four wheel drives are damaging the environment. Keep them to the roads.	
298	n						There's no money in it for Kangaroo Island - other than road maintenance.
299	n					Don't go beyond Hindmarsh with the tram.	Keep jumping from one project to another. Why are rail stations between the city and Woodville? There should be a transport. No real link between Salisbury and Port Adelaide. Ticketing system is good. Can't see why lots of the train stations in Greenfields have used express trains instead. Tram and train at Goodwood should compliment each other and have an interchange.
300	5045				Trams - great fan of extending them. I would like to see this happen, not just a plan.		Already catch the Glenelg tram now and it is very reliable - more so than the bus.
301	5068						Seniors should be able to use public transport at all times. I work for meals on wheels as a volunteer and it starts at 7am, why shouldn't I get there for free?
302	5109						Inadequate parking in town in the Festival Centre. Seniors card for buses for all times, everyday. More buses to Brahma Lodge - we have an inadequate number of buses and many older people can not get into Adelaide or into Tea Tree Plaza. Norwood is already well serviced. Stop cars parking on Main North Road. Connections between buses so it's a quicker express service.
303	5067						Loop in the city should be designed like the tram in Melbourne and should co-ordinate connections. Unley, Norwood and Prospect routes are the most popular as the tram links so well for shopping and increases vibrancy. Adelaide airport does not seem so important. Norwood tram would be excellent and make it all work - high priority - first 5 years. Cycling and walking in Kent Town between Dequetteville Terrace and Fullarton Road - routes for cycling and walking need improvement.
304	5114						Lack of public transport to One Tree Hill. Opportunity for local bus service.
305	5152		New infrastructure - train to Murray Bridge.		Some - but also want added infrastructure to Mount Barker etc as it is growing and the South Eastern Freeway is very busy.	Ferry from Adelaide to Port Lincoln, more public transport from major centre.	
306	n						
307	5061	Return trams					Subsidy for ferry for locals - eg. \$3000 for a B double on ferry which would increase our costs. Perth is a good model of transport. Train to stop at Millswood - lots of older people who would benefit.
308	5031			Two Wells and Buckland Park area require extension and transport infrastructure.	Train required for Two Wells and Buckland Park.	Train and bus links.	
309	5070	Trams are popular but cause congestion.					Great believer in building up the inner ring.
310	n						Bikes on buses - don't pay for bikes on trams and buses. Need a bus to GPS.
311	5067					Avoid taxi vouchers (government paying) - if there was a better bus network.	Better signage - hard to work out where to go if new to the system signage is poor on buses to know which bus to catch. Flinders Hospital sign is too small. Education for bus drivers - to know where they are going - key destinations on route, for example hospital. Not enough buses go to Flinders Hospital.
312	n				Freight going through the hills from Lynton to Belair line.		East - west bus routes need more direct services. South corridor - elevate South Road from superway ideal - at least from Emerson to Southern Expressway. Alleviate congestion around Castle Plaza. Port Adelaide/Carlisle Street - tight corners for tram.
313	5019			Safety on trains - safety officers not doing anything when incidents occur.	Trains already full from Outer Harbour every 15 minutes at peak times. Services would be reduced if express trains were removed. Trams would have to run every 2 minutes.		Trains not running to timetable even now and delays in the Adelaide railway yards. Difficulty getting through gates - leaf gates instead of trunstile. Reliable disability gate to family gate - just like they do in Sydney. Timetable showing which buses are wheelchair accessible. Against replacing the train to Outer Harbour. Wheelchairs need to be a priority.
314	5008						

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315	5024				No. There is not enough cycle parking in the city and motorcycles are not allowed to use bus lanes - very silly. The lack of consideration for scooter and motorcycle use is very short sighted.		
316	n						No buses from Belair. Need to fix the current system before new plans. Run the railway line down to the airport. Trams don't solve problems - they take away a lane of traffic and need to be in the right area. The train should go to Murray Bridge.
317	5067						
318	5000					Bikeways and rail lines.	
319	5051	Park and ride			Tram is good.		Haven't seen any discussion about park and ride facilities from places like Unley Road and South Terrace, or near tramline at Peacock Road. Utilise parkland space for park and ride options for workers all day.
320	5067					Train access	
321	5000	not stated	not stated				Allow more bikes on buses, trains and trams.
322	5097			It's going to be good if it works, but it's already a long way behind other major Australian cities.	There should be more reliance on trains. Trams are useful for short distances but are far too slow.	More sustainable land use - water intensive agriculture is a very bad idea.	Better road network required in general - our current motorways basically start and end in the middle of nowhere. Look at how Sydney has worked to link up all of their motorways.
323	n						Express passing loop - from Outer Harbour to Port Adelaide
324	5046				Trains are better than trams. Separate cyclists from walking - better to get off bikes, safety issues.		In 30 years - tram from Glengowrie to Marion shopping centre and down Morphett Road to South Road to Seacombe Road. Address Oaklands Station/Marion shopping centre - overpass for Diagonal Road missing red gums. Flinders University and medical centre train from Tonsley. Tram colours to be yellow and orange for safety - no red. Tram down Port Road - don't replace the train. Traffic lights for Morphett Road.
325	5084				Walking needs more focus. 'Safe' routes through the city - lit, cameras and police patrols.	Passenger transport between towns and major cities. Not everyone owns a car, particularly low income residents.	You're moving in the right direction! Good work.
326	5018			Need to look at improving the western suburbs.	It's a little confusing. I think we need to have a bit less activity for global warming.	We should think about using land outside of town because the city won't be able to hold all the people.	Needs to be an express route - especially now with the St Clair stop. For example, Outer Harbour, North Haven to Port Adelaide. Currently hard to catch 3 buses to get to West Lakes. I like the trams going to Semaphore and the Port.
327	5120			Virginia feels highly neglected currently.	Perhaps, it is an interesting proposal.	Some regions, particularly the northern suburbs are far too out of the way for any current or proposed public transport.	Need access to a train, need more buses. There are still a few gaps in what trams deliver.
328	5008			Living in Croydon Park directly affects me in regards to South Road.	Some more rail would be great but it is good to see public transport being given promotion.	There are some bad roads out there.	Keep on the federal government in terms of South Road and public transport. It's a disgrace they're trying to stuff over our great state.
329	5067			More trams			Great work.
330	5048	Integration of bike, train and bus		I am pleased to hear cycling will figure in the design and even be integrated with other transport.	Certainly a much better mix than exists now.	It is crucial to get developers to build public transport and other services if they wish to profit from huge housing projects.	Please put a tram or train to the airport. Please make cycling safe for our kids going to school to reduce the obesity epidemic. Consider allowing bikes on trains for intermediate length journeys.
331	5168						For residents whose property abates the Southern Expressway there is inadequate noise abatement. The noise levels are too high even in construction, let alone with 2 lanes of traffic open. Diesel fumes from work vehicles are irritating to family asthma. Lack of planning for dust and noise abatement and late night work. Our fence is 10 metres away. Our family is kept awake by jack hammers and lights shining in windows. The noise barrier slope is not retained - poses a safety risk. Closure of Honey Pot Road is cutting off a community as there is no alternative route. Barcelona Road at 50 km/h is not suitable. People travel at 80 - 100 km/h - it is a residential street with children using it and now is heavily trafficked. It is a 50 km road but is not sign posted nor monitored.
332	5165						
333	5163						Need a bus stop at Adelaide railway station to the airport. Difficult to walk from Keswick to interstate rail terminal. Improve the interstate rail terminal to provide more safety and amenity. Can't buy an interstate rail ticket at Central Station.
334	5162						There are only 2 corridors to the north from Aldinga - both of which join South Road. Need to make Commercial Road, Port Noarlunga 2 lanes and upgrade the bridge.
335	5161						Improve Flagstaff Hill Road. Can't do trams along roads as suggested - roads are too narrow.
336	5167						More pram and wheelchair friendly
337	5017						Need to improve safety on trains - trains from Gawler in particular.
338	5165						Put trains along the middle of the Southern Expressway - dc crossover at stations.
339	5168						Southern Expressway - I came here (to the shops) because cannot stay in my own house due to the incessant dust and vibration which makes me feel ill. I am supposed to be working from home but I cannot and who will compensate me? Now they also want to start night works.
340	5169					Improved bus connections and services in Southern Adelaide around Seaford/Moana/Aldinga.	

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341	5161			Need less pedestrian crossings (lights) within 100 metres of traffic lights.	More cycling and walking tracks needed everywhere.	The entire regional and remote areas roads need to be kept and maintained in good condition and speed limits need to be lowered.	Australia has lost a lot of small towns due to highway bypassing towns and more economical vehicles. Lowering speed limits will just make people more tired and cause accidents.
342	5167				They are a lot better than they used to be.	Bring back a train to the South East and Victor Harbour.	I would like a bus service from Noarlunga to Glenelg so I can catch a tram to the city! From Marion I can catch a bus to Golden Grove but getting to Glenelg is difficult!
343	5048						
344	5162					Train and bus scheduling to align so as to allow interconnections. Cross suburban connection on public transport.	Like the idea of bringing back trams.
345	5214						Open up Victor Harbour to Mount Barker - already there
346	5169						Train service should go to Aldinga and Victor Harbour as soon as possible. The new station at Seaford is very impressive.
347	5162						Live in Morphett Vale and don't want direct bus interchanges. Need secure and cheap car parking at railway station. Metrocard - need policing on payments and validation of tickets. Public transport is too expensive, if it was cheaper public transport would encourage people back onto buses, trains and trams.
348	5163				Would like easier access to bus services. Buses to come along Brentwood Drive into Pringaview Estate and Noarlunga Downs - buses go through the point on the other side of the expressway.	Don't go to the city because of the cost of parking.	When using the Southern Expressway travelling south to Huntfield Heights at the end of the expressway, cannot do a left hand turn onto South Road. I must travel through Old Noarlunga to get to Huntfield Heights - there should be a left slip lane for access to South Road.
349	n						Train services down to Aldinga should be an early option - now Shared use paths - educate those fast travelling cyclists to be courteous of walkers and slower riders. Aldinga foreshore shared path is too narrow. Cycling - protected on arterial roads - preference is to have off road paths.
350	5169	Taxi service					Commercial Road, Seaford needs to be duplicated through to Noarlunga. Taxi services are unreliable - often not rocking up.
351	5162						The need to improve cross suburban bus linkages. Connecting services should have to wait for any bus that is running a little late
352	5164						Bike lane on Dyson Road (north hand side) between Flaxmill and Beach Road.
353	5173						Would like to see the train line extended to Aldinga Beach and think it should be a priority.
354	5162						People living far South (Aldinga and Willunga) bus service not very good. Bus loop to Seaford Interchange.
355	5039				No - replacement of rail by tram on Outer Harbour/Grange line is a bad idea.	Southern Expressway extended to Victor Harbour.	A plan is great but where will the money come from - South Australia is broke!
356	5067				Yes, but more buses, more often will encourage more passengers.		Very supportive of trams in Norwood, Unley and the airport.
357	5067						Trams down The Parade might affect or ruin the character of the street - it is nice and quiet and has nice trees that shouldn't be removed. Ticketing system - should not have the same system as Melbourne.
358	5068			Not really sure is a great idea but our government is a little shy in commitment and debt.		I think the city firstly should build a loop around the city and super 3 lane highway which will connect the North, South and Eastern Freeway into one.	Yes, I think the tram line should only be considered for city loop and have a train system that follows our super highway with a centre upgrade of our train station.
359	5068						
360	5072						
361	5068						
362	5083						End of the bike lane - near the Windsor Hotel on North East Road and the hotel on Portrush Road is very dangerous. Off road tracks, eliminate the tight spots - allow to go on footpaths where tight spots.
363	5068						
364	5067						The plan is big and complicated. To convince people that the plan is indicative of a positive outcome, individuals need to connect to the outcome that most affects them. For example, 40 - 55 year olds living in the middle of Adelaide - what would the plan provide in the next 0 - 5 to 10 - 20 years. This allows that age group to plan to match the plan - move out, move in, purchase, invest and whether to have children and grandchildren living nearby. Obviously the age bracket can be chosen to suit socio-economic capability and children/non-children, partner/non-partner focus. These scenarios can be promoted in news, television and advertising etc. People need to understand how they will be able to live with the plan.
365	5072						It is clear that the Magill Campus will be developed for higher density residential use. So why not just announce it?
366	5081						I think undergrounding the O'Bahn is very sensible and I support it. However, I dread to think of the upheaval and the mess during roadworks. I rent and will probably move out and live elsewhere when all that is happening.
367	n						Real time bus and train information - make it available as soon as possible.
368	5062						171 bus - need additional stop on Grenfell Street - too far to walk from Currie Street or Hindmarsh Square.

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369	5069			Attractive ideas. Financial modelling is not so obvious - election resistant.	Potentially no - Port Adelaide tram system was originally isolated because the train suited the distance between Adelaide and Port Adelaide better than the tram. Has this assessment altered?	Reduction in tax and tape and rural road maintenance. Public transport for the bush is impractical.	Pragmatic funding restrictions, integration and simplicity.
370	5081	Whole rail system underground					Be bold and put all public transport underground - frees up road space for traffic. Need a better public transport loop on outer loop such as Portrush Road. There needs to be a sensible costing of underground railway. Now Henley Beach has been beautified - would hate to see trams down there. Have an underground train from the airport to the city.
371	5083	not stated					Trains into the hills - Aldgate, Stirling etc!
372	5068				To the extent that I know the plan - I think it does a reasonable job.		Important to change attitudes about public transport - fortunately overseas students use my route (The Parade) and is now much friendlier to use at night time. Would love to see more bike tracks and reduced speeds on metropolitan roads or near shopping and cafe areas.
373	5126						
374	5680						Freight is not safe through Port Lincoln - needs addressing. I really like the idea of this plan. We need it so projects are not just decided piece meal.
375	5082						Support the tram down Prospect Road.
376	5050						Tram to Semaphore is a waste of precious resources - there is an existing train line. Why not make better use of the existing infrastructure?
377	5052						Any reduction in the lanes available for traffic due to tram lines will only add to the congestion during rush hours. Adding a tram line down Unley Road does nothing for hills residents. It will cause major congestion if Unley Road is reduced to one lane each way, not to mention the road chaos throughout the construction phase.
378	5033						I spend a lot of time on buses in Richmond, Keswick and Marleston. I am frustrated that buses go into the city first and then out. There needs to be across town and across suburb connectivity.
379	5062						I like the idea of trams but am concerned that Unley Road might be too narrow at the north end. Re-open Millswood, Hawthorn and Clapham stations to reduce congestion and parking at or near Unley, Goodwood and Mitcham stations! It's great that there are more Belair trains, maybe some could go express. Other trains could stop at the smaller stops - like those abandoned ones which you could re-open to reflect the encouragement to use public transport.
380	5157						Need the hills freight line moved to the north of the city where it will be used.
381	5023						Use Grange Road for the tram not Henley Beach Road, Sir Donald Bradman Road - spurline to Keswick. Better bus services down Grange Road and cycle paths along North Terrace.
382	n						Please duplicate the O'Bahn and run it up to the hills. The train should go to Bridgewater as well as Mount Barker.
383	5244					Concerned about the amount of traffic on the road coming to and from Mount Barker. Glen Osmond Road - coming off the freeway and with increased traffic congestion and housing developments it is already bad. Bus frequency needs to be increased to cope with demand.	
384	5109						On weekends and public holidays the train has reduced services but I still need to get to work early. Ordinarily I come to town to work very early and find the services few and far between.
385	n						Luggage connection - airport to the city, similar to the UK process.
386	5074						Linking Glenelg and Henley Beach via a train network.
387	5113			You have expanded the urban boundary to the north but have done almost nothing with public transport in these areas, especially at night.	No. You are only catering for people who work and use it 9 - 5. What about shift workers?		Extend running times of buses and trains - for example, run an all night service, 7 nights a week similar to the Saturday night service for people who don't work standard 9 - 5 shifts. This would also help to lower the road toll for drink drivers who would have another option to get home.
388	5031				Future planning should aim to reduce personal vehicle ownership.		Better mass public transport - renewably electrified.
389	5244						Onkaparinga Valley Road - we badly need a Saturday bus as we have no transport all weekend and public holidays. A feeder bus through Onkaparinga Valley to Verdun to work in with the 864F bus - to go to Mount Barker or Adelaide. Simple - very important! We have lots of young adults and seniors.
390	5155						Rezoning of land at Bridgewater - currently it is zoned as a water catchment. I question whether my block of land which was earmarked for residential rezoning, can be subdivided for housing. It is located on the corner of Onkaparinga and Cidnon Road.
391	5022						Support the tram to Henley Beach - much better than buses.

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392	n						Cable car at Waterfall Gully, walkways to all the falls.
393	5062						Please look to Lisbon and see how they run trams. The roads can be quite narrow, yet a single tram line is very efficient. Double lanes are not the only option.
394	5082					Expressways	More underpasses at busy intersections.
395	n						Would like to see road reserve and median strips planted with natives. The government should buy properties along the river and create large nature reserves. Colour code the roads - one colour for roads, one for public transport and another for bikeways etc.
396	5050						More public transport - I do not drive and this is my only way of getting around.
397	5061						Support the tram on Unley Road.
398	5015						Lack of buses from Port Adelaide train stop along Port River especially to Salisbury Interchange.
399	5096				Tram extensions are excellent.		Better communication between buses for operational flexibility. Do not like the new ticketing system. Hygienic (clean linen), bus suspension.
400	5007					Support the trams to Outer Harbour. Invest in cycling ways and paths. Why Norton Summit Road not Old Norton Summit Road? Old Norton Summit Road is in worse condition - used more by cars and trucks to quarry. As a cyclist I choose to use Norton Summit Road as less cars and in better condition.	
401	n						Have two tram stops on King William Road, Rundle Mall - either side of the traffic lights to help reduce congestion on the platform.
402	5087						O'Bahn - no express buses in the middle of the day please. I live near Klemzig and cannot get on. The others are full and the express bus is half empty. The park 'n' ride is full but there are no extra bus services. Undergrounding the O'Bahn is a good idea.
403	5417	Trains to regional areas					Should have trains to Burra - diesel? Mongalata gold mine - north of Burra is huge and not indicated in the plan.
404	5022						Separate bike network from the road network.
405	5112						O'Bahn - even if only for trucks to North Eastern and Southern Expressway. Re-use of sleepers - uncomfortable ride. Design of rail station - lift capacity means people using stairs - health risk. Rail pedestrian crossings.
406	5051						
407	n						Improved bus transport to hills - better park 'n' ride of facilities. Freight bypass of Adelaide.
408	5085						Would want Prospect tram starting from 5:30am. Tram is a good idea - never should have taken them out. I like the horse and cart for tourism suggestion.
409	n						Airforce base: DSTO - large employment base in the north and near Elizabeth, but no public transport links that are appropriate at nearby train stops. Bus connections don't work with times, cycling and walking links are dangerous.
410	n						
411	5067						
412	5043						Subway important
413	5073						Support tram extensions, particularly to Magill.
414	5007						Strong preference for European style separated bike paths from traffic on the left hand side of parked cars. One way traffic, the other dedicated for cycling and walking - pilot projects.
415	5069						Look at Toowoomba - have public transport. A loop service linking the main centres like Tea Tree Plaza, Burnside and Marion - an outer loop. O'Bahn - could go down Ascot and Lower Portrush Road or Payneham Road. More slip lanes for buses - for overtaking.
416	5108						Rail electrification and tram extensions supported
417	5007						Really like the idea of bringing trams back.
418	5050						Problem with North - South corridor is at Edwardstown - don't do Darlington first. South Australia needs to learn to build major projects faster, eg the Superway. Should have stuck with MATS plan. Need a four lane road from Aberfoyle Park to Mitcham. Need a proper bypass from Blackwood to the city - like other cities. Could have an overpass at Gepps Cross. Need trains going around the city. Should upgrade Marion Road. Blackwood roundabout needs attention.
419	5041						Better sequencing of projects on southern roads, better operation management of projects, make better use of existing assets, minimal investment - maximum efficiency, tram overcrowding - needs to be managed. Tram extension good.
420	5015						Congestion in Port Adelaide needs to be dealt with - should use Old Port Road. Victoria Road congestion - too many trucks.
421	5024						
422	5067						

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423	5022						Should have a tram running along the coast - maybe between Glenelg and Port Adelaide - could even go along Tapleys Hill Road.
424	5006						Strongly support Prospect. Need public transport to be safe
425	5008						
426	5074						Should have cable cars to Mount Lofty.
427	n						The Adelaide Mount Lofty Ranges Natural Resource Management Board is engaging with nature.
428	5652	Clear road signage and clear signs for ring routes				Subsidy for regional community bus, especially for older people. Maintenance of road reserves in town (Wudinna) to add to amenity - places for people funding? Coastal roads - need to provide for caravan - when baby boomers retire caravans will increase. Eyre Highway - overtaking lanes (long enough to overtake trucks), address flooding, widen the road, rest stops for trucks only. Grain is moving to road and is increasing trucks. Tod Highway - rest areas for all drivers.	Clear road signage - names of roads and lane numbers, clear signs for ring routes, for example Melbourne from the north National Highway - clear signage. Mining infrastructure - social impacts and housing.
429	5652					Iron Road - 220000 tonnes of ore as bulk carrier grain is also being included in Cape Hardy. Iron Road own 1100 hectares of land at Cape Hardy. Q400 aircraft - 50 000 to 70 000 flights a week and council is investigating this as part of Iron Road D.F.S. Grain levy differentiation in South Australia to the eastern states - this has had a huge impact on them this year. Tod Highway upgrade needed.	
430	5652					Tod Highway - quality and width is shocking, road trains have rolled over - very dangerous, passed 30 road trains on one trip to Port Lincoln. There was so much grain being moved on this road - needs to be urgently addressed. 1 metre on the edge of the eastern side of the road is not straight/squared and tyres drop off the edge. Must be done in 15 years on plan - needs to be done now.	
431	5652					More rest areas with a 300 metre warning of the area Tod Highway - needs to be widened and the speed limit of 110 to remain. The plan says Tod Highway will be addressed in 5 - 15 years but it's very dangerous now - needs the upgrade now. Six signs were ordered for drop off points from the school bus and only one was given. We need another 5 signs for the safety of school children leaving and getting on the bus.	
432	5690					Upgrade Ceduna - Wudinna rail link. Prepare and implement a more efficient passenger transport system. Upgrade the Eyre Highway.	
433	5650						Tod Highway upgrade is unsafe - widening is urgent. School bus concern with trucks on Tod Highway.
434	5650			Focusing a lot on mining and less on maintaining agriculture and local industry.		Widening of major arterial highways and overtaking lanes.	
435	5690			I believe that existing services should be supported to increase and grow due to the demand and lack of resources.	I think so - it seems to cater for ease of travel in Adelaide and surrounds.	Passenger transport - work with the existing Australian Red Cross Community Passenger Networks to acquire resources to transport people within regions. We already transport socially isolated and transport disadvantaged clients - we are always begging to use other organisations resources. Please consider working alongside established networks in helping with resources if possible.	
436	5652					Tod Highway - needs urgent widening and shoulders Sprayed by rocks if road trains get off the edge. The road drops off on shoulders and is not wide enough, needs to be repaired now - not in 5 - 15 years. School buses with trucks on the road - very worried. There needs to be safe, designated areas for school buses on the edge of Nantuma Road and signage that indicates this. Fast train to Adelaide. Lack of bus service and effective public transport from Ceduna to Port Lincoln. It is too expensive and is an 8 - 9 hour round trip. Wudinna to Port Lincoln is 5 hours. Kima Road - if wet it's very dangerous (Iron Knob).	
437	5652					Tod Highway - needs urgent widening and shoulders	

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438	5652					Train stops at Wudinna - there is now a bottleneck there with more grain movements. Concerned about lowering the speed limit and not repairing Tod Highway. I agree with the Tod Highway plan but it is urgently needed now - not in 5 - 15 years. Many petitions regarding Tod Highway have been sent to the South Australian government and we have been ignored! Dangerous drop off point for the school bus on Nantuma Road - it urgently needs a sign stating that grain trucks are dangerous here. Must have 6 signs to notify children crossing when the school bus stops. Do not lower the speed limit - adds time and you get fatigued on long drives that take longer. Tod Highway - width, no shoulders and there is a drop off in the width on shoulders. Local people won't drive from Port Lincoln to Wudinna as it is too dangerous. Widen Tod Highway on one side - this will give adequate room but cost less. The school bus is now a coach and it's wider. there is a footbrige to Adelaide oval, yet a no was given to fixing Tod Highway.	Danger of Henley Beach Road at the stobie pole has not been addressed. My son was killed (3 killed in total) five and a half year ago at the pizza shop on the bend near Rowells Road.
439	5652					Tod Highway (Waramboo - Kycoo) - road widening and shoulders, there is more farm equipment and more trucks on Tod Highway due to harvest carting more by road throughout the year. The trucks are getting bigger. Guard rail - frangible ones are required, quite dangerous if you were to hit the end/ White posts are too close to the road so can't use the shoulder.	
440	5652					Grain train stops at Wudinna - there are more trucks on the road transporting grain as of the last 2 - 3 years, extends longer because grain is being shipped from up the line. Transport is cheaper by road than by rail.	
441	5652					Tod Highway - don't lower the speed limit, something needs to be done sooner than 5 years. Safety - a number of truck accidents and near misses. Trucks can barely pass without touching shoulders. Grain - force farmers to deliver to various silos rather than local, grade of grain and delivery - sites shut early which puts pressure on truck drivers. Shift it back to rail and maintain established routes.	
442	5652					Tod Highway - road widening and widening of shoulders on the road. Road trains - trailers swing on the rear of trucks - very dangerous. Residents, farmers and the road safety committee receive complaints to council to do something and lobby - needs doing now. This road will be busier if Iron Road progresses.	
443	n					Eyre Highway west of Port Augusta - long highway with no passing lanes. Tod Highway (Waramboo - Kycoo) - too narrow, field bins are too wide to be safe. The signs warning of rest areas within 300 metres - where are they? Council roads are not being maintained around Kimba Road - in the case the mine goes ahead then there will be no road, meanwhile the community suffers. Should be 110 km/h - no less.	
444	5652					Tod Highway - widening and overtaking lanes. Eyre Highway - shoulder sealing near Kimba. Bus service Ceduna to Port Lincoln - there is no direct service. Idea from Northern Territory - signs where mobile phone coverage is available. Dealing with wide loads they need to get off the road.	

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445	n					Tod Highway needs an urgent upgrade. DPTI should not wait until someone is killed before upgrading Tod Highway. The first priority is between Lock - Karkow, the second priority is Lock - Kyancutta. Kyancutta - Wudinna is okay. Need more parking bays (safe ones) between Kyancutta and Cummins - there is only one on this road. Eyre Highway (Wudinna - Port Augusta) road on the Wudinna to Kimba section - no parking bays on the left hand side travelling towards Port Augusta. Also need more parking bays where it is safe for truck to pull off of highway especially between Tooligie and Mudinga. Many road houses are not accessible, on the opposite side of the road there are parking bays. Trucks are meant to use parking bays on either side of the road and this is equally dangerous. Kimba - Kyancutta - there are no parking bays at all on the northern side, you have unsafe. Kimba - Port Augusta - no parking bay for approximately 65 kilometres - 20 kilometres of Port Augusta and the parking bay is on the wrong side of the road. We should consult the rural and livestock committee of South Australia.	
446	5603					Overtaking lanes on Lincoln Highway for safety are important. Widen the bridge on the highway, intersection widening. Once there is adequate space on the road for road trains there is not maintenance required. Safer and less maintenance in the long term. Widen a section of road from the Arno Bay turnoff to the Cleve turnoff to make this section safer. Arno bay residents (250 people) do their banking, work, buy petrol and food at Cleve. Fourty women from Arno Bay work at Cleve hospital etc. Port Wakefield Road - have similar services and price them the same on each side of the road to solve the problem of people wandering across the road.	
447	5606					Heavy vehicle bypass is not necessary - don't need to protect the corridor. Consulted with local trucking industry and two councils (Lower Eyre and Port Lincoln) about his. Truckers hate this concept and the topography does not lend itself to a bypass. The road needs an upgrade if anything is to be done. Cummins Major Viterra silos - huge quantities are taken here so rail is very important. Rail needs to be used and protected, it's too expensive by rail to Viterra. Rail is not currently used north of Cummins so there are more trucks on Tod Highway to Port Lincoln and this already needs and upgrade. Funding for young people driving and advanced driving programs. Independent driving instructors are important. Don't have a blanket 80km speed limit - some dirt roads require a limit of 60km. Some people travel 60000 km a year so decreasing km means more time on the roads. Speed limit of 110 km needs to be retained. Also, need good roads.	
448	5606		Caravaning			Happy with the minor suggestions. I like the current Port Lincoln bus service around the town - in support of continuing the Port Lincoln regional bus service. Uneven road at the very beginning of the Lincoln Highway near Port Lincoln - needs upgrading.	
449	5571					Roads need to be opened up to enable people to get to markets. Industry is going backwards and hindering our survival. Ardrossan to Mildura not possible. Logistics need to be put in place to get to markets, such as Warnambool, Victoria. Need to make it easier for South Australia - not all these restrictions, prohibition industry in comparison to other states.	
450	n					Agery - Moonta through the mines area to Kadina Council - needs to repaired, trucks cannot pass this road. Agery - Arthurton - verge of road needs repair. Arthurton - Ardrossan - bad roads for trucks.	
451	5573					Arthurton - Maitland and Moonta - Maitland the roads need to be widened - too narrow for trucks. Kulpara - Maitland - very rough corrugations, needs upgrading. Wetulta - Maitland needs upgrading, rough patch - suspension tester.	

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452	5570					Ardrossan - Port Giles needs widening, it's too narrow for road trains. Last mile into Vitterra, Ardrossan is very dangerous. McFarland Road is the worst road, it's a dirt road and has been unsafe for the last 25 years. Maitland - Minlaton - one of the worst roads. Needs upgrade - it ruins the trucks, they need repairs because it's too rough.	
453	5558					There is a 100km bend on 3 miles south east of Artherton - can't see, sweeping bend. Needs a sign saying trucks crossing - suicide point. Poor road Artherton to Ardrossan. South of Moonta - Balgowan Road (dirt road).	
454	5571					Have been complaining for 20 years about poor standard of roads and shoulders and nothing ever happened. Too many freight drivers travel at 100kms on roads that should only be travelled at 80km. Often the drivers are young and inexperienced.	
455	5570					General access for road trains, more efficiency, less trucks on the roads means less damage.	
456	5573					Maitland (near Maitland is the worst) to Artherton - needs widening and upgrading and is not wide enough for two trucks. South of Weetulta, on Moonta to Maitland road is particularly bad around Weetulta.	
457	5573					Maitland to Ardrossan - very poor road, we have wanted this repaired. 110 km to be returned now that Port Wakefield is coast road. Ardrossan to Artherton needs shoulders done, big step from bitumen to shoulder - need better compaction.	
458	n		Road train access.			Maitland, Yorke Peninsula and Mid North - access to road trains in this area, reduce the number of trucks so breaking ability is greater. Access onto main roads for road trains.	
459	5573					Maitland to Minlaton - rough, needs to be resurfaced and upgraded. Ardrossan to Maitland - has been resurfaced, now the road is breaking up along the edge. Should have done both sides.	
460	5571					Roads aren't too bad but the farmers always complain.	
461	n					Maitland to Port Clinton - road needs sealing. Ardrossan to Port Giles - shoulders, rough. Kulpara to Minlaton - shoulders, rough. Open up the roads to road trains, takes more trucks off the road, less time and is no different to Eyre Peninsula.	
462	5554					Ardrossan to Port Giles and Ardrossan to Maitland - needs widening and it's rough. Maitland to Artherton narrow and rough.	
463	n					Maitland to Kulpara, in particular Maitland to Artherton - now wide enough for 2 trucks to fit. Sandy Church Road at Sandilands - lots of truck traffic, it is rough and should be sealed. Port Wakefield to Port Giles - deteriorating badly, need a railway - it would be safer.	
464	5571					Access for bigger trucks to improve productivity. South Australia is behind the most productive states Western Australia and Queensland. Well defined road train corridor for Yorke Peninsula.	
465	5575					Maitland to Minlaton road - worst road on the peninsula. Coast Road to Minlaton and Minlaton to Stansbury needs widening. Provide road train access between Ardrossan and Highway 1.	
466	5575					Ardrossan to Highway 1 - do up the federation intersection where road trains are bringing in imports. Overtaking lanes need to be longer - the overtaking lane through Hummocks starts too late. Coast Road - a few spots need fixing, overtaking lanes. Kulpara to Minlaton - grainflow site at Minlaton. Road train access to farms - last mile access.	
467	5573					Maitland Road to Coast Road - the intersection is hard to see, need a lane to pull out onto the road.	
468	5573					Maitland - main silo, so need truck access. Maitland, Artherton and Kulpara - people avoid Bute Road - needs work now on the shoulder.	
469	5575					Minlaton Road, Yorketown to Maitland is the worst of the Peninsula. Yorke Peninsula Road needs upgrading - widening. Road train access - Highway 1, Ardrossan. Coast Road 0 after rail, new road through to Coast Road. Kulpara Road, Maitland to Artherton - can't have 2 trucks pass, very narrow. People avoid it because it's too dangerous.	

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470	5573					Maitland - general condition of roads, need widening Ardrossan to Maitland Road - B double access all year round. Highway 1, Ardrossan - last mile access to road trains.	
471	5572					Use barges from port at Ardrossan to Giles to get trucks off the road. Export grain from Ardrossan rather than by truck to Giles. Extra cost of \$10000 - \$12000 per year. Coast Road - ensure it is safe for heavy vehicles. Miners to contribute so they support the grain industry.	
472	5570					Clinton Sands - dirt roads, lots of heavy vehicles. Coast Road - overtaking lanes are heavily trafficked.	
473	5573					Kulpara to Maitland - dangerous ofr trucks, needs to be widened and smoothed, 2 trucks can't pass. The Viterra site is not big enough.	
474	5573					Kulpara, Artherton, Minlaton. Roadtrains on peninsula, for example west coast in between Highway 1 and Ardrossan.	
475	5573					Temporary permits for larger vehicles in harvest. Need to work and co-operatr with the private sector. Seaport at Ardrossan - double handling truck to Giles, only one operator. 45 - 50 tonne access to Giles. Need road train access.	
476	5554			Would like to work with the government to address heavy vehicle access issues.		Yorke Peninsula - good access, but when export market down, need access to domestic markets. NSW - make entire shire road train during harvest. Move to B triple - safer, therefore rather this than road trains.	
477	5572					Maitland Road to Coast Road intersection - coming out of roadhouse in front of trucks is very dangerous.	
478	5573					All Yorke Peninsula roads need widening. Wallaroo to Port Wakefield - upgrade. Undulating roads are difficult in trucks.	
479	5573					Artherton, Maitland and Minlaton, Minlaton to Stansbury - road widening. Coast Road - good.	
480	5570					Road trains - last mile access. Roads deteriorate with harvest traffic. Kulpara to Maitland - avoid it, not suited to trucks.	
481	5573			Coast Road, Minlaton - heavy trucks tilt and could lose load. Overtaking lanes for tourist traffic. Maitland Road - undulating, trucks swinging. Road train access Port Wakefield to Ardrossan.			
482	5571					Road train access Ardrossan to Port Wakefield. Overtaking lanes on Coast Road, mix with tourists, 100km speed limit for cars.	
483	n					Road train access - extend network, more economical.	
484	5554					Wallaroo to Port Wakefield Road. Support number 5 on the plan for Yorke Peninsula and Mid North.	
485	5554					Fully support 5, 6 and 7 on the plan for Yorke Peninsula anorth region. There is a need for 5. The turnoff at Moonta to Paskerville and onto Kulparra - shocking, undulating and very dangerous. Glad that the country has been consulted.	
486	5571					Happy with the plan, quite happy with roads and transport.	
487	5554					Intersection on Highway 1 and Kadina Road - very dangerous, too many fatalities. Difficult pulling out to turn left onto Highway 1 into traffic travelling at 80km. Very bad Easter and Christmas holiday period.	
488	5556					Kadina to paskeville is undulating. Moonta to Port Hughes requires a 4WD and yet it is a popular tourist route.	
489	5558					Artherton to Ardrossan - main road for truck drivers yet shoulders are left very dangerous. Split the traffic on Copper Coast Highway so half the traffic can go direct to Lochiel. Roxy Downs Road in Port Augusta is of an excellent standard.	
490	5556			Not sure a bypass would get trucks off the road.		Kadina to Port Wakefield - more overtaking lanes. Kulparra to Pasqueville - quality of road is poor and needs overtaking lanes.	
491	5554					Port Wakefield to Wallaroo Road is awful. Other roads that need improvement - Kulpara to Maitland Road and Kadina to Maitland to Minlaton.	
492	5558					Support retaining the bus service Moonta to Adelaide. I use this - good service. Paskeville Road - undulations. Roads are okay in general.	

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493	5554			Happy with the plan especially 4 and 5. Not sure about bypass - worried about impact to business.		Artherton to Maitland - narrow, no shoulders, undulating. Maitland to Yorketown - Minlaton has a big dip and no warning and it's dangerous, general poor condition. Kadina - Moonta - very poor and patched, no overtaking. No street signs in Port Wakefield - difficult for emergency services.	
494	5554					Hard to keep up maintenance, need to prioritise. Kulpura to Bute - not a good road. Artherton to Minlaton - very narrow, no shoulders. Yorketown Road - important for freight, increasing tourist numbers and traffic. More trucks between Ardrossan and Highway 1 because of Rex Minerals mine. Important for trucks to access ports at Ardrossan and Port Giles.	
495	5558			I like number 2 for Yorke and Mid North. Also like number 5 bypassing Wakefield.		Moonta to Maitland - rough road with many patches. Port Wakefield bypass - great idea. Improve roads for tourism too.	
496	5556					Kadina to Paskeville - undulating. Paskeville to Kulparra - overtaking lane. Question the height of the Superway - overdone.	
497	5084						
498	5084			Enthusiasm over trams is unrealistic and misplaced. The cost of installing tramlines is excessive and inflexible.	No! Buses are much better suited to our roads, mixing with cars and bikes.	Rail travel for passengers and freight should be upgraded - faster. Return the Barossa tourist railcar to service.	
499	n					Rest stops for heavy vehicles. Would it be possible to have stops at Gladstone on the Mid North Freight route in the vicinity of Horrocks Highway roundabout east to west? Overtaking opportunities at Giles Corner - plan for RT treatment for vehicles travelling north to Burra (Main North Road and Burra Road) - previous black spot.	
500	5700					For the North region - numbers 8 and 9 are higher priority than numbers 2 and 7 for Eyre and Strand Highway. Road maintenance is generally kept reasonable. Strzelecki Track - sealed sooner for benefits and potential loose access when there are storms. No toilets, general rest area, amenities, overnight 450 kilometres - would rather have one controlled stop. Opposite for private enterprise with increased traffic. Yorkeys crossing should be short term - within 5 years. Big loads can't use the bridge and need an alternative route especially when the bridge is closed. Generally support rail and more off the road.	
501	5600		Ports	Good, like intent and integration, but have reservations about different government delivering it.		Coast Road - Port Augusta - Fitzgerald Bay is a must for livability, tourism and safety. It is currently separated by defence land which is closed to public access. Port on the west coast of Spencer Gulf should be south of Yarraville Shoal - not Port Bonython. Integrate and upgrade Eyre Peninsula wheat rail to the standard gauge state and national rail network.	
502	n					Kapunda heavy vehicle bypass is in poor condition. Maintenance of the network needed. Public transport access to services in the Flinders Ranges limited with only one provider/operator. Rest area improvements - amenity (kids etc). Strzelecki Track - condition of the road is poor - strong support for this. Yorkeys Crossing - alternative access, poor condition. Commercial Road - condition.	
503	5007			Stuart Highway has debris on the road junctions which is dangerous. A suggestion - where roads come onto main highways need sealed aprons to stop debris, rocks etc going on the highway. Against the port to Whyalla as concerned for cuttlefish. In support of number 11 - bypass rail of Port Augusta. Encourage the use of cycling and walking - old bridge is a good start. Support regional cycle and walking strategy, especially around the foreshore etc. Number 13 - rail line to Olympic Dam should be paid by BHPB. This solution shows resources paying for this rail line. For north region - support number 4 Strzelecki Track, is number 16 necessary? All highways need toilets and rest areas, currently very limited toilet facilities. Many of these rest areas are used as camping sites for grey nomads etc, cleanliness around rest areas is also a concern.		Duplicate/upgrade bridge or upgrade Yorkeys Crossing. Not both, do one or the other. Suggestion - 3 lanes if not possible to have 4 lanes. Old bridge not used for cycling - needs a well maintained, metre wide path, currently not encouraged to use this bridge in poor condition. Salt Creek and Kingston - boring drive and needs audio tactile road marking.	

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504	5700			Far North - number 8 and 9 need to be brought forward. The council will submit a proposal.			
505	5700						A strategic plan for 30 years makes a lot of sense
506	5700					Encourage walking, cycling paths and connections because it also improves health and is good for families. Port Augusta to Port Pirie - support including overtaking lanes and double lanes all the way. Good opportunity as mining progresses - should put more money into our area. There is a problem getting fresh foods and services to isolated communities so upgrading the main road is so important. Some of these areas can be impassable. Taking child restraint seats to remote communities - strongly support empowerment and education. This could be done through elders and part of the schooling system so people own the idea themselves. Encourage communities to have drivers licenses - take trainers closer to the communities. Number 9 (Yorkeys Crossing) - heavily supported and should be made a higher priority. Davenport community finds this a very important initiative for more secure access. Number 1 - highly support and extremely important for access to these communities. Support continued program to upgrade and maintain airstrips to remote communities. Stuart Highway before Pimba needs overtaking lanes as the road is	
507	5700					Number 9 - Yorkeys Crossing. Currently gets closed when there is bad weather so sealing the road would be an improvement and very important for our community. Number 8 - duplication of bridge would be an amazing improvement. The bridge is closed quite often, for example if a tractor breaks down and this holds up school. Stuart, Eyre and Strzelecki - toilets and parking bay.	
508	5540					Port Wakefield Road needs to be duplicated. If infrastructure was there, you would get the volumes (for example, 9000 vehicles per day) required to justify it. It would generate tourism. Maintenance of roads is a high priority. Port Wakefield bypass needs to happen now. Rail improvements - duplicate section between Crystal Brook and Port Augusta.	
509	5521				Trams are a good idea and supported. Port Wakefield bypass is definitely needed and medium term supported. .	Yorke and Mid North region - number 1 - Aug. Highway is supported but should be short term and higher priority. Number 3 - Barrier Highway supported as short term. Number 5 - continue the upgrade.	Support road widening and shoulder sealing wide area solutions. Support rail access and improvements.
510	5540					Port Pirie port - potential for early development of the port for the mining sector. Rail - outside Port Pirie with conveyor into the port. National network runs right past the town. Planning framework needs improvement and should be integrated with all infrastructure nodes. Councils should be forced to provide infrastructure plans for support and development.	
511	5540					Port Wakefield bypass with land swap and for some of service station and clean up current sites. Government could then sell off this land for residential and retail. Tradeoff and not everyone will be happy. Keep access to Port Wakefield.	
512	5540					Bus to Adelaide used to be at 7:30 am and is now much later and it's not easy to have appointments at this time. More parking needed at Gawler railway station - 'It's a pity we lose the train to and from Port Pirie.' Number 2 - strongly support the bypass at Wakefield.	
513	5540					Don't lower the speed limit - improve roads. Maitland to Minlaton Road is in very poor condition and should be re done. Highway duplication to Port Augusta - 2 lanes all the way. Outback roads are in good condition and the speed limit should be increased like in the Northern Territory.	
514	5540					I would use the passenger transport to Adelaide if needed and support this service. Port Pirie bus is a good service and should be supported - takes me to hospital.	Have difficulty finding hospitals and doctors in Adelaide. How do you find the QEH and Lyell McEwin with a volunteer driver - need more signage.

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515	5540					Clare - Spalding Road needs upgrading and realigning. More should be spent in rural areas. The overtaking lane on Gladstone Road at the bottom of the hill should be at the top of the hill. Kulpara - Bute Road is very corrugated and needs upgrading. Kadina Road needs to be roughened - now too smooth and glassy. Federal government's voucher for pensioners - free rail fare - no passenger train stops at Port Pirie so this voucher is not able to be used. Yorkeys Crossing needs sealing and upgrading. Standardised school crossings - Port Pirie has 3 different school crossings, including a zabra crossing that keep children within one area. Port Pirie needs to be all 50km/h where 2 roads are currently 60 km/h.	
516	5540					Upgrade of Port Broughton heading to Adelaide - too many potholes and uneven road. Curvature keeps you more alert so I prefer to use this access to Adelaide rather than the main road. Lack of footpaths in Port Pirie. A cycle hire initiative like occurs in Adelaide through Adelaide City Council.	
517	5352			A great deal more needs to be done in the Barossa.		Much better freight routes in the Barossa, especially in and around Tanunda to Gomersal Road. Do more thorough investigating directly with transport companies. I especially don't agree with the current situation according to the discussions I've had with them. Our end of the Barossa is very poorly catered for.	
518	5351			Too broad - no specifics, no details.		Our roads are the most important infrastructure we have and they are falling apart. Rail corridors need revitalisation - rail can be a viable option if you want it to be. There needs to be a fundamental desire to get trains back on regional tracks.	Road safety needs to focus on driver education and safer drivers rather than enforcement. Yes, it means a cost for education rather than income from fines but if less road trauma is desired, education is essential.
519	5052			More trams in more directions is a terrific idea. My only suggestion is that the government liaise with the local councils and ensure adequate parking around tram spots ('park and ride' concept) to accommodate those that aren't in walking distance of a tram stop (95% of the population I imagine).	I think you have. My understanding of the plan is that is will provide all persons a variety of options for commuting to the city and back depending on their lifestyle choices and needs. Well done!	I'm not sure about this as I'm not aware of the issues facing areas outside of Adelaide.	Thank you Premier Weatherill. Although I can't vouch that every part of the suggested plan will be an absolute success (as only time will tell), your long term and strong commitment to upgrading our transport system for the long run is exactly what is needed. I'm glad that we have a leader who is capable of seeing this and is not afraid to look to the long term when so many other politicians are only concerned with the short term. A long term plan, for long term prosperity.
520	5158				Mostly. The Portlink tram seems to long. Journey times may be longer than the current train. May discourage use. Does 'fan' out closer to Port Adelaide offering a wider range of destinations. This is good.	Duplication of major roads and other safety improvements.	Extension of the Tonsley train line to Flinders, Aberfoyle Park, Woodcroft
521	5048						The existing bus network is too complex. Instead of weaving in and out of suburbs we need direct services along main roads with express services in peak hours. All main roads must have Bus Lanes to speed up services. More use of feeder buses in some suburbs to feed into trunk routes. More bus routes in the north and south feeding into key interchanges, meaning less duplication of bus routes on Main North/ Main South roads. Have 1 route number for all bus routes on o-bahn.
522	5035			Like the idea of increased frequencies and bigger trams for Glenelg line. Should have grade separations at Cross/Marion Roads, Morphett Road, Greenhill Road and Goodwood Road, Leah St/East Terrace. Frequencies increased to 10-12 trams per hour from 6am-10pm, and 4-6 trams per hour from 10pm-6am.	No. More trams needed - underground rail network should not be a loop, but a throughfare from Goodwood Junction, running parallel to the Glenelg tram line, follow KWS / Gawler Place, underneath North Adelaide and rejoin Gawler line at Ovingham.	Duplication of the Dukes Highway to Victorian border duplication of Princes Highway from Port Wakefield to Port Augusta, construction of new freeway from Southern Expressway to Victor Harbor.	Have heaps of ideas to list. Would prefer to be contacted for suggestions.
523	5159			The North South Roadway is a great idea. however it is the only option available (besides bike riding and poor bus performance) to large suburbs like Aberfoyle Park, Happy Valley, Flagstaff hill, Coromandel Valley etc. not to mention transport to Flinders Uni / hospital...			I would like to see something done to the Tonsley Train line. remove it and replace with tram line that can then capture Flinders Uni and Hospital and proceed to the above mentioned suburbs and maybe even Marion shopping centre. please provide high frequency public transport into the heart of these major hubs; and to me the best option to do that would be a tram line (spurred off the existing Glenelg - City line) along the tonsley train line into Flinders and up the hill to happy valley.
524	5251	What about Mt Barker	Mt Barker	The Mt Barker district infrastructure is not coping currently and with more scheduled growth, we need the train or light rail reestablished. Perhaps down the centre of the freeway as a quicker route to the city than the old train line winding through Belair.	No, you have really forgotten the South East (MtBarker/Hahndorf/Nairne/Woodside areas as established we need better transport options, other than just buses.	transport changes, this would lighten the traffic on the freeway.	What about the BART system they use in San Francisco that goes underground and under the bay. Or look at the wonderful MRT that Singapore, Hong Kong have where a lot of that is underground, moves thousands of people and is very fast clean and efficient.

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525	5049						the roads are clogged with traffic. The trains from Noarlunga are still not running and your transport minister is in denial of all bad transport issues and puts her head in the sand. Please fix congestion and try to concentrate on the building work at hand not on what you think we want for the future. Fix the present. thankyou
526	5252			Greater Adelaide has expanded and the infrastructure has not been there to support this growth particularly in the Mount Barker and surrounding areas. These improvements need to be made in the next 2 - 5 years			Bring back the commuter train to such places as Nairne
527	5000			Should have started works 10 years ago	More rail less bus!	More passenger transport to prevent isolation. Stop residential development on farming land. SA could be the food bowl of Asia	increase parking restrictions in the city to force use of public transport
528	5291		Converting disused rail tracks to bike/walking tracks		Not interested in Adelaide. The Govt of South Australia should also be interested and invest in regional communities	Disused rail corridor running west from Mt Gambier could be converted to a bike/walking track allowing for local and visitor use. Currently the track is unused and unkept (fire hazard)	
529	5162				yes, but you have not identified the pedestrian solution at the major train, bus, tram stop. Pedestrian footbridge is becoming necessary and a must at the major road sections.	Improve the speed and connection of the suburbs and the city.	Pedestrian footbridge solution and reduce the traffic jam during the rush hours.
530	5152			We have to also think of Adelaide's future with growth and infrastructure. The future holds a possibility of more people from VIC/NSW/QLD making a start in SA. The infrastructure has to promote that idea making the state more attractive.	The rail works should be concentrated on more fully. A rail network webbing out to outer suburbs and improvisation of pedestrian overpasses to improve traffic flow are areas to look at.	Less roundabouts and more overpasses would make for a more efficient traffic flow.	Having a look at Perth's infrastructure is a viable lesson.
531	5000				-	-	-
532	5113			Electrified train line is essential for growth and reducing car usage in northern and southern suburbs			Trucks using hamstead, lower ascot and portrush road is a hazard for residents is needed in order to divert heavy trucks away from the residential suburbs and inner city roads.
533	5050						Many years ago there was one express train from Eden Hills to the city in the morning and one from the city to Eden Hills in the evening. Eden Hills commuters loved it, Coromandel commuters loved it, Blackwood commuters loved it. You get the idea. 10 minutes was knocked off the commute time. Please bring it back! We're only asking for one express train in the morning and one at night. Thank you.
534	5062			The bus services to the south eastern inner hills and foothills (Torrens Park to Blackwood and Belair) are very bad and must be addressed. They have diminished at an alarming rate over the past decade.	Somewhat, I like the idea of building new tram networks.	Unsure	Re-introduce the 197 and 198 heading up to Belair and increase the Go-zone to include the south eastern hills.
535	5047			It would be great to see tranline extending to the full adelaide metro area not just to suburbs surrounding the cbd. or making a o-bahn alternative for us southerners. A ver inexpensive option would be creating more park and go options, the closest in the south is at reynella, which does not help me	there does not seem to be much of a focus for the southerners still		
536	5162	get some public transport		Public transport infrastructure in the southern suburbs is absolutely pathetic. You guys are wasting money upgrading a train line that already works, while suburban areas are left with a system that doesn't work. Get a clue for once.	No, you favour particular areas.	I've boycotted public transport. But I had passed on an idea of a modified time table for the buses I had once caught. I was ignored & it was much more logical than the route that did exist. Since then, the route has been extended.	Get a public transport system that works. Get slip lanes for bus stops. Get bike lanes so cyclists aren't a hazard.
537	5164				Should make Noarlunga Interchange a Central Hub for the Southern Outer Suburbs and then look at creating a loop that covers Noarlunga, Seaford, Aldinga, Willunga, McLaren Vale and Old Noarlunga		
538	5043				Please get the Noarlunga train running again ASAP.	Maintain SA country and city roads.	To have cycle tracks running alongside the railway line networks Not on the roads, but actually along the railway lines. Would be huge.
539	5114				widening of main rd at pooraka to salisbury	back to rail	Return the buses back to government run. The private companies are struggling big time.
540	5008				Lightweight rail is preferable to trams that travel on roads. Although trams are less noisy and polluting than trains, they are often frustratingly slow compared to trains. I currently catch the train on the outer harbour/grange line, but would consider driving to work every day if I had to catch a tram that goes along the current route up to the entertainment centre. However, if the tram were to travel along the existing trainline, starting at the adelaide railway station, that could be good.	more trains upgrade of unsealed roads	create convenient options that people will use & the revenue will follow. Hardly anyone uses public transport now because it is so painful.

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541	5041			The new Wayville station would be better if it was the national & local station. Keswick national train station is so outdated & doesn't even link with the local trains. I walk past there every weekday on Richmond Rd & often get tourists asking me how to get into the CBD! how embarrassing for SA	Bikeways need to be off roads, or, local councils will need to create bike lanes for every single road in SA. There are too many casualties and too much confusion about road rules (i.e. cars, bikes, pedestrians).		Victor Harbor needs a rail network to Adelaide, or, more public buses. Many elderly people live there and don't drive anymore but would love to come into the CBD and shop at Rundle Mall like they did in the old days. Also, there are too many fatalities with young people from car crashes along Victor Harbor Road, especially during holidays, so if they had an option (preferably a super fast train) that could get them to their destination safely & cheaply & with an option to drink, they would.
542	5253				With a growing population in the Murray Bridge area it surprises me that the only transport option is a 42 seater bus service. MB gets classed as outer Adelaide when it suits the bean counters but forgotten by the planner. The bus service is too expensive, does not run at a frequency to make mass transport a viable option and does not deliver passengers to a convenient location. The few times I have used the service it had 3 to 6 people on board.		I believe a better service could be utilised using a mini bus (12-18 seater) shuttle service between Murray Bridge and the bus exchange in Mount Barker.
543	5540			It seems pretty balanced and supports my number 1 concern around the lack of passenger transport.		Similar support and access to transport for regional students that is available for Adelaide students.	More flexible usage of existing assets, e.g. school buses. Greater investment in technology that reduces the need to travel.
544	5161				No, bus service has old buses in use, and time tables do not encourage you to catch a bus. Two buses service area when one bus could do		Get the politicians to catch a bus at peak time with customers and see what they are saying about the public transport
545	5016	Better access for mobility impaired		Trains on the Outer Harbour line are already overcrowded so how will jamming us all on tiny, smelly under-airconditioned trams with no seating help? What is in place for mobility impaired passengers? I am not in a wheelchair but need a seat. Am I to stay home?	No. Please do not take the train away from Outer Harbour. I will not be able to manage on a tram. There is not enough seating, they smell and the aircon doesn't work. Not useful for those with a handicap.	Safer better maintained roads.	More express options. (journey takes too long and time is money) Please explain in further detail what options those who can't use public transport will get? For example, discussion about making parking even more prohibitively expensive will severely impact those who can't use public transport.
546	5140				not sure	bike lanes	You need to provide off road bike lanes. The current bicycle lanes are too dangerous. There should be a separation of bike lanes and traffic. This is common in the UK and Europe, and other states like Victoria / Queensland. I would love to be able to cycle throughout SA but I hear about so many people getting knocked off their bikes! You need to improve in this area! For a civilized city, you provide poor cycle lanes. Most cycle lanes have cars parked in them. Have a look at Unley Road.
547	5000				No. Get rid of the trams, build more affordable high rise apartments in CBD for middle income families and singles to reduce traffic and transport needs.	High speed rail.	Give people more than 500 characters so they can tell you what they really want.
548	5290	need an expressway to link port wakefield highway to the freeway from the tollgate to murray bridge. also should have a rail link from murray bridge and mount barker into adelaide via blackwood line		The plan is very Adelaide focused	yes cos the whole plan is all about adelaide	I think the state needs to look at having a rail link with Adelaide and other regional centres like murray bridge and northern areas like Pt Pirie, Pt Augusta and Mt Gambier.	There needs to be a link between the dukes hwy and national hwy 1 (pt wakefield hwy) that bypasses adelaide. Would cut out the trucks that go down portrush rd and hamstead road and save so much time. dont even mind if its a toll road, you can go from one side of melbourne to the other without having to stop so why do you have to go through adelaide and stop every 100 metres or so.
549	5043						
550	5087				Trams are ridiculous. As with big cities like Beijing, public transport within major cities should be dirt cheap as a big incentive to use it not use private cars. Rail transport should be doubled or even tripled for freight transport of all goods between states and major centres. Trucks will be the death knell - work out how much pollution they make per tonne carried compared to trains!	South of Adelaide: ideal area to foster aquaculture. Many dams, quarry sites & natural basins ideal for this industry. Desal plant is capable of providing all grades of saltwater from high saline content for brine shrimp, to mid-range for saltwater species to ultra-low for salmon etc.	ALL right and left turns at major intersections should be reviewed. Far too many of the lanes are physically too short and can't fill as other traffic doesn't allow. Wide median strips can be reduced to facilitate. Left and right arrows often go green, but the cars have not been able to get into the lane as it is too short and obstructed by cars in the next lane.
551	5171						Please consider public transport improvements for the people of McLaren Vale particularly to and from the CBD.
552	5000				get the bikes off the road register bikes so they are accountable for bad actions build a freeway that skirts the city get rid of the buss lanes and get the busses off of the back streets of adelaide (you might need to spend a bit more money than painting a few lines on the road) build a proper rail transport system that does not get in the way of cars	get the bikes off the road register bikes so they are accountable for bad actions build a freeway that skirts the city get rid of the buss lanes and get the busses off of the back streets of adelaide (you might need to spend a bit more money than painting a few lines on the road)	get the bikes off the road register bikes so they are accountable for bad actions (get a better survey tool/skilled tech to build it) build a freeway that skirts the city get rid of the buss lanes and get the busses off of the back streets of adelaide (you might need to spend a bit more money than painting a few lines on the road)
553	5096	Get more tram routes back	Increase Public Transport Services	We need to bring back tram routes across Adelaide...should never have ripped them up, but this plan is on the right track. It will bring people into the city. Underground train line in CBD will also work effectively and should be done	Yes more tram corridors will ease pressure on buses and make roads better for walkers/cyclists. This will allow buses to be more frequent where they are most needed	Increase the tram and railway networks to encourage people to travel on Public Transport	Please continue the push to bring trams back in Adelaide. The extension to the Entertainment Centre has proven successful and we need electrified railway lines to be operational as well

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554	5021	getting rid of train and tram crossings			The proposed increased tram networks will only add to road congestion. Its bad enough now with bike lanes. The under ground city loop would be fantastic.	More passing lanes in the north Turn Dukes Highway and Victor Harbor Road into dual carriageways	Fix South Road asap. It doesn't matter where you start - just start. It won't be fixed until every major intersection is an overpass.
555	5061			30 years is a very long time and unfortunately all the improvements for public transport infrastructure are outlined to be delivered in the medium to long term which is too long.	Yes. I believe the mix of public transport is very good. I particularly believe the city tram loop and the inner city connections to west, north, east and south (down Unley Road and Belair Road) are very important to support urban infill and making these inner areas more sustainable with better public transportation options (as opposed to only bus and some existing tram connections).	Road infrastructure which includes better efficiency but also safety for South Australians using these remote roads.	I believe this should be giving top priority and in particular, a focus on trams and their expansion should be made clear and abundant as this form of public transport is most conducive to Adelaide's urban form and layout, particularly for the city and inner suburbs.
556	5067				yes - cycling network, then public transport improvements should be a priority.		continued urban infill. a focus on restricting land releases will require (by necessity) much of the plans implementation. Especially in reference to cycling networks and public transport networks which will see improved cost recovery ratios.
557	5034				More trams I a fantastic idea!	Keep the speed at 110 do not reduce is to 100	Bringing back the trams is a fantastic idea!! Busses just do not work as well!! Keeping the city compact and vibrant will bring/keep more young people in the town! (Get rid of the 3am lock out on bars/clubs)
558	5558					Transport to travel within towns within regions, better roads	The roads on the yorke peninsula are terrible including the roads in the townships.
559	5043				Seeing is believing	If your priority is mining then there will be no land to manage.	Being out of action in our area with no trains for a year has been a nightmare and very costly. The bus is not an option because it takes nearly an hour to get into the city
560	5159				The tram network would be great improved walking and riding opps should be the biggest priority in that a total network can be achieved comparatively quickly and cheaply.		Id love to sink some of those arterials running through the Parklands and develop on top. That fantasy aside why not extend the airport shoot through to Harbour Town and loop it to either Glenelg or Henley, preferably Glenelg. This could enable greater tourist development and complement any future KI ferry link from the bay.
561	5152			With populations in places like Mt Barker/Nairne/Murry bridge increasing the current infrastructure (particularly the S/E freeway) is struggling. More specifically - freeway entries and exits, glen osmond rd's capacity, truck usage and behaviour in these areas and available bus services	in my opinion middle and outer adelaide will face the greatest growth, more emphasis need to be placed on them		
562	5343			How about addressing inter town public transport in country areas like the Riverland? We currently have none!		We need public bus transport between Riverland towns.	
563	5046				Please build the train bridge over the Diagonal/Morphett Roads train intersection. When the trains come back, it will be most welcome, but road traffic will be a nightmare, particularly for locals trying to cross Morphett or Diagonal Roads in peak hour traffic. The more people living in inner/middle Adelaide means heavier road usage. Some road improvements cater for through traffic, please ensure options for local traffic to get across the 'through traffic' roads are incorporated	Good quality roads.	
564	5000			The plan needs to go into more details about how public transport will be improved, how the connections will be facilitated, where the priorities will be, what the funding requirements for improved public transport will be, and how the bus network will be re-structured, improved and simplified.	More bus priority measures are needed to be identified within the Plan. For example Main North Road bus lanes, or bus priority measures around interchanges (i.e. Tonsley, Oaklands or Elizabeth).		A series of more detailed action plans for each area need to be developed to support this excellent plan.
565	5109				Cycling/walking will become very important. They need to be continuous & not have to stop & share the roads to be a viable option for children	encourage road side tourism by improving access to places of interest. Beautification of roadsides with flora & parking areas. Change zoning to allow caravan roadsites/country produce markets.	More vibrant signs encouraging tourism & information about our states attractions. This could be in the form of an alternative route sign next to the main sign - showing places of interest which would be missed on the boring highway. And again, lots of trees/shrubs to beautify the scenery.
566	5158						
567	5000			more efficient ways to connect to the CBD is a must for Adelaide. new tram lines is an excellence idea. i am also interested to see more support and encouragement for cyclist. i am looking forward to see the plans in action	absolutely. we definitely need new connections to the CBD.	a super fast train line like the Japanese or UK	What is the time frame for these project?
568	5075			Proposed improvements and plans to challenges of Far North SA and regional SA in general would be welcomed in the short term rather than mainly long term as outlined in the plan.	Too much reliance on trams for considerable distances e.g. Outer Harbour - questioning of passenger efficiency and speed compared to electrified trains	Freight transport improvements eg. road duplication and road/rail bypasses of major towns	

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569	5723			Need to look a supporting local communities possibly through councils to establish transport where there is none. eg Coober Pedy has no public transport	Fairly reasonable	Transport changes: need to encourage/allow/support local towns to establish local transport. Need to build a rail spur line into Coober Pedy to allow locals to access the Ghan easier to travel to Adelaide or Alice Springs. Removes cars from the road. Much safer. would encourage tourists to use rail.	
570	5251	park & ride expansion		the plan to create a new park and ride facility next to the tafe college and diagonally opposite the Dumas street primary school is asking for problems. Was the option to build up at the current site even considered? The potential for disaster at the new proposed (donated) site is overwhelming!			
571	5033						I think that the proposed western tram link is wasted headed down Henley Beach Rd. Wouldn't it be more beneficial to continue the already existing line as follows? Head south on King William Rd, turn west on Gouger St, stopping at China town. Continue west on Gouger St. stopping near West terrace and the parklands. Turn north on West Tce. then turn west on to Sir Donald Bradman Dr. Stop between Etsa Park, Santos stadium and the Keswick train station. Continue west making various stops down Sir Donald Bradman Dr. such as the Hilton Hotel/Cut price Car rentals, Centro Hilton shopping centre/City of West Torrens Council and Library and various other stops. Continue west over Marion Rd making such stops near the Adelaide west united church, Export Park/Maui campervan rentals, Ikea/Kooyonga Golf Club. Turn south on Frank collopy Cr and onto Western Link Rd to Adelaide Airport. Then from there have trams head back to Adelaide and another line continue west to places like Harbour Town, West Beach then Glenelg or Henley Beach. I would be up to the challenge of putting together a more comprehensive map and getting signatures to prove the demand and support of this
572	5087						
573	5024			You forget the basic service needs of inner metro areas. We end up having to drive into work on the CBD as the public transport system is so infrequent and unreliable!	No - I am more concerned about how much time is spent on express services from outer areas in to the CBD, when if you live 12-15 kms away from the city you need to drive your car as the bus service is so poor (infrequent and unreliable)...	Stop being so concerned with regional areas that you end up servicing inner metro areas very poorly!! 162 J2 - West Beach buses frequency and reliability...	I am more concerned about how much time is spent on express services from outer areas in to the CBD, when if you live 12-15 kms away from the city you need to drive your car as the bus service is so poor (infrequent and unreliable)...
574	5039			South Rd is a good start. but the torrens to darlington intersection. and an upgrade to the castle plaza light timings need to be prioritised over the darlington intersection too.	Its a good idea. I'd hope that the light rail projects get used to their full potential.	High speed rail to murray bridge and other large rural communities	a non stop (maybe a raised road, similar to the south rd superway ring route around the city parklands, have it at 70-80kph, would ease inner city congestion. at the moment its easier and quicker to drive my truck thru the city (even with traffic and lower speedlimits!) than drive around the current ring route. dont punish drivers by making the city worse to drive thru, give them a good alternative to use!
575	5019	Tram from City to Port Adelaide			It appears comprehensive. I would like to see the exact routes of the trams, especially from the city to Port Adelaide.		I know that we don't have the population of many other capital cities but with the proposed plan with upgrades and new lines, more people may be encouraged to use public transport instead of cars.
576	5061			Light rail is taking off worldwide and in many Australian cities. We have made a start but nothing gets cheaper so we need to put the next part of the expansion on the table such as the city loop.	Brilliant plan that matches many of my own ideas. Only question is will the extension of the Tonsley Line to Flinders Uni get back onto the agenda at some stage (particularly if Darlington gets fast tracked)?	Safe and well maintained roads that give some separation between freight transport and private vehicles and improve regional travel.	Trams, trams, trams, trams - we need to get this happening now. Also lets maximise our rail network by re-opening stations like Millswood and Hawthorn.
577	5038				Have identified a mix of transport options	Changes that connect people and towns	
578	5162			If everything was implemented within 30 years and it is affordable, all would be addressed just how I've imagined for some time now, however unfortunately I have to say again, "I believe it when I see it".	Yes I think so, the sooner the better, however I would also look at long term running a train line spur to Virginia/Buckland Park possibly along existing freight line route.	Duplication of Dukes, Augusta, Sturt Highways along with anything else that promotes sustainable growth such as new/improved ports/rail etc. and maybe a desalination plant on Eyre Peninsula, hmmm what else can we put on the wish list.	No, everything outlined in current 30 year plan already sounds too good to be true for SA, if it sounds too good to be true then it probably is particularly when it would probably need bipartisan support over 30 years and lots of money but I'd love to be proved wrong.
579	5044				Yes. I think we definitely need a tram system at least to the airport for ease of passenger movement from airport to city, cheaply and fast.	Difficult for me to answer as I am from the city. Regional residents would best answer this.	Sooner the government can introduce these changes then the State can move forward into the 21st century alongside our eastern State colleagues.
580	504				More cycling support including public education for cyclists & motorists to reduce animosity. Separate routes for safe cycling. Bike racks on front or rear of buses would encourage bus and bike use.	break the duopoly & support Australian Agriculture	Next time government inconveniences so many with rail closure for upgrade siphon off some of the millions from that casino footbridge and spend it far more usefully on over or under passes at Brighton & diagonal rd. etc.
581	5034				More is needed.	Accommodate for urban sprawl	Extend suburban trains from Belair to Mt Barker to accommodate increasing population in hills. Open train line from Salisbury to Two Wells to suburban trains to cater for new housing development. Turn O-Bahn into light rail or train line and connect with underground line to the tramline to Glenelg also with linking Gawler/Outer Harbor with underground to Seaford & Belair lines. Re-open Millswood, Hawthorn & Clapham train stations to entice more people to catch train to city.

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582	5153	Underground Rail	Rail Improvement	Growing Mt. Barker and Murray Bridge will place much greater pressure South-Eastern Freeway and bottle neck of Glen Osmond Road, we will need a more efficient mass public transport system to Adelaide. Freeway entrances such as Stirling will need upgrading to deal with intensified conditions.	Bringing back the trams is an exceptional idea and an underground rail loop in inner Adelaide even better! I support these ideas 100%. The plan overall is exceptional, however I would like to see buses run later to areas like the Adelaide Hills which lack the viability of trams and accessibility by other means. The bus network in the hills is in desperate need of attention. Cycling paths in CBD are good but could use shelter from road traffic such as in Europe.	Transport to key long term developments in regional and remote South Australia would be good. Land use charges for processes (such as mining) which substantially degrade the future value of land are necessary.	The Adelaide hills and Glen Osmond road are in need of attention in planning. Transport from Mt. Barker is stretched during peak hour and with proposed population increases, current system will not endure. A fast rail link to the hills feeding bus network would be better if rail speeds matched transport time via bus, otherwise hills bus network is in need of major upgrade and should run later. We need an after midnight service on Friday nights! Intersection of Puletney and Glen Osmand will be bad
583	5021		Regional passenger trains			Duplication of the Dukes Highway & the Victor Harbor Road	The Grange tram(train) could be looped to Henley Beach Road along the Cudmore Terrace easement.
584	5159			I would like to see a rail extension of the proposed FMC/Uni Tonsly extension to Flagstaff Pines, Aberfoyle Park etc..	Too early to comment.	Re-introduce daily passenger rail services to/from major centres and Adelaide. EG. Adelaide to Moonta/Wallaroo/Kadina or even Port Augusta/Pirrie to Adelaide.	As above. A consistent North/South Motorway without the 'yo-yo' of different sections. A non stop link between North/South Motorway and the SE Freeway. A similar motorway concept for Main North Road, linking to the North/South and SE Freeway. Bigger Park and Rides - take the Mandurah, WA rail line as an example.
585	5090				The O-Bahn should also be extended in the other direction to Golden Grove		I live in the North East and I would like to see North East and Lwr North East Roads become predominately one way roads with one heading into the city and the other out. You could have one lane heading in the opposite direction to service local traffic and there are an enough roads linking these two major arterials to ensure easy access to both by people who regularly use them.
586	5063				Yes. The tram network should have not been dismantled. It's a case of let's get on with it.	Train access network.	
587	5023			Please legislate so that the council do not use the "partnering up " with the government as an excuse to raise their already too expensive council rates. Lets hope the plan does not get dumped if Labour loses the election in 2014!!!	Yes but time will tell though. It is a good start.	Better main roads, how about sealing the KI roads, it is disgusting that the government cannot seal roads on a major tourist attraction!	I still am of the opinion that if you have a 1% tax levy and make all public transport free that many more people will use public transport!
588	5023			Please legislate so that the council do not use the "partnering up " with the government as an excuse to raise their already too expensive council rates. Lets hope the plan does not get dumped if Labour loses the election in 2014!!!	Yes but time will tell though. It is a good start.	Better main roads, how about sealing the KI roads, it is disgusting that the government cannot seal roads on a major tourist attraction!	I still am of the opinion that if you have a 1% tax levy and make all public transport free that many more people will use public transport!
589	5014						
590	5162	better link from southern regions to the city	direct access to the city from the south	The plan is ok but what the southern area needs is transport that goes where people need it to. If I am sick and need to catch a bus home I have to go to the old reynella bus exchange. Before my bus would go down panatalinga road and stop just before pimpala road. Better access to city from south	NO. even with the upgrade of the southern expressway traffic and transport from woodcroft to the city is crap.	you need to look at an overpass or something with direct access from the south to the city. the north have obarns the southern area have nothing from the expressway to the city.	To people who live south it seems that the current transport and roads are far better in the north. It takes me an hour each way by either bus or car to get to work and home again.
591	5048			Great Plan if it works, however as taxpayers we have been let down, and used too many times to believe this will actually happen. Build overpasses not underpasses, easier to erect and cheaper. Listen to the people.	Just get your act together, how hard it is to cater for the population of Adelaide, other cities in Australia and all around the world do not have this degree of problems with public transport.	Better roads for a start, connection to major cities more accessible.	
592	5161			A more reliable bus service and extended hours for those who work shift work.	The plans for the inner suburbs look good but not much happening in regards to public transport in the outer southern suburbs particularly (Noarlunga , Seaford and aldinga have lots happening but not much around the reynella, happy valley, woodcroft, sheidow park, trott park areas)	Safer roads for all road users, frequent rest stations and maybe incentives to rest	When I drive out north I can see that there is lots going on but the southern area never seems to get quite the same attention. I recognise that there are some major projects happening in the south but it has been a long time coming and we seem to be the poor cousins of the north development in the southern suburbs
593	5112	Note: Unable to insert 10 into the above boxes 9 is the max will not accept double figures!!			Yes	Seems OK at the present	The existing Buses need regular maintenance and cleaning. Is there a internal reporting system that drivers use to highlight repairs. As a regular user the same fault appears trip after trip eg Doors wont shut properly the driver sits there opening and closing bus doors until he can proceed. Bus shock absorbers totally worn as the bus goes over bumps & dips the buses bottom out. On trips C1-C2 the buses are packed upon arrival at the RAH stop leaving passengers behind.Only single buses sent?
594	5042				Please please please put the tram down Goodwood Road, linking city/ Wayville showgrounds and on to Flinders University/ Hospital. Mitcham already has a train service, I think the tram is needed more along the goodwood Road corridor, especially to link these major public areas		Tram down Goodwood Road, to connect city/ Wayville show grounds and Flinders university. This is a brilliant idea- please do it

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595	5163				No. I believe that our infrastructure does not keep up with the growth of society. The planning should not take into consideration priorities of which transport to maintain/upgrade but that it happens before the population outgrows current infrastructure which is plainly obvious in my area with the Beach Road, Southern Expressway area and beyond. - Not happy having to put up with this at the same time as the trains not moving!		
596	5155	Bring the trains back in the adelaide hills to the city would be a real improvement					Bring Back the trains in the Adelaide hills going to the city would be greatly appreciated
597	5188						I believe the public transport system in Adelaide is very old and in need of a huge upgrade, the electrification of the Noarlunga line should just be the start, making public transport user friendly, will have less impact on roads, deaths on roads etc. Making transport in Adelaide more attractive to the public.
598	5001	fixing the mess up			need to fix up what you have		1. the trams are a great idea. you also need safety barriers to stop people running across roads to catch trams. I saw one woman hit by a car when she was running for a tram. 2. bikes. another great idea but the mix of roads, bus lanes, bike lanes and pedestrians needs to be done properly or not at all. the result is bike injuries have increased. 3. gridlock. how can you want more people in the city without adequate infrastructure. 4 trains to open up country areas for development.
599	5092	under ground rail					i strongly believe adelaide needs an underground rail network connecting major hubs N, E, S, and W of adelaide towards the city. Roads are tiny for the increasing population and introducing trams is a great idea, but unless you put them on a 5min wait times, then it just clogs up the roads. undergrounds developments are the way of the future as your able to move commuters to the city as well as keeping them off the roads allowing working vehicles to perform their job ..500 word limit, really?
600	5076			I think this is an EXCELLENT start and very existing for metropolitan Adelaide, however with time, more eastern //north eastern// outer tram extensions and cross suburbia tram lines are needed- i just hope politics doesn't get in the way of implementing the plan!!	Regarding fixed transit i think inner ring suburbia has been accommodated, middle yes... but the outer suburbs as a whole no! In the way cycling we need to adopt cycling lanes like Sydney in adelaide CBD ...this will make this option more attractive.	n/a	i cant understand why we don't close Rundle Street and make it a pedestrian only road (like Rundle Mall) or at least put a tram link down it to link to the proposed Rundle Road tramline- and cycling lanes in the CBD are SUPER important - maybe also with other Govt dept implement and REALLY PUSH a 'catch transport to your work place instead of driving' especially for CBD works. Regardless this is an exciting and excellent start, allowing SA to grow - Again i hope politics doesnt get in the way!!!
601	5046			It's a great start and I love seeing a Govt looking beyond the next election and trying to improve things for future generations. Though can we please consider buying double decker trains a la Sydney to increase capacity without needing too many carriages? Also consider the train to Mt Barker.	I prefer more rail and less buses. Buses should exist mostly to feed the rail networks. It would be great if public transport can take major events into account. Not only football at Adelaide Oval (though that should be part of it), but also things like the Festival opening (25,000 people in Elder Park), other major sporting events, Womad, the Big Day Out, and late-finishing major cricket games. People are more likely to use public transport to get there if they can get home on it too.	Please consider introducing trains to the Barossa. It would be great for tourists and people are more likely to go for tastings etc if they don't have to drive home again. Barossa tourism could provide feeder (mini) buses to meet the trains for a flat daily rate.	Extend the city circle tram network to have a branch-off to the zoo. It could go down Frome Rd (one track only) or skirt around/thru the old RAH site. It would greatly improve patronage to the zoo and could also be used by uni students and those using whatever the RAH site becomes. Assuming the city loop tram is free, it will also be a great boon for tourism. 2. Buy Popeye and add it to the public transport system. Have a loop from the zoo to the weir stopping at the new RAH, Adelaide Oval etc
602	5052						Please don't put a tram down the middle of Unley Road. The chaos that the tram extension has caused to the inner city does not need to be replicated elsewhere. I don't understand the obsession with trams. They were originally phased out because they were expensive and inflexible-what has changed?
603	5522						
604	5117			I cant agree with all of the above but there are some good plans, I guess you cant make everyone happy	Well an improvement on these subjects of course would be good	Road safety and we have grown as a state and the roads needs to have multiple lanes. It takes way too long to access the city by car, quiet ridiculous	Safety on public transport is a big issue for me, I catch the train and is becoming dangerous. The government should spend the money and provide jobs to security guards as public safety is very important. Law abiding citizens go to work every day and should be comfortable and safe catching public transport
605	5013				Yes, very exciting about new trams routes and the rail electrification		
606	5051			The coromandel valley area has appalling transport. Need small buses half hourly and pram and wheel chair compliant. 2hrly buses not enough and need better lighting for paths and roads so buses can come through at night.	more for hills. Need more bike lanes off the road and rules that they are used (old Belair and Belair)	need a train to york peninsula	security in buses needing upgrading to support driver to evict unruly passengers

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607	5064				I have no bus service that I can use near my home. I have to drive to a bus route and my son can never catch the bus home from school because it is a 45 min walk up a very steep hill to get home. He has to come to my work and wait for me to finish work. I live 15 minutes from Adelaide CBD (not peak hour). The lack of service is not acceptable and a complete joke. I live on Mount Osmond Road, Mount Osmond and you should consider providing the taxpayers along that road with a bus service.	I live in the inner suburb of Adelaide called Mount Osmond - approx. 15 minutes from the CBD. Without a car I am completely isolated from the rest of Adelaide. If you look at the topography you will understand what I mean. I don't want an excellent bus service I just want a bus service.	If you want people to use public transport you should ensure that it is accessible to everyone. You should also ensure the bus companies adhere to their timetables.
608	5251			This is an excellent plan that is well overdue.	Yes for the inner and middle of Adelaide, but for the outer I believe that the more popular areas of the Adelaide Hills such as Stirling, Bridgewater, Hahndorf and Mt Barker have been left out and other option such as trains would be another good option as it would be quicker to get to tourist destinations and work locations in the CBD.	More rail and trains to get more people into regional areas and to better improve roads where people who drive on them feel safe. If there were other options such as a train to Adelaide other than a bus more people would use it and there would be less people travelling on country roads.	I strongly believe that a rail system should be a high priority for the Adelaide Hills. There is already infrastructure in place that goes into Mt Barker and even out to Strathalbyn. Mt Barker and the Adelaide Hills are growing fast and many people commute to Adelaide for work. Most people have to drive and spend money on car parks. The people who catch buses sometimes can't park their cars at a Park and ride as they no spaces left. Another form of transport would make the hills more accessible.
609	5571			Rural communities are often forgotten about, particularly students. Our students do not have the luxury of catching public transport to attend another school for a particular program. Our students need to travel over half an hour on country roads if they want to do this.		Affordable and regular transport for regional communities. Buses running between schools on the Yorke Peninsula would allow greater flexibility in student options.	
610	5554					I think there needs to be more land set aside for commercial use, to increase tourism and business in regional areas. This should not be left to the local council to decide due to nepotism etc	I think the overall budget is too great, there are many more important essential services that could benefit from the funding. Yes some funding should be allocated to these important proposals but 20Billion + is exuberant.
611	5066			Affordable and timely transport and mobility is the lifeblood of any city. Adelaide has been starved of good public transport for too long. We need the entire tram network reinstated asap.	Not enough tram reinstatement planned. We need the 1950s network back. Can we have an inquiry into why it was dismantled and who benefited financially from this.	All freight should travel by train. No road transport of freight should be allowed. A high speed public transport network is also necessary. One that connects major cities to reduce air travel. Safe car transport is the third priority.	Reinstate the tram network and mandate all freight to trains.
612	5241						It seems like the Adelaide Hills folk have been forgotten in the improvement plan. I currently have only 2 buses directly into the city in the morning and 2 directly home at night which take 1 hour and 20 minutes each way. Driving to the city takes approx 45 minutes. Would be nice to have regular public transport options that even run on weekends. I'd prefer a train option through the hills which could also benefit tourism in the region. Perhaps a City to Mt Pleasant or Mannum train.
613	5167			However it has not considered specific public transport improvements to encourage older people to utilise public transport instead of community transport. Many have the capability to use public transport when they retire from driving, however still have negative perceptions of public transport.	Yes, I believe this is more achievable.		Increase quality of public transport to make it a more attractive option in changing weather conditions. For example an increase in bus shelters can make all the difference to a commuter's choice during hot or wet weather.
614	5098	underground subway 2*		would have liked to see an upgrade of the Ingle Farm shopping center bus stop	yes however would have like to see more dedicated bus lanes and Ingle Farm shopping center could easily be transformed into a Transit Orientated Development.	upgraded roads	Should consider building a second O-Bahn south west of the CBD running through the vacant strip of land where the old Glenelg train line use to be. There is enough room as well as room for the bike trail and vegetation. buses would then arrive to the city faster and not have to run on ANZAC Hwy. The strip of land runs along Deacon Ave in Richmond and so on.
615	5373		rural health and education		No, I believe you are missing the point, only metro Adelaide cares about trains, planes and automobiles, the rest of us want better health care and education for our rural and regional areas	A north south corridor	
616	5152			Public Transport in the Adelaide Hills is a Joke !!. you want to build more Park & rides at Mt Barker but completely ignore the fact that there is insufficient parking at Crafers park & ride. The Freight line through the Hills needs to be moved to go through Murray Bridge & north of Adelaide	NO !!! The Passenger Rail service needs to be reinstated through the Hills to at LEAST Mt Barker think of the Tourist dollars that could be gained eg at Hahndorf	Move the Melb- Adel freight line out of the Hills and re-instate Passenger Train services, even to Oakbar will generate \$\$\$\$	Buses that are big enough to accommodate Peak hour passenger numbers on the Hills buses. I object to paying good money to stand up all the way home !!
617	5034			I think it's a good plan which takes into account the changes that will occur in South Australia in the future and given the costs, it's a good way to target many issues in transport.		Improved roads, particularly duplication of some of the major highways. Also, I believe that intercity rail passenger services should be reintroduced, particularly for growing outer areas such as Mt Barker, Murray Bridge, Kapunda, Two Wells & Malilla, Pt Wakefield and other growing towns/cities.	I believe that a new exit/entrance ramp should be created at the Hahndorf Interchange of the Freeway, so that traffic can travel directly from Hahndorf south to Mt Barker & beyond, taking pressure off the old road to Littlehampton.
618	5158				More local train/bus services in the outer south metro	maintenance of all rural roads	
619	5098				don't have tram or trains out my way and the bus system is slow and over priced with bad drivers	wider roads like two lanes both sides better markings and larger signs	stop trying to squeeze us out of our cars as public transport doesn't fit all needs like doctors appointment going to gyms or games. to slow some people have to catch 2 to 3 busses to get to town were it take up to an hour , were you can drive in 15 min.

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620	5082			The return of a tram service to Prospect Road will make public transport a more viable option for residents of this area	The proposed light rail for Prospect, Unley, Norwood and Henley Beach are a good idea, however; I think Outer Harbor should continue to be served by heavy rail, with light rail connecting links from Woodville to West Lakes and Grange	Better and safer highways, and better/more integrated public transport options	Heavy rail to Mt Barker is needed to serve growing commuter community and to improve safety/reduce traffic on South Eastern Freeway, CBD heavy rail loop needed
621	5159				More emphasis needs to be made on public transport, bike ways, walking paths	Ensuring safer road - more overtaking lanes, clearer roads. Less gums close to the sides of the road	
622	5244	Re-opening the Adelaide Hills passenger rail line		We live in the Adelaide Hills and drive into the city for work daily. I would ideally like to see the Hills' passenger rail line upgraded/re-opened in order to address the future transport needs of the growing population - much quicker, faster, and safer than battling trucks at 110km on the freeway.	The expanded tram network is brilliant and the overall plan addresses many current and potential future issues, however I think that the proposed improvements for the Hills region don't go anywhere near far enough in supplying safe, regular transport options for commuters given the rate of residential development in regional towns eg: Mt Barker, Strathalbyn, Meadows. A central train line to Mt Barker would go a long way toward meeting this need and reduce congestion (& accidents) on the freeway.	As mentioned, a train line that services a central point in the Adelaide Hills (eg: Mt Barker, Stirling, Crafrers) with satellite Park 'n' Ride bus facilities servicing the train station from the larger Hills townships. In addition, I believe that trucking routes should be diverted from the freeway.	We see an alarming amount of dangerous driving by truckies on the freeway. Although video surveillance goes some way to addressing this, I believe that the freeway should be restricted to two and four-wheel vehicles during peak commute times in order to reduce the amount of accidents. I recognise however that it's not realistic to restrict freight transport, hence my earlier suggestion that an alternative trucking route be developed in order for the freeway to be a safer commuter route.
623	5041	Activating Parks		Improving Adelaide's, and greater South Australia's, active culture will invigorate tourism and keeping business and people. This great state has far more to offer than is otherwise seen. Infrastructure such as a large tram and cycle network are exactly what this city has been missing.	This is a major plan, but it ticks all the boxes for me.		Tram and cycle routes to connect each side of the city, especially North Adelaide and the West are the most important to innovate further culture.
624	5082	N/S corridor [10]		id love it to be even faster! i believe the transport plan address many of the concerns held by me for the density issue in Adelaide	yes, however, the continued support of commute cycling is important.	N/A as i have limited experience with regional SA	what about converting the O-Bahn to tram? and why overlap city loops? if you have the tram system in the CBD why double-dip with a train system? bringing interstate rail to the Adelaide Railway Station is a good idea and will help create an accessible alternative for interstate travel. any thoughts on extending commute train lines to regional centres?
625	5156			There is no plans to upgrade transport (public transport or roads) for the adelaide hills- this is despite significant expansion including 50,000 homes in mt barker. At the least improve the Mt barker on/off freeway exits as has been reuquested for some time now.	The adelaide hills has been completely left out, priority to trams over everything else will increase traffic delays for those who arent offered tram services such as the hills	duplication of highway lanes to minimise risks which escalate the road toll in rural areas	dont plan 50,000 extra homes in the hills without implementing some infrastructure support to this area. Reducing the freeway speeds isnt a support
626	5097	O-Bahn Upgrade			The O-Bahn needs to be place high on the upgrade list. This system has been left to rot over the years.	Easy Access for the O-Bahn into the city	
627	5033			Overall, a very comprehensive and detailed plan.	Overall the correct mix. However, I am strongly opposed to replacing the Outer Harbour and Grange train lines with tram services. If a tram service is introduced, they cannot carry as many passengers as trains and thus will not cope with passenger numbers on these lines. Also, considerable funds were committed to the new St Clair Railway Station and the completed upgrade of the Commercial Road Viaducts. You should electrify the Outer Harbor and Grange lines instead.	If viable and possible, reintroduce train services to regional South Australia. In particular, train services (especially freight) should be reintroduced in the South East of the State, particularly Mount Gambier.	Once again, the premier, DPTI and other stakeholders involved should think twice about a extremely dumb to replace the Outer Harbour and Grange train services with trams.
628	5044				I think the mix is very strong. I support anything which aids the separation of Freight traffic and general commuter traffic.		I think the Tram line proposed to go to the Airport should be extended to service the West Beach Shores area and link across to join the existing Glenelg line. This would provide a great tourist loop, especially if it services Harbour Town and the West Beach Caravan park.
629	5050			Nice to see increased frequency on the agenda for the Belair train line, but to get me to use it, it is needed now, not in 30 years time.	Yes		Separated bicycle ways should be given more careful consideration. Things like the Lynton bikeway need to be fixed (I can ride easily up belair road, but cannot make it up the lynton track so can't use it.)
630	5015		reinstatement of rail to regions	Looks like the work experience lad, or Some senior twit, did a day trip to the tram museum, took some pics, and voila. the plan does not take into account, or encourage a decentralisation of business, or a move away from a model of public transport that appears to be CBD centric	another DTEI stuff up - not enough room to make decent comment	Labor need to stop sucking up to its mates in SARTA, and cancel the lease to GWA and take responsibility for rail infrastructure in SA, using an open access model - another FAILURE in transport policy	the duplication of the expressway makes a mockery of the half baked, disaster prone and poorly planned electrification. Is Chloes seat really that marginal? Minister Mumbles needs to stop Playing Fat controller, needs to kick the Rail commissioner into some sense, and properly plan the infrastructure
631	5019						What about using the old RAH site. build a public transport hub. All the different forms of transport options plan to pass thru or close to the site. Over four floors you could have the extended underground train below ground, the obahns coming in below ground above the train, and the buses and trams coming in at street level linking with bike / walking paths on the torrens to the North. Just an idea as it would be the ultimate link to bring the whole network together at the one place.
632	5024						

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633	5067				Yes	more frequent rail options	Looks excellent. It's good to have a plan and overall direction out in the open. Hope is not another "30 year" plan that never eventuates. Obviously funding is always the issue, but would be good to see some progress each year even if only a small component of the overall plan. Better public transport options (and I don't mean more confusing buses) will encourage more overseas students and visitors to our state.
634	5014				Yes. Focusing on public transport (rail/bus) as well as pedestrian (cycling/walking) is a way of improving freight transport so it's not competing with cars.		Improvements to roads should be about improving freight/industry connections as well as workforce participatin, not just convenience for people that won't use available public transport. Lanes prioritised for bus/trucks or car pooling can work.
635	5032						
636	5009	8 - changing roads to pedestrian on!			very well	more trains	too many to document here but thanks for taking this first step
637	5076			The plan appears sound to me, but I am doubtful about how much of it will be implemented.	I think so. As a student, public transport and bike routes have been my biggest concerns - but having a tram route from the city to Magill campus would've been fantastic (although, I'm not sure if that campus will remain open - so whether that plan may become less viable).	I've done a bit of work in Alice Springs and on the APY Lands, and feel that a greater commitment to regular transport options would be of great benefit to the people living there.	I am wary of the increasing costs of public transport. I would be keen to see the costs for motorists increased as an incentive to use public transport.
638	5165						I fell that there is a big need for more support for people who have disability, Aged or people who have never cought public transport to learn how to use it. as some people find it hard to nivate for the first time.
639	5067			For me the proposed Parade tram sounds great. Roads like Henley Beach Rd however are already heavily congested - what effects will a tram there have?	I welcome the tram network re-build but do think this could go further (e.g. down other roads). Existing congestion also needs to be considered (e.g Henley Beach Rd).	Dual carriageway on more roads	Non CBD routes should be considered (more inner and outer loop routes perhaps). The cost of tickets also needs to be reviewed to make it really attractive to get on public transport.
640	5049				I think it'll be great to have a tram option as well as the train.	More trains.	Trams throughout the city and further out like Melbourne would be fantastic. Currently I drive to Glenelg to get the tram to the city for work while the Noarlunga line is out. Whilst I find the tram better than the buses it is still inconvenient to drive from Seacliff to Glenelg just to get into town. Consiquentially I am having to drive into the city 2 out of my 3 working days and start work earlier to beat peak traffic and get early bird parking. Can't wait for the trains to start up again.
641	5067						this is a test message.
642	5063			The focus is completely inverse to what it should be. Focus should be on active transport and movement, not cars. Cars are dangerous, people on foot and cyclists are less likely to kill, hurt and maim people. The health and economic benefits of active transport are widely researched and published.	No. As above. The previous Federal Govt research also supports the requirement for world class active transport education and infrastructure. \$36b would get super-world class active transport happening.	Regional Australia needs support in other areas, not so much for transport. Let the mining companies pay for their rail/road links through a tolling arrangement.	The DPTI should be given an enema (figuratively) and called to account for all of the poor active transport infrastructure and education programmes delivered so far. It's a long way from 'best practice'. Focus should also be on prioritising efficient freight modes such as rail freight to get trucks off our roads.
643	5034				Not sure, but the tram extension to Entertainment centre has been a huge success so hopefully...	Better faster (and affordable) passenger transfe networks Industry for communities which are struggling - innovative industries like world class solar cells or innovation in battery storage techniques - where the end product will be exported world wide...	In comparison with everywhere else I have been in Aus and overseas, or public transport is the worst - it's good to see efforts being made to catch up - I am very much in favour of thee initiatives.
644	5063				Yes		I am emailing separately a number of comments about public transport aspects of the Plan
645	5115				No, There needs to be more cycling paths which are off the main roads. The Barossa Council are in the process of completing a bike path from Lyndoch to Gawler and are doing this off the road and making a path along side the railway line. We need a good riding path between Elizabeth and the City so why can't you do a path which goes along side the railway lines. Also a lot of bike paths which are on the roads some of them just stop and then start up further along the road which is not good.	The train line from Gawler to Freeling should be reinstated as if you live in Freeling and do not have a car you are buggedged as there is no transport. More houses are going up there but nothing is being done about any transport	Try to get the trains and buses working together, if I get a bus from Munno Para West to the Smithfield Station I have to wait around for a while before I can catch the train and also the buses do not run late at night from Smithfield Station
646	5109				Doesn't Tram and Train come under RAIL.		Absolutely.First and most important issue is safety for passengers and drivers of any Public Transport.Drivers should be in direct contact with the Police at all times.If there is an assault on any Public Service, the driver must get in touch with the Police and have them meet the Bus, Tram, Train at the first available stop, whether that means having the Bus, Tram,or Train miss a stop or 2, so that the Police can apprehend any offenders.
647	5049				More safe cycling routes- seperated from cars & trucks.	Seperated cycle paths.	Electrification to Gawler & a new rail line to Victor Harbour.

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648	5158				The mix about right. Not sure if it makes sufficient reference to proposed population growth and the adequacy of the plan in being able meet the needs of the population growth.	Improved air access	I think the topic of air access may have been overlooked in any great detail. Given the importance of tourism, mining and clean green produce, efficient air access is paramount. The plan doesn't seem to touch enough on this important part of the transport jigsaw. Again the adequacy of current major facilities such as Adelaide airport to meet future demand (both passenger and freight needs) is not mentioned. Similarly for regional areas and adequacy of air facilities to meet future planned needs.
649	5084				Forget trams in the inner suburbs, mobile road blocks. Stop duplication of services, use buses to feed train network. Extend the o'bahn.	Build a new rail and heavy transport route around Adelaide, via the Riverland, Gawler area. Get heavy rail out of the hills and heavy freight out of the Eastern suburbs, freeway area.	How will height restrictions under the new electric trains affect Cross Road, Brighton Road, Torrens Road, Cormack Road heavy vehicle access?
650	5245			The Hahndorf Main Street needs to become a local traffic only zone with all through-traffic diverted to the freeway. Also, there needs to be a pedestrian bridge across the Onkaparinga River on Mt Barker road.	Yes. Please get the trams built and the plans you have for Glen Osmond Road are especially good.	Re-establishing some of the old railways, at least a tourist rails, would go a long way. Also make room for joggers and cyclists on major highways.	Get this plan done whatever it takes. Ignore to the dissenters!
651	5113			Life in the north is rapidly expanding. Increase in road use has made travel in and out of the city a long process. Accessibility by a well structured public transport system is vital. Frequency, access, security and variety is essential. we should enjoy how we get to our destination.	we need more places to travel via train from just one train line to the city only.		
652	5044				Tram line improvements/expansion look great.	More rail travel availability.	Smart bus stop signs (showing actual ETA of service) are a necessity.
653	5158				expand the tram network even further	Rail	
654	5097				Yes, however increasing weekend services with the bus would be beneficial for both the commuter and the bus services	N/A	I believe extending the o'bahn to Golden Grove or Greenwith would benefit the community and environment. More people would use public transport if they didn't have to go out of their way to catch it. Also Wifi on the bus has been apparently approved to be rolled out but i have not seen any buses with this available. Thank you
655	5090						
656	5167			All nice in theory, but no money to do it all			
657	5245			Rail services to be restored to Adelaide Hills (SE Freeway route) ONLY if demand warrants. How will you assess demand? Rail routes closed years ago, no real consultation. Add 30,000 homes to area will place intolerable strain on already inadequate bus & road services.	No. Adelaide Hills - growth area. Need better public transport. Can't depend on overstretched Freeway - any Freeway improvements likely to be inadequate by the time they're finished, due to growth. Travel takes too long for distances covered. Train service needed.	Improve road surfaces, signage, increase rail services, reduce heavy vehicle traffic (use rail more efficiently).	Minibuses are used effectively in small communities (>5000 people) overseas. Fares are calculated according to kms travelled, done automatically by machine on bus. 'Go zones' often don't 'go'. Not unusual to wait 45 mins in 'go zone'.
658	5251						The new interchange on the South Eastern Freeway at Mount Barker (Bald Hills Rd) is needed NOW, not "subject to urban development".
659	5110						traffic lights need to be co-ordinated. too often stop start traffic causes major congestion around major roads and intersections during peak hour. high speed roadways without traffic lights are the key to efficient travel. contingency plans are needed for these roads. ie, how do you redirect traffic in case of an emergency.
660	5152				You've covered everything I can think of - and in equal measure. How about a bus network that circles Adelaide at various points - parklands boundaries, then further out as well. We have to get Adelaideans away from the cult of the car and onto public transport that is easy, fast, frequent and value for money - I haven't read all the detail, but I assume this is a goal for the plan?	Regional and remote SA need a connected rail/bus system for both business and passenger.	SA really needs this so please keep focused on getting it for us.
661	5039			We are already well served by public transport in our location and the noarlunga line upgrades will improve things further. South Rd is very important, but coming under increasing stress with very slow traffic movement around castle plaza even on weekends now.	I don't understand the value in converting the outer harbour rail line to trams - it seems like spending money to degrade perfectly good infrastructure. Nor do I understand the value in expanding the tram network on routes already adequately served by buses. Overall I think there should be more emphasis on the road networks, but I think the proposed underground rail link through the CBD will greatly enhance the value of the entire rail network and will encourage further development in the CBD.	I imagine road upgrades and maintenance is a priority.	In the 30 year horizon of this plan there could be some technological changes that could have significant implications for transport planning. Think about the impacts of autonomous vehicles for example. The aspiration for a more compact city - I want a compact vibrant place to work and socialise, but I want privacy and space for my family to enjoy and affordable housing for my children. Are these needs unreconcilable?
662	5125			some of the plan is good, the focus on public transport and a more compact city should be primary policies. sprawling further out with car dominated areas needs to stop!	yes but I'd focus more rail than the bus network. turning the outer harbour line into light rail is not a good idea in my opinion, it should stay as heavy rail, its too long for light rail.	more sustainable agriculture	this needs to have bipartisan agreement otherwise it will be just another plan that will get shelved and gather dust. we need our government on both sides of the house to stop playing politics and work with each other to get this done!

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663	5159				I think a greater emphasis needs to be placed on rail and tram networks. I would find these the most convenient and user friendly forms of public transport. The traffic in Adelaide is so atrocious that what we really need is a light rail system that is completely separate from our road systems. This is, after all what I metro system is supposed to be. What in the hell use is an underground O-Bahn? Underground rail, all the way. Not only would that make getting around Adelaide an absolute pleasure	I would like to see the re-introduction of passenger railways. My mum tells me stories of catching the train from Port Pirie to Adelaide to go to the Show or just for a day of shopping! I would certainly take advantage of a service like this to explore my state and I'm sure tourists would love it too	<continued from above> but it would set us apart from other cities in the country and put us on par with the best cities in the world. I chuckled to myself as I read an article in the advertiser stating Adelaide was the fifth best city in the world. We were fifth, you see, because of our shitty public transport. I would not own a car if it was convenient enough to get around in this city without one.
664	5168		Passenger railways!	I think the challenges we face are being responded to, to the best of the planners' abilities but they are not thinking out of the box or thinking for the future at all. (Typical)			
665	5023				The key consideration should be long term sustainability.		I have lived in five states and am a SA native. I find the public transport system to not be reflective of the thriving city Adelaide is becoming. At the very least public transport services need to be rescheduled with more frequent and efficient connections to encourage drivers to use the services.
666	5081			I think the prospect tram line should be a priority, it would free it more parks in a congested north Adelaide. I'm not sure about lengthy tram lines to west lakes though, surely this is better served by a speedy train. I hate buses. I am considering biking but think the lanes are too narrow for safety. In Denmark I hear they have the space to park cars and then have the bike lane between the parked cars and foot path Or bike lanes avoiding busy roads altogether.		A good train network	Not every wants to live in town or the suburbs. What a about select beautiful regional areas connected to the city with regular bullet trains. To give the best of both worlds.
667	5154						Late night buses to the Adelaide Hills on Friday night as well as Saturday night.
668	5061						
669	5171			I'm disappointed that in 30 years there are no plans for extending belair or tonsley lines to encourage more people to take public transport in hills (Happy Valley, Reynella, Stirling etc). Continued strong growth in Mt Barker and only plans are for bus expansion.	Too many new inner tram routes and not enough focus on encouraging current outer SE suburbs people to use public transport. They are the ones clogging the roads, because it is faster to drive than to take the bus and there are no alternatives to the bus. Turn Tonsley into tram and extend beyond so people who live too far from Seaford line will use it.	Like your plans to duplicate Victor Harbor Rd and Main South Rd. Continued duplication across the State will reduce road deaths.	
670	5417			There are and have been no plans to reintroduce important passengers rail service to regional SA, this is not a good idea for planning for the future of our state	Rail services on the old Northfield line, including a passenger rail service to Golden Grove needs serious consideration,	With the aging and growth population expected for the SA over the coming years, Reopening branch lines to Kapunda and Burra needs serious consideration for the future of the people of this state. This also includes a passenger rail service to Murray Bridge, Mt Barker, and the Barossa valley with a park and ride facilities which need to be put in place at stations along these lines, with the sale and closing of many of these lines, this state has definitely gone backwards compared to other states in Australia. Where is the consideration for rail transport for those who visit from overseas, the tourist trade, those who can't drive because of age or medical constraints and for future business possibilities in SA with a fast efficient passenger and freight services?	Like so many others in this state, I am very disappointed that the regional rail services were sold off, I am even more disappointed that no state or federal govts have put regional passenger rail back on the agenda for the future growth of this state, even more so, I along with many others are very disappointed in which the way the regional rail service were sold off and dismantled, there has been no foresight for the people or for the economic values of this state when the railway was sold off, in SA. Please listen to the voters of this state, many who want to see regional rail services put back in place both as passenger and freight service
671	5271	country rail to the south east		Country people have been forgotten we pay taxes too Roads need upgrading too many truck on the road rail transport should be pushed		Return of Rail services to the South east and other country areas	high speed passenger rail connecting capital cities
672	5069						
673	5521				Yes - the trams should never have been taken away to start off with. I do however believe that more tram routes should have been built earlier.	The return of Regional Passenger Rail, or otherwise better public transport such as more buses.	More tram routes, electrified rail lines and regional passenger rail.
674	5082				no you are totally wrong	public roads	im not voting for you
675	5022			why is this current government is so infatuated with trams - You fixed the voting last time with the tram extension now you are trying it again	no you have not - what about cars and reducing traffic chaos and better cross town travel	better roads and ring routes	

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676	5000				NO, the O-bahn is an economic dinosaur & the route should be replaced with a tram line down north terrace & into dequerville & using existing o-bahn track & keeping the interchanges. this will eliminate need to use city lanes for buses & sourcing extra-ordinary parts/maintenance.		i cant emphasise enough that we need to get rid of O-bahn in transport plan & replace with tram line for synergies in maintenance & future financing.
677	5096		Regional trains		yes	Trains connecting regional towns with Adelaide	Having a bus that travels on Kings road and McIntyre road from Parafield gardens through to Modbury or Golden Grove.
678	5255			nairne and mt baker area has 1,000's of people moving in all the time. roads not keeping up with the amount of traffic.		keep the farms.	dont take too long when fixing a road. Dont promis something then next month take it away
679	5153			Mount Barker is getting a new park 'n' ride but I didn't see any mention of additional services			
680	5095	0 = 10 cant do double numbers in your survey...	get trucks of our roads between 6am and midnight everyday. truck drivers are shocking at the way they drive.	it is all well and good to put a plan together, the problem is "30 year plan" keeps getting thrown around, its now a 25 year plan considering it began in 2008. lets focus on getting electric trains running across the whole network before we go building new tram lines.	again focus on the rail network.	rail links to the city. extending the belair line, the gawler central line.	upgrading port road/old port road.
681	5085				The projects can always be improved one of the key elements is to have projects which support each other and the public transport system needs to support people who work shift work in public, commercial and the hospitality industry at present this does not happen we need more out of hours public transport to meet the needs of these industries which will give them more access to employees and the greater public a greater chance of employment opportunities, also support in the volunteer sector		
682	5277		exhaust brake signs				returning to penola after 5 years away we were instantly reacquainted with the worst thing about living here, exhaust brake noise. main roads have "avoid using noisy exhaust brakes", carte blanche to leave them on auto, ask any truckie. council roads have no signs at all and in some respects these are more prone because in penola these roads are either tee junctions or give way intersections which require vehicles to stop or nearly stop. i believe all road entries to towns should have signs saying
683	5050			Increased Belair line frequency: clearly needed. Will express services be considered? Re-structured bus services to feed into the Belair line: eminently sensible; it is designated for medium-term implementation, but why not sooner? The tram to Mitcham is also an excellent proposal.	As a casual observer, I feel there are unanswered questions about why it is desirable to replace the Outer Harbour Line with a tram. Otherwise, I have the impression that the balance is good. As a casual cyclist, I can say that the importance of good cycling infrastructure (including passenger rail) in changing behaviour and perceptions is not to be understated.		"Listening posts" are a step in the right direction, but I hope that SA follows the lead of the Cth govt in having community cabinets and blogs (as for the NBN). For instance, having suffered through the Belair line closure in 2009, I was bitterly disappointed when this year's closure was announced, as it was never foreshadowed that yet more work had to be done. It did not help that it seemed as though the feedback about the B1 replacement bus was completely ignored.
684	5062				Yes however single track tram lines won't be effective, they need to be double lines, and tram only (i.e. not shared with cars) which will be problematic on streets like Unley Road and Prospect Road	better roads	Keep developing this great plan!!!
685	5011	freeing the CBD of all private motor vehicles		We need to realise that privately owned motor vehicles (PMVs) are dinosaurs - they must become extinct, we must stop allowing them to dominate our lives and our thinking. PMVs make us obese, anti-social, unsafe - and globally extremely selfish and cruel.	Public transport needs to be genuinely encouraged in every possible way - including much lower fares to make it the only attractive option. We are doing some great things, but we can do so much better.	Improved public transport to encourage us to not use cars travelling between Adelaide and regional centres; make public transport the desirable and most enjoyable option - there's a challenge!	We need to be genuine in our determination to be good neighbours to the future of not only our near and dear, but especially the far and dear, who have no say over our actions and decisions but who are strongly impacted by our actions and decisions. Thank you!
686	5047			Adelaide and its surrounds is relatively flat and we should be looking at similar European cities and embracing the cycling culture, reducing speed limits for cars, and increasing outdoor dining and entertainment venues. What about open theatres ie 'Shakespeare in the park' (Vancouver)	There should a more definite path for cyclist and motorist need to be aware and not use it as another lane for them to get passed other cars.	More passing lanes especially going down to Victor Harbour to decrease motorists taking chances trying to pass in dangerous sections.	Reduce the speed limit in Adelaide city centre and suburbs to 40kms.
687	5062	Regional Infrastructure		Too Adelaide Centric - this is NOT going to add to state productivity.	No - most of the plans seem ridiculous. UnleyLINK in particular, whilst it would be of most benefit to me is just plain stupid! Unley Rd is too congested as it is - turn it into Tram and Bike only might work, but tram, bike, car - no way will that work!	Port Bonython Export Facility / Improved Power and Water supplies to the Eyre Peninsula are more important that all of this stupid vote-grabbing spending in Adelaide.	Build an export port, and better power / water infra to the Eyre Peninsula and some of these Junior miners might be able to get their projects over the line. That is the only way to drive our economy in the new impending no-automotive industry economy.

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688	5008				The rail and tram and bus networks all need some work done to them in places to make things a lot better than they are at present. Public transport is still un-coordinated a lot. Transfers from rail to bus or tram are guess work at the best of times and at others a miracle.	Thev bus trains and trams all need to be run and co-ordinated by the Adelaide Metro, only the bus drivers work for private companies, but with one radio network for the lot so that if a train bus or tram is late or held up for any reason it can be worked around to suit the paying customers more.	Put actual control of all public transport back into the governments hands and just contract out the actual driving to private companies.
689	5038				As someone who doesn't own a car and doesn't drive, any improvements to bikeways and public transport are welcomed. This will need to include reduced waiting times for public transport.	Public transport options which connect people with places and each other, safer roads.	See above, more frequent public transport (ie 15 minute wait times through weekday and weekends), more options to places around Adelaide; more connected bike routes around and across Adelaide (not using roads with a line down but actual bike pathways separated from road traffic); greater priorities at lights for pedestrians and bike users; reduced priorities for cars; more pedestrian and bikeways on smaller streets which are not accessible to cars.
690	5008			If, by a thirty year plan, it is recognised it is about thirty years too late, then that is about right. For too long the inner suburbs have been held to ransom by the big developers, without proper oversight. Whether it be an integrated council approach, or State, it needs to be holistic.	No, but you are closer. Actual solutions require actual work. We are not fooled by painting symbols on the road and calling it a cycleway. The Port Road corridor still does not have a dedicated, continuous cycle and pedestrian path, no matter what the plan claims. A shared use road is still a road that cars will use at the cost of cyclists. Paint is not an actual solution.	I have no idea. Probably express rail services. If SA doesn't have a second city in 50 years (not continued conurbation), how do you expect to call it a modern state? Desalination, renewable energy, modern transport systems, etc are probably the only way to make it happen, costly as it may be.	Whatever the result, it must include active reduction of cars in the city. More secure car parking at inner suburb public transport terminals is probably required for that.
691	5008				Further consideration is needed to the freight rail crossing at Torrens Road, Ovingham/Brompton. Over the last 5 years, the disruption caused by freight trains during peak hours and passenger trains due to the Gawler has greatly increased. The railcar depot relocation would also contribute to the increase in times that the boom gates are down. A new bridge over the rail-line should be considered in the plan.		Refer above re: bridge at Torrens Road, Brompton over the freight and passenger railway line.
692	5034		Extended rail passenger networks, e.g., Adelaide Hills	I think the plan for a tram network is vital for Adelaide's future and for making it a more appealing place for people to live. By the permanent nature of this sort of infrastructure, it will also open up the city to renewed levels of investment by entrepreneurs and business.	At this point, it would appear so. It is a good plan that offers a well planned, and frankly, a pretty obvious vision for a city that's been begging for it for some time.	Passenger transport upgrades and road maintenance. Rather than lowering speed limits, upgrade the roads. Some of this is already taking place but much more is needed. Obviously this is hard in a place that's as geographically large as SA, but key routes should be targeted as priority.	Extending the Belair train line back into the Adelaide Hills would do wonders for tourism, i.e., the wine industry, as well as general industry and commuters, and would connect well with the proposed inner city transport system. A passenger train line to the Barossa would also be very popular - especially for tourism. Buses do not and never will, compare with trains and trams. They're too affected by traffic and road congestion and cannot be a considered a substitute for fast and practical rail.
693	5016						
694	5000				You have it about right!	Improved, safer roads	
695	5096	much needed subway system		We really ought to look at a subway system that runs along the planned tram routes, including replacement of the o-bahn. Existing land that will then be above the subway could easily be turned into safe cycling routes into the city.	Consider running north-south rail lines through the eastern and western suburbs (ie no need to catch a bus, or train/tram into city, then back out).		See subway suggestions above. Very broad figures should indicate we get a decent first effort for around \$10b, which (if modelled on systems abroad) would drastically improve commute times, and refocus business in the Adelaide CBD.
696	5008	Underground Railway loop under King William Street			We need extra high patronage railway lines	Greater public transport from Adelaide to regional towns and cities	An underground railway loop under King William Street with the Seaview railway being connected to the Gawler Central line.
697	5115				Do you use public transport?? There are always problems if you have to change to another bus or train, they usually leave just before you get there		electrify the Gawler line
698	5070						
699	5035			Better buses are needed to go all the way North/South and not all stop in the city to change	Better Buses & routes and Bike lanes need to be a priority		Adelaide should be able to be accessible for persons without a vehicle
700	5035						
701	5067	Near city parking			Not enough done to move goods by rail and get long-distance truck off the road.	KI ferry should be free. The resulting improvement in KI's economy should compensate.	
702	5008						I am concerned about how the tram will link in between Port Road and Torrens Road on the ring route. This will put enormous pressure on this section of the loop. Needs further investigation before this alignment is set.
703	5073				Bus upgrades and frequency (= serve unserved areas) as well as very limited and fixed track trams.	Towns bypasses. Passing lanes.	Flexibility = the key. Trams good but inflexible. Many bus options to consider - size, routes. Linkages most important for where need to change routes. Airport and rail terminal direct links - what the hell happened to J1 to N and NE??
704	5242						Freight rail level crossing at Bahannah - backed up - where freight - happy double stacking trains as this should reduce time I am stuck at the crossing.
705	5042						Concerns about electrified network - power outage.
706	5061				Supports the replacement of buses with trams on Unley Road. Buses too hard with prams.		
707	5118					Increased port facilities for mining and grain.	Port Riley - near Kadina. Part development for grain rail infra linking to national network and potential.

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708	5000	City link only for trams		Very against govt.	Trams in Unley, Norwood and Prospect Road, Henley Beach is insane, Port Road tram is a duplication we have train now.		Road works are too much disruption in streets. It is corrupt as every cone placed must be paid for. Traffic control companies themselves. Better when projects were managed entirely by construction companies in their interest to minimise disruption. More co-ord between projects between SAPN & SA WATER & DPTI. More communication between organisations. Co-ord plans.
709	5085						The big picture stuff is all very well but relies a lot on funding. Major projects are all very well but not at the cost of ongoing maintenance. Never in my life have I seen the roads in the suburbs of Adelaide in such a poor state, with uneven road surfaces and pot holes which just keep multiplying and getting larger without being fixed. Enough with the big projects and spend a big chunk on maintaining the roads we have to a safer standard. Its an embarrassment the way it is.
710	5091						
711	5113				Operating 3 types of commuter trains is not economic and the reason of "fire risk" as an excuse to not electrify the belair line is woeful. Other states operate electric trains in the same type of areas just fine.		
712	5118				no you need to fix up train system to slow. the express train needs to be faster to slow and is held up with slower trains.	better roads	Fix the public transport (trains!!!!)
713	5041	bike specific train for belair line.			I feel that the belair line should allow a specific train modified to carry bulk bicycles, bicycle culture in the Mitcham and belair area is strong and growing. many cyclists use this service on weekends, an improved service here would be well patronised, I suggest increasing the frequency of trains to one every half hour on weekends.	no comment	I feel that the belair line should allow a specific train modified to carry bulk bicycles, bicycle culture in the Mitcham and belair area is strong and growing. many cyclists use this service on weekends, an improved service here would be well patronised, I suggest increasing the frequency of trains to one every half hour on weekends.
714	5082			Challenges other than current ones may arise in the future which haven't been accounted for in the future	Yes to an extent, however the existing outer harbor line needs to be retained as heavy rail,	A lack of access to affordable public transport between regions	Perhaps investigate options for more tram lines
715	5252			Doesn't really address the transport links to smaller communities such as Kanmantoo	Doesn't really address the transport links to smaller communities such as Kanmantoo!!	Better transport links to small communities other than the extremely poor 1 bus service once a week!	Please improve the transport links to the smaller communities
716	5158			Not read.			Need to have pedestrian overpass/grade separate at O'Halloran Hill-Main South Road. There have been many deaths in this location. Need to locate elderly closer to public transport and community services.
717	5095	airport to trainstation			more cycling is always good - would like to see a 'usable' route between the northern suburbs and the CBD - (not main north road as it stands)		utilise current busses to connect both the airport and the bus station to the Train station -
718	5044			Not read plan.	Train service is good during day - just need more carriages.		Catch tram from Bay to city every day. Need more carriages on the tram., Is this due to the length? Just needs to be longer! Check that people pay for people don't and have only seen one inspector.
719	5070						Buses should have 3 doors. O-Bahn is so slow. No cost for transport for everyone in inner Adelaide. Should be more efficient in peak times. One door is very inefficient.
720	5048				Better buses and trains service to Adelaide so less people drive cars to CBD area	Consider the train corridor as a wildlife strip. Plant more screening trees and shrubs to allow bird and other animals to move around freely and be attracted to an area.	More exclusive bus lanes along ANZAC highway etc, Better train and Bus services including new buses, free WiFi on bus and trains. Get the real time bus timetable working quickly
721	5044			is about time it happened	more or less some areas in the metro area need more and new routes over others	high speed rail	give areas that DONT have a weekend bus service, some services
722	5158				The focus on tram expansion is great - people have been calling for this for a while now and it's good to see that you're listening!	The upgrading and maintenance of the primary routes, especially the addition of dual-carriageways and overtaking lanes, is crucial.	I think the move to underground corridors (such as the O-Bahn extension and train connector under the CBD) are a step in the right direction - basically eliminating the need for these to be on ground level. If this concept is being taken seriously it might be worth looking at further underground bus routes in and out of the CBD (i.e. to the South and the West) to relieve congestion on the city's main roads.
723	5045						Tram to Osmond Terrace should be short-term. Essential to integrate transport and land use. Funding will be required.
724	5116			Not read plan.			Need more bus services to Gawler, nothing between Smithfield and Gawler, need to cater for the elderly out here. Please let me know if find out if bus services to our area for fotty and/or what.
725	5019						I wasn't sure what was being proposed for some of the projects/themes mentioned above so I downloaded the plan & proceeded to attempt to search for the terminology used. Unfortunately, none of the terms used above appeared in the plan eg. "inner Adelaide", "active travel choices", "Redesigned and simplified bus network", etc. So how are we supposed to give an opinion when you cannot even cross reference to the terminology you use? Consistency in language would simplify things greatly.

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726	5108			Given Adelaide is a relatively linear city, it's important north-south is well connected.	Yes.	N/A.	When using train/tram lines, the need of slip lanes is paramount for creating express connections.
727	5125	The Obhan extension.			Yes.		The plan to take the Obahn underground is a great idea Extending the Obahn from Tea Tree Plaza to Golden Grove would also be worth considering.
728	5000	10 Road Maintenance		Adelaide will and can grow a lot and the main thing lacking is good transport and access in Adelaide. We need people to want to come to Adelaide to live and do business.	Yes.		Timing of Torrens Junction " always get held up " needs grade separation.
729	5277			the penola bypass, although we certainly need it, I don't think a 100km/h bypass is beneficial. and with that, Penola would be the only town on the riddoch highway, and dukes highway to have such a high limit in place. no direct access to the millicent road. i would write more if I had the space.		we need walking / bike trails in regional SA towns.	
730	5044	Bike - train - work					More smart messages at every bus/tram stop Need more bike facilities at tram stops as she lives too far from train to walk Bike on trains should be free - + in peak if you want us to use mixed mode, need to make it easy
731	5015				Overall a very forward thinking document. Well done. I do question the replacement of the Outer Harbor line with a tram though. I also think that putting a train loop in the CBD isn't necessary.		
732	5065			Changing the 143 bus route to the 147 has been a disincentive to use the bus network due to increased travel time and distance. Is this plan going to fix this sort of short term thinking?	Maybe. Are bus/tram routes still going to be provided to new residential areas on a 'catch up basis? Or is public transport routes going to be provided like water and electricity is, in this plan	More use of the former branch line rail network to carry freight.	Less pandering to the trucking industry with high cost roads (eg Superway), facilitating its profitability at the expense of the motorist, who has to put up with an increasing number of B-doubles etc. Does the trucking industry pay adequately for its road use? Perhaps they should be charged on a tonne-kilometre basis to access the state's roads rather than the current flat registration fee. Freight forwarders who use the rail network are charged this way for access.
733	5065			Changing the 143 bus route to the 147 has been a disincentive to use the bus network due to increased travel time and distance. Is this plan going to fix this sort of short term thinking?	Maybe. Are bus/tram routes still going to be provided to new residential areas on a 'catch up basis? Or is public transport routes going to be provided like water and electricity is, in this plan	More use of the former branch line rail network to carry freight.	Less pandering to the trucking industry with high cost roads (eg Superway), facilitating its profitability at the expense of the motorist, who has to put up with an increasing number of B-doubles etc. Does the trucking industry pay adequately for its road use? Perhaps they should be charged on a tonne-kilometre basis to access the state's roads rather than the current flat registration fee. Freight forwarders who use the rail network are charged this way for access.
734	5000				Yes, concentrate on trams sooner rather than later	Regular and flexible bus services	
735	5114				Unsure	Unsure	N/A
736	5356	heavy vehicle routes				Heavy vehicle freight routes we are situated on the sturt highway which also serves as a town main street less than an hour from adelaide. It Is a joke!	
737	5000			People will always have cars in SA, better to try and encourage electrification/green fuels safer vehicles rather than pushing them out esp. in CBD where a lot of country, elderly and invalid people have to come seek services, not to mention families & short recall shift/emergency workers	Need to look at encouraging more electric/green cars (solar power stations, cheaper taxes etc) people will always want personal modes of transport, shift workers, families, emergency services, country people down accessing services	Looping the rail route out through the north to increase load levels, more encouragement for green/electric vehicles (public transport, walking and busses doesn't suit, shift workers, delivery, country people, emergency services, elderly, invalid etc)	More focus on independent modes of transport (cars, vans etc) making them cleaner and making the cleaner options more accessible (solar charging stations at road pull offs, car parks etc) People will always need independent modes of transport should not be fully focusing on public transport (SA is huge and sprawling)
738	5039	4 Tonley station at Flinders hospital		Waiting for 3 years for Noarlunga and Tonley line. I have little faith.	dont know		Easy Access to cross south road for people getting to one side to the other and Edwardstown station
739	5068				Hope it doesnt go way of the MATs plan	Why not have your Waymouth Curry St etc - one way	Concerned would loose tree on Parade - in middle Need more frequent public transport, it needs to be better than every half hour - it is agorating - St Petersburg - train run less than 1 min - automated- how will trams work as unley rd - how will this affect parking
740	5210						
741	5012			im mainly on bus route	need more tram network to some area like Arndale and some more in East	everything	plan must have the costing and date for projects
742	5022			trams to Henley again wow	Yes I believe so	don't worry about regional and remote SA not enough people live concentrate on the metropolitan area	whatever happened to flying cars and hoverboards
743	5016	More regular Outer Harbor trains		I have not been very impressed with the outer harbor line.	Yes, more trams going out of the city would be more preferable though.		I find that the trams are most reliable when it comes to traveling in Adelaide, therefore creating more tram lines into the outer suburbs would be very beneficial.
744	5172			this state needs a South to North freeway corridor ie One freeway from Noarlunga to Bolivar, connect up existing freeway infrastructure	not applicable to me	Ensure that the mining and associated supporting industries have adequate road infrastructure to be able to facilitate developing SA,s mineral wealth	Ensure that new transport infrastructure does not dessimate productive agricultural areas. ie the McLaren Vale Grape, olive and broadacre farming areas, also the northern agricultural areas ie olives, market gdns ,grapes

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745	5251	A new train route to Mount Barker			NO - no focus on the Mount Barker area AT ALL - A park and ride expansion is useless for the next 10 years its an INSULT.	Set aside land for a railway to serve the Adelaide hills and one which is not shared with freight.	Yeah - bring back the old trams which had comfortable seats. Look at Melbourne they developed THEIR OWN tram which is 4 cars long - how about buying them and ditching the rubbish ones from Europe you wasted us tax payer dollars on.
746	5061				The plan for trams is great and should be enlarged and undertaken as a priority - particularly in those areas that have been affected by the increased height limits.		
747	5051			Belair train line is substandard with no plans to upgrade in near future. We have been abandoned compared to most areas. Train lines need to be 2 ways as a matter of urgency to cope with growing population in the area	No. Trams will cause more problems than they are worth, slowing down vehicles on the road. Not very efficient either		upgrade Belair train line. 1 way is a joke.
748	5162					Investigate regional pax rail. Freight rail to Melbourne needs to be more cost competitive to road (reduce trucks).	a) Extend the Gawler railway line to Roseworthy and Nuriootpa b) Buses should operate within train station catchment areas and connect with train services. One example could be running buses to Tonsley, to connect with a train - avoids the South Road traffic snarles. c) The peak/off peak times need to be more flexible and encourage use. d) I'd like to see a few express buses running non-stop from the City to further locations than current (particularly in the South).
749	5086				yes but now ya need to spend time in training ya overseas drivers like the muslims, indian's cos Im sick of their ways of treating women and they need to stop when ppl put their arms out to hail the bus, yeah, Im real sick of it happening!	none but ya need to respect the wishes of the tribal elders of the land...	just make sure ya respect the wishes of the tribal eldrs and ya teach ya drivers to drive properly and have them stop for passengers!
750	5126						
751	5047				difficult to say unless plans are implemented	better rail services which are affordable, bonus offer: to encourage large businesses (supermarket chaings to relocate warehousing and create jobs	to have more buses like the M44 that links north and south areas
752	5108				i think the train, bus and trams is a good idea and improve people going out	more buses to get there and easy to get to	
753	5022				hub and spoke public transport needs easier north south routes		Why is the tram so slow? My mate can run the city to bay quicker than the regular tram time.
754	5069			I believe more could be done to make cycling safer with better bike lanes. Have seen some improvement.	No. I don't believe a full single lane for buses 7am to 7pm is necessary.	Development is very important for housing, however, not at the expense of agricultural land or the uniqueness Adelaide currently has with parks.	Health issues are very important and I believe one way to take obesity and traffic, is to encourage cycling, offering an alternative to car travel by providing safe bike lanes and greater education of drivers. Such as in The Netherlands where bike riders are given right of way and drivers respect cyclists and of course are familiar with lost of cyclists on the road. I also strongly recommend the bike helmet law be changed. It discourages cyclists and particularly if you are only cycling short distances in the city, or parklands it is not necessary. Recommend and encourage helmets but not compulsory helmet laws. I believe the Northern-Southern Corridor is very important to upgrade as is occurring because of the expanding population. Do love the new proposed tram networks. Strongly suggest making public transport free, good for the environment, keeps cars out of the city, and encourage walking to the bus stop.
755	5094			Q1 - No 2 Fleurieu Peninsula South Coast	Agree with Prospect Road tram.		Bus route between Gepps Cross and Port Adelaide
756	5245						Should extend Belair train line further out
757	5220				1. OBahn should be extended to other areas in city. 2. Getting from south of Adelaide to north of Adelaide is currently difficult.	1. Passenger networks between Kingscote and outlying towns. 2. Cycling tracks for locals and enhanced tourism.	Isolation of communities in regional S Aust an issue for mental health. Kangaroo Island is at the mercy of REX and SEALINK when getting off of the island. Pricing of fuel on KI is an added difficulty with no possible alternatives at the moment.
758	5223					The abundance of good farm land under trees or Kangaroo Island and no working timber mill that could be turned back to farm land to support the western end communities.	
759	5223						
760	5223		Cycling on sealed roads	With a small ratepayer base roads are in poor condition and council can't afford repair/upgrade.		Sealed shouldering on main roads - vehicle safety and cyclist.	

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761	5222					Passenger transport services & community bus. Bike hire scheme and better cycling infrastructure.	Cycling is big in Europe. So many get to Penneshaw by ferry and don't realise they need a vehicle to get around, so they don't go any further than Penneshaw. Bike hire at Penneshaw Ferry terminal. Better bike infrastructure. Concern about aging population and poverty preventing people from accessing shopping, services and social activities. Massive social isolation & community bus will be vital but hard to justify with small population.
762	5222					KI airport runway extension. Needs to be able to accommodate A380 airbus from interstate. Can state govt subsidise the very expensive ferry service. Similar to the scheme with the ferry over Bass Straight to Tas.	Key themes for regional South Australia - No 1 - Tourism.
763	5575					Almost all roads on Yorke Peninsula are well below an acceptable standard. There also needs to be freight bypass roads around Maitland, Minlaton and Yorketown.	
764	5051	holistic, efficient transport system			NO. Public transport and private transport needs to move, to you need to also look at creating a holistic, efficient transport system. for example, adding trams to existing crowded roads, and increasing the busses, will slow it all down. so for example, stop parking cars on main roads, to free up the transport routes. The pedestrians are on the foot paths, so why are the trams in the middle of the road. We create safety issue's by people walking across the road to the tram.	The minor changes to the road from Taillem Bend to the Border (wider medium strip) are great initiatives, until we can justify dual carriage roads. South Australia doesn't want tolls.	Use local companies. Saying you are using public money so you need to take the lowest quotation is a cop out. You are spending the people's money and you should be looking at the local benefit, from the end result of the project and also during the construction. If Business closes in South Australia, their will be no-one to use the new infrastructure. You could encourage companies to open up in SA to take on the projects. It's not a level playing field in the real world, so help SA first.
765	5652	why upgrade the city when Country towns need more help than the city				Upgrade TODD HIGHWAY & PUT OVERTAKING LANES IN from PORT LINCOLN to KYANCUTTA as the local COMMUNITIES who uses this HIGHWAY wants a PRIORITY STATUS. As on a daily basis the near misses from vehicles colliding with each other is a constant worry with all trucks, cars, motorcycles & pedestrians.	Overtaking lanes on the EYRE HIGHWAY between PORT AUGUSTA TO THE BORDER OF WA is a MUST there are more trucks,tourism & local TRAFFIC using this HIGHWAY. The PUBLIC TRANSPORT is NON EXISTANCE with only day buses available from Ceduna. A rail system would be excellent way to travel to Adelaide especially being a disabled person that I am. The RIVERLAND area SHOULD HAVE a LOCAL BUS HUB to travels between all towns, so people can use the BUSES to communicate with other communities & their businesses
766	5022				as a runner i would love more attention to walkways that are well lit and with drinking fountains and well maintained toilets	na	
767	5210				No. We need more trains down south. And the roads to get into the city are terrible.		I drive to the city everyday and use goodwood road. the traffic is slow. South road is worse. Better public transport could alleviate these issues.
768	5097				I feel more buses need to be implemented. I think it is ridiculous that I can not catch a bus from Klemzig to tea tree plaza in the afternoon due to buses being to full, with the added stress of large numbers of high school students n the area.		more buses running. Or even just special buses running for school students during the school terms.
769	5043				build a better rail and road network ditch the roadhog trams and lycra wearing retards.		
770	5046				I believe so. Essentially it's reinstating a great deal of rail infrastructure that we did have, but there's nothing wrong with that. We had an enviable light rail network and it would be good to see such a system return.	Rail passenger transport to regional towns/stations should resume. Vline in Melbourne is a successful example.	Move the freight corridor out of metropolitan Adelaide (via Monarto) and run passenger services to Mt Barker (using the existing freight corridor from Belair). Also, the broad gauge track from Gawler Central to Angaston run by G&W could be used to run passenger services (catering for people living in the area and tourists visiting the Barossa Valley etc.)
771	5038				no comment	Train and Bus	Make alternative stop for Tram during peak hours (Morning 7 to 9 and Evening 5 to 7). For example if Tram stops at no.1 should stop at no.3 then no.5, 7 and so on (odd number stop). Similarly Next Tram stops at no.2 should stop at no.4 then no.6, 8 and so on (even number stop).
772	5127					We need an airplane service to Wudinna on the Eyre peninsula. present bus service is too slow and it takes 7.5 hours to drive there from adelaide.	Improvements to the obahn system in the North Eastern suburbs including your proposal that the obahn be extended from Park Terrace to Victoria Square
773	5015				no, a tram should not be viewed as a replacement for trains rather a replacement for buses, there is history behind the Outer Harbor rail line, in particular from Adelaide to Port Adelaide it would be devastating and may encourage people to leave our city, giving another option, ie tram down port road will be better for everyone	passenger train services to mt gambier and larger towns express from Adelaide railway station	don't destroy the Outer Harbor railway line, it is historic and should be treated as such, gauge and type (heavy or light) unless it is shared dual-voltage, dual-gauge with a loop through port adelaide over the birkenhead bridge up semaphore road and down military road to west lakes boulevard creating a better experience for all. Also use of the rosewater loop will allow passengers to travel between outer harbor and gawler without having to go through the city

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774	5473	Upgrade Gepps Cross intersection and Main North Road south of there.	lane markings at the airport (ie:short term parking,hire car etc) Brisbane has painted theirs on the road and is a lot better for tourists	When the Adelaide Oval starts to have football games played there, there will be alot of traffic within the city- mainly caused by regional south aussies. Why not trial a system where for example if you are coming from Port Augusta you can park for free at Bolivar and catch a shuttle bus to the footy	Whilst I encourage cycling, I have a hate for cyclists hogging the road in the city. While you are busy watching for cars at a busy intersection to pull out, it is hard to keep checking the left hand mirror for a cyclist appearing at any time. Because regional South Aussies have to travel by car to get to the city, why not encourage discount parking if you live over an hour outside the city.(eg: Rundle Mall).	More train travel.Shuttle buses from Main Roads to major events. EG: the footy	It would be great to be able to catch the train to Adelaide, especially when the railway line runs through the centre of my town.It would also make it more accessible for city people to visit regional communities.
775	5251				not at all as usual all focus on buying marginal seats.	firstly Mount barker is getting over populated with infrastructure planned at all we cant even get a second freeway exit. also need to be a 2nd freeway from Monarto to around wingfield area to take pressure off existing routes and will help out the major distribution centres at Monarto.	need some type of train or obarn system to hills areas as to take bus down to town takes near an hour
776	5035	more trams - they're too full		Need to buy more trams, they are too full which is unsafe and incomfortable during peak hour and festival season in particular. Government underestimate the increased tram usage and should get existing tram service right before expanding to new ones.		Fast trains or more frequent bus services. Country areas are very isolated. Clare Valley service is not frequent enough.	Can we have some services that allow pet dogs on transport - like Italy or France.
777	5019				Yes, in the main. However, the train services have deteriorated over time. Whereas I once had an express train from Woodville to the City; it now stops at ALL stations!! WHY? Of an evening the Outer Harbour train runs only 15 minutes behind the Grange train to Woodville, stopping all stations. Why can't these services be amended to provide a 30 minute service to Woodville where I can park-n-ride?	Place bikeways/footpaths along railways where safe to do so.	Yes, attend to the timetabling as mentioned above. Make the most of the existing resources!!
778	5043						
779	5046			The changes are mostly more of the same. There should be more done to cut reliance on the car. Over 30 years a lot more could be done	Still to car focused.	Changes should change with industry needs.	Focus on maximum travel times not average ravel times. Grade separation would help, as boom gates can slow travel by a lot and add a lot to travel time variability.
780	5019					slip lanes for overtaking shoulder lanes for vehicles turning left and right at all junctions. so the flow of traffic is not interrupted	can you look at installing slip lanes for traffic turning off the mair carriage way. also, signpost every road, with the speed limit. costly, but then theres no doubt over what the speed limit is on that chosen road. signs wouldnt need to be all the standard size. say a half size one after every street junction also why not use the electronic signs located throught sa, for road safety messages, when they arent in use for advising of hazards or delays
781	5159					Protecting agricultural areas. Ensuring crops suit the area - e.g. no cotton in arid areas. Encouraging organic farms.	
782	5042						i couldn't find any links to the plan, so have not been able to react to it. my comments above are responding to the concepts presented in the survey.
783	5090				no. until those making the decisions about services actually use the services they wont really appreciate the problems they cause for the commuters. lite rail is not as flexible as bus but when you have essentially everything running into the city (whether it needs to or not) lite rail is a viable transport system. improve bus services at peak hours to move the public faster and smoother.	better access to public transport at a reasonable cost to the user. lite rail or some rail commuter transport would improve traffic on roads, cut accidents and pollution.	fix the bus timetables, make the routs that don't go into the city more viable - i have available a bus route to go to work that crosses the north / western suburbs, an 18 km trip that takes 55 minutes on the direct route!! not a viable solution. fine the bus operators if a bus is more than 5 minutes late without a reasonable explanation ie a traffic accident, it would certainly make them more responsive to the commuters and raise revenue at the same time.
784	5069	Buses being ON TIME			Yes		
785	5291		Re-activating rail line from Wolseley via Mount Gambier to Portland (Vic)	Main issue for Limestone Coast is increasing freight transport load on our roads, causing expensive damage and leading to road safety issues. One obvious solution is to kick-start rail freight in the region. This has NOT been addressed adequately (if at all) by the plan.	Looks pretty good if it can be implemented. Great to see trams making a comeback, and important to encourage more use of bikes in particular. (Why don't kids ride to school any more??) Need to really integrate buses, trams and rail into a seamless network with one ticketing system, feeder services, "Park and ride" facilities for outer suburbs and penalties for one-person-per-car trips at peak times.	More use of rail! In Europe and USA for example, rail does the "heavy lifting" for freight, with road as the feeder service. Includes intermodal raiiling of containers, truck trailers and even full prime mover-trailer units. Need to be innovative here! There's more to freight than bloody trucks!	Suggest we adopt a GPS based differential road use charging system that uses an ID tag in each vehicle, which identifies when and where it is travelling. The cost of that trip would be based on weight class of vehicle, distance travelled, class of road used and whether travelling in peak time or not (for city trips). Also suggest we need to encourage (NOT discourage) electric bikes as a means of "semi-active" transport. They are the "next big thing" and have potential to save fuel & congestion.
786	5037						
787	5086						good work with the passing lanes on major highways. More please
788	5032			Trams just create noise and iron filings, it's outdated, we're not Melbourne, things should be underground and not disruptive to residents. Our roads are too narrow for trams and they are just so noisy.	The western link should go down Sir Donald Bradman and then it would go past the Bunnings, the council chambers, auditorium, library and park where there are many community events. Henley Beach Road is already more congested than Sir Donald Bradman. It's poor planning for Henley Beach Road.		Can the trams, they are ugly, crowded, noisy, iron filings is not good environmentally. I oppose such a large tram network, let's not make Adelaide like some other cities, we've voted great because we are unique, let us not follow the crowd

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789	5038				I think it is a great mix for the coming centuries	keep our farming land in Australian hands and don't build houses on it.	
790	5152				A train connection to and from the airport would be better than a tram connection	Regional Passenger Train Link similar to Vlink - Bringing people from Murray Bridge into Adelaide etc	
791	5039		regional passenger rail network	I think it is great for our current needs but I believe within 30 years we will need a much better road network. Think MATS plan and that's what we will need.	I haven't seen much of the plan for buses but I'd like to see less of them in the city, as they are choking it. If an underground rail section is feasible then how about a much larger network of inner city underground trains? Suburban buses can run to interchanges with subway stations and then we can keep all that public transport traffic underground and out of the way of other traffic. This will most likely revitalise the areas where the interchanges are too. Development follows infrastructure!		Further to my previous comments, I have always felt that in this state the people who plan infrastructure and transport projects are reluctant to put anything in place until they see a need for it. If you ask ANY serious developer they will not go near a new area until infrastructure is in place. I hope I am wrong, but this is just the way I see it
792	5073			I like the 7 strategic priorities, and agree with each and every one!	Yes! There are 2 very small windows in public transport in Adelaide that are a bit (and I use "bit" for a reason) of bother, getting into and out of the city during morning and evening peaks. But I believe that these are not too bad, and if you miss them by about 45-60 minutes, all is good again.	DO NOT LOCK UP AUSTRALIA TO 4x4ing community. PLEASE!!!	As above, please do not lock up our country and exclude 4x4ers from using our National Parks ...
793	5013						Freight trains create huge bottlenecks around Hawker Street Torrens Road with the freight trains frequently coming to a complete halt with delays of upto 20mins. Whole route to city is surrounded by train-lines and creates traffic congestion. Another way to handle freight trains/trains in general is very important. Also Bus lanes don't work where a bus takes off first at the lights in front of all the traffic only to stop a few meters down the road and trap all the cars behind it, slow traffic
794	5062				More cycling routes would be good	extend the trains (eg Belair) back into the hills to service Bridgewater, Mount Barker, etc	
795	5043				You can't do everything at once, so it will affect people in different ways. It is hard to say. As we don't have trams everywhere the money should be best spent on the bus and train services immediately.		
796	5000						Ambitious plan for the info available it is clear that more consultation and planning is required.
797	5116			Electrification of the Gawler line really needs to take top priority, many poles are in place and the reduction in travel time it really needed.		The idea of rail hubs for freight in regional areas has merit. Seems to work well in Victoria. Could be done in conjunction with commercial operators, eg SCT and GWA.	Multiple plans exist to extend the Tonsley rail line and/or re-establish the Northern half of the old Willunga line. Yet none of these appear in the 30 year plan, I have to ask the question why.
798	5051				Yes	We need transport from the main city Train station to the Airport, not sure if this has been addressed.	The tram going up Unley road would cause congestion as cars park on the side of the road and peak hour traffic coming down and up from the hills would become bottle necked.
799	5062						Reestablish the passenger train line from Belair to Mt Barker and open the long term possibility of trains from Mt Barker to Strathalbyn, Goolwa and Victor Harbour.
800	5014				Hard to say for those not in my area	Need to bring back trains to shift people and freight.	I think it's all too far gone - not enough money available to do what needs doing.
801	5062						Walking is a fundamental mode of transport. For all ages. For this reason I ask that walking for as long as, say, two hours between origin and destination be a primary influence on future thinking.
802	5461		safely connecting people and towns	Why isn't last section of road safety upgrade work (shoulder widening) to Everard Central-Mallala Rd not identified in the Plan (Rd 4240 = between the Owen Road turn-off and Pinery-Owen Road)? Represents a 'major disconnect' in this small part of Plan, between Balaklava and Mallala		As per comments above, regarding a 'major disconnect' in this small part of Plan, between Balaklava and Mallala	
803	5082				Yes only if the electrification on ALL rail corridors are done immediately.		
804	5011						
805	5031						
806	5033	Bus frequency in some areas should be improved such as some bus route in Adelaide Hills should be every half an hour instead of every hour etc.					In the Eastern state, it allows people to use off peak (or known as Interpeak, which is the same price as the black ticket in the past) on WEEKENDS or Public holidays, why do people have to pay more on weekends? In addition, in QLD, after the 10th travel by using Go card, it allows free travel and it gives additional discount by using Go Card than the transitional 10 trip ticket, why cannot we have it here?
807	5107			Hopefully quite well. Strengthening the Gawler line will be very important in assisting people to be able to reach as many opportunities as possible, particularly better access and increasing the range in which to find employment.	I think so. I'm glad to see such a strong focus on public transport in its various forms. I think that a city with an efficient and well designed network and wide coverage of public transport is a city that can be a great place to work, live and play.	I'm not really sure. It would be nice however to have a train route to more regional areas - good for both locals and tourists.	Not that I can think of.

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808	5066		Solar Thermal at Port Augusta	I think the plan is comprehensive. I'm impressed.	I would like to encourage more walking, cycling, tram and train and discourage fossil fuel use and congested roads. But yes I like the mix.	Protecting agricultural lands from housing developments. Providing rural hubs with train access. Park and rides. Or bikeways that lead to transport hubs.	Mandating fuel efficiency standards, emissions testing and encouraging car pooling.
809	5069				A great mix, the underground CBD railway sounds intriguing.	Viable passenger rail, e.g. Barossa Valley	Trams are expensive, but once installed they are used so much they become economically vital.
810	5042				No as a bus operator I experience constant hazards/conflict with cyclists.	possible rail/ bus services to regional areas.	physically separating cyclist and motor vehicle traffic. Enhanced tram network.
811	5093					Stop urban development over market garden areas Redevelop Monarto as an urban centre rather than M Barker	Spend money to maintain the ROAD system which is almost non-existent in some areas
812	5082			tram needs extending to Prospect Rd	yes	do not know	trams
813	5165						Love Trains / light Rail Please with Southern train line - But finish soon !!
814	5073	9 high speed rail, air transport		East suburbs should have railways, at least 3 more frequent buses is needed	No comparing to others 1st world countries its still behind	Agriculture 3rd industry	Trams too slow Buses not frequent
815	5039				Yes	More greenery and vegetation	
816	5066				Yes	Better Airports, increased rail transport	no
817	5000						
818	5022				Yes. A shift to light rail, greater electrified transport, specific corridors and encouragement of cycling all serve to reduce congestion, reduce pollution and build community.	Improved safety aspects (duplication, overtaking lanes, lane separation, dividing barriers) and consideration of enhanced rail corridors to take the pressure off trucking and distribute it to key centres	Great vision. Needs to be well sold to explain the difference between a vision and a financial commitment to build. I look forward to seeing this used as a guide to future investment opportunities.
819	5118				No, the tram line through Norwood is not practical at all	Better roads to prevent accidents	
820	5118				No. Use existing heavy rail. Trams down Norwood + Port roads would do more harm than good. More frequent bus's(5min)like in Singapore		Adding to existing bus services so that a 5-15 car trip from the city doesn't take an hour or more to get there.
821	5062	integrated public transport system		what about flinders uni and hospital what about across town and gong from say torrens park to flinders hospital, impossible at the moment stop expanding, too hard to get the services to so many people in such far flung places most important for greater adelaide is an integrated public transport system	no	we need to stop building houses on our growing land and contain the city so that we can have the infrastructure to support the people, costs too much to spread out	yes fix the training as bus drivers have a bad attitude to time too many run either early or late and do not care, that is the big issue an unreliable system annoys people,
822	5074			It does nothing for my suburb but is strengthening the opportunities for something to be done there. For example the tram line that goes to Magill Uni is close but not quite close enough. Increased effective bus services would solve this issue however.	When planning the new bus system more frequent buses on the weekdays AND weekends would be good. The same goes for inter-suburban buses. What should take me 30 mins ends up taking an hour and a half by bus because I have to catch 2 or 3 buses that I'm either running for or waiting for for 30 mins. Shorter bus routes, that are less likely to become late, would be good. The 300 is never on time and I no longer take it as it is late more often than not and I can't rely on it.	I have no idea.	Please get rid of old polluting, broken down buses that can't take wheelchairs. They are not worth their weight and tend to cause more trouble than they are worth.
823	5006			needs to be more aggressive in driving change and addressing fossil fuel dependence	Less reliance on vehicles in local hubs, convenient access between hubs, tram and electric trains, and fast rural access Be visionary and aggressive with trams, electric trains and bike/walk corridors including/combining green corridors	improved rapid access for transport and tourism	Bring the train depot back into Adelaide, focus on bringing people into "cultural hubs" to regain the sense of belonging.
824	5014				Appears to be adequate	Access to trains for commuters	More electronic surveillance of unregistered and unroadworthy cars needed. Higher fines for delinquent drivers if necessary.
825	5006			Wish it was completed sooner!	Not a fan of adding more cyclists to major arterial roads - may not be an issue if the public transport network is successful.		
826	5043			Consideration needs to be given to upgrading Marion Road from Henley Beach Road to Sturt Road. It needs widening and resurfacing. Anzac Hwy needs to have 3 lanes each direction at all times. Maybe installing parking bays by widening the road?		A fast train service from Mount Gambier to Adelaide linking major towns along the way. An upgrade to Mount Gambier airport to enable commercial jets to land would open up tourism and employment opportunities.	Cyclists should be registered and made to use bikeways (when provided) instead of the road. eg: the new coastal shared pathway but cyclists still use the road. Safer for them and drivers if they were forced to use the pathway.
827	5063				Yes - I think it will be wonderful to have a tram network extended to Unley...the roads are very congested!		
828	5652			The Tod Highway has been mentioned, but as a medium/long term timeframe. It needs immediate attention! My husband is using this road to transport grain, and he said the road trains are passing with barely six inches to spare. This is dangerous. The road between Kyancutta and Karkoo is the worst.		The facts and figures state that there are more deaths on country roads than the city. Isn't that enough reason to improve the roads we drive on? Lowering the speed limit will not help, the standard of roads needs to be improved!	We have used the tram to travel to the Entertainment Centre, and it works well, but I can't understand the need for the Rundle Mall upgrade & the footbridge costing millions of \$'s when our roads are in such a bad state!

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829	5082				Bringing back the trams in my opinion is a great idea. This is great for the future of Adelaide. Prospect road particularly I would like to see a tram system as it would be great for commuters to work and to create a good atmosphere.		Bring back trams, electrify and get modern trains for suburban Adelaide.
830	5082			the proposed new tram line sound fantastic. I think it will really open up Adelaide for a lot of people	I believe that the mix is fairly good, I think the tram networks will be a big improvement and should be the main focus, of the projects, the bus system although it currently works, it could do with an upgrade.	I don't have a lot of experience in remote SA so I cannot comment too much on this but perhaps some form of public transport in places like Whyalla, Port Augusta, and Port Lincoln may be a good idea	
831	5152			I will email in my comments			
832	5076						The o bahn system is a great innovation but for too long Athelstone residents have had a second rate service. Cathching two buses that rarely line up to go 12 kms is a joke and continues to be. This needs to be fixed. The routes that feed into the paradise interchange to get us home are too long and vulnerable to road works, conjestion etc. from Glenelg. This was ridiculous planning.
833	5064				Yes		Cross Rd freeway to link SE freeway and N-S corridor (toll road) Train station at new RAH Tolls roads OK if it means better roads
834	5022				yes		
835	5127				I think that the tram/ train networks should be bigger because as the population increases the amount of people wanting and needing to use public transport will increase. I'm 14 and my only way of transport to places are public transport options, a lot of the services i use such as he M44 and the C1 are over crowded. If there ever were to be a rail extension to places such as Golden Grove or Modbury i think that there would be enough people using it for it to be logical.		I personally have to ride my bicycle around 5kilometres to my nearest train station to get to the city to ride the skateparks and th things like that, I find this very irritating as i can not take a bike on a bus. I think that extending a train line to Golden grove/Modbury would have a positive affect on the surrounding suburbs as it could mean faster public transport and easier links to places such as Salisbury and Gawler. Please review this as i think that this would be positive for the future
836	5064				I think a tram link up main north road would be better than Prospect Road, as this would encourage more development in a less economically developed area.		I think pushing forward with rail and tram expansion is essential, as this reduces the need for road expenditure. It gives people a viable alternative to road transport.
837	5051				Yes, the improvements and expansion to the tram services and the upgrading of the train services is feel planned.	A regional rail network charging competitive prices to remove large vehicles from country roads. Standardising the Mt Gambier line would need to be a federal and state government initiative.	Please ignore the negative media coverage and the negative input from the opposition regarding public transport in Adelaide. I use the train, tram and sometimes bus services in Adelaide. There has been a decided improvement in the last ten years to these services. It needs to be realised by some of the wingers in SA that Edinburgh tram services are supposed to cost 500 mil pounds to reinstall and is one year overdue for service introduction!
838	5016			Turning the outer Harbor train into a tram is ridiculous. We need to make the trip to town faster, not slower.	More trains please. Don't care about trams, they are slower than busses (except the Glenelg dedicated section, but you aren't building more of those. Hurry up with a freeway along south Road through the city please.	Convince Vic to make the highway on their side of the border two lanes wide all the way to Melbourne.	
839	5061	Prefer to discuss goals and targets for GHG reduction first. Then projects come from that.	Sustainability of communities & low-carbon rail transport options	Have not yet looked in sufficient depth to comment.	As above	Rail.	Climate adaptation
840	5039			The electric train projects for Tonsley & Seaford (with extension to Aldinga) ensure that we have an excellent public transport provision.			Utilisation of public transport tends to be much lower on weekends and public holidays. For our family of 4, it works out much cheaper to hop in the car & drive to the city on weekends. However, we would be encouraged to catch the train if there was a weekend off-peak price or family ticket available that made it comparable to driving the car & paying for parking.
841	5754						
842	5041			Electrified Belair Train will make the city commute shorter, which will be great. Duplication of the Belair line should also be considered, so trains are not waiting at layove points. This may be necessary to cope with increasing patronage and frequency of trains in the future (ie. 20-30 years).	A dedicated cycling trail from the Mitcham/Panorama/Clapham area to the city is needed. It would encourage more people to cycle to work, especially if it seen as safe alternative.		1. Install a dedicated Bus Lane up Goodwood Road between Greenhill Road and Cross Road. The G10, G20 and all other 'G' bus services must wait in the traffic especially during peak hour. Since there is nothing more frustrating for a bus commuter than sitting in traffic, if buses were to have a dedicated lane, it would encourage more people to use buses as they would move faster than all other traffic. 2. Install a tram line up Goodwood Road.
843	5041						
844	5061						
845	5118			No change to the traffic chaos every morning and afternoon in central Gawler when the 'school run' tangles with the Barossa traffic heading to and from Adelaide. Gawler needs an eastern bypass now!!	A good mix until you get to Gawler, and then central Gawler is forgotten.	Gawler eastern bypass - freight & private vehicles. Gawler northern bypass (freight/livestock) Port Wakefield bypass.	Connect all the bkieways around Gawler
846	5098				yes but service problems need to be addressed to bring people back onto public transport		the Adelaide city council is not proactive enough in helping with bus type issues in & around the city. eg. bus lanes, bus lights, parking in bus zones etc.
847	5116				U	Yes	

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848	5087				WELL where do you start...BUS lanes >>Payneham ,Magill,Nth East road,one way nth tce...heading east...Curry-Grenfell..one way west	Train	Need low floor buses...for the older people
849	5074			Strong need for upgrade of the Coorong Rd and duplication of the Swanport Bridge. Bus networks must be integrated. Eg. Torrens Transit buses servicing Newton/Athelstone should be able to utilise the O-Bahn track!	Pretty much.	Better standard of roads and duplication is a must.	
850	5023						
851	5425						
852	5848						
853	5784						
854	5063			Fantastic opportunity to greatly enhance public transport network for inner city and surrounds, esp as development of more and more city infill	yes. still amazed at number of 1-person cars using Glen Osmond - any thought of a toll or three for free to get people out of cars and onto buses?trams? Please try to retain trees as much as possible, though!	Can't comment	trams, light rail and buses - way to go, esp during peak hours!!! Have to get rid of number of people using major roads simply to travel to work, park and travel home. Congratulations on some great initiatives.
855	5067				The trams need to be extended into the inner suburbs. For a great start, extend it along The Parade, to the airport (make it easy for visitors to get from the airport to the city without using a car, maybe take it to the beach), along Prospect Rd and one more south line. Also required then is a circle line to connect them all. Mount Barker is the fastest growing area in SA, it and the Adelaide Hills have to be serviced by trains.	The one thing people know about South Australia around the world is the Barossa Valley. Have a train line direct to the heart of the Barossa from the City, NOT Keswick. Another line to Victor Harbor would also benefit Tourism.	SA needs to get better and more easily connected through SAFE CLEAN public transport. Move the Keswick station into the city!! The city is priority. An uninterrupted North South LINK is needed.
856	5086				Still too much dependence on road		
857	5064			Shockingly poor choices. Very disappointing plan indeed. See below re trams. Use trolley buses if you really want electric overhead lines everywhere, but at least buses can go around an obstacle and be removed if they break down so another can pass. Trams are the worst choice.	Not at all. Trams are fixed with no flexibility. If the O-bahn is so good why not use more of these instead of trams. The overhead lines for trams are unsightly just when we're trying to put power lines underground. Electric is fine but trams are stepping backwards	More trains for freight	If you really want to look ahead, look at Singapore and put in decent unified underground/overground rail transport with flexibility for people to use them everywhere.
858	5063				refreshingly good	Upgrade roads with passing lanes:	
859	5063				good diversity of considerations	passing lanes (no increase in speed limits)	Greenhill Road is too narrow and dangerous above Hallett Rd for cyclists, cars drive far too quickly, reduce the speed limit for its present condition
860	5063			test	test	test	test
861	5000				Yes, well done. However, my understanding that the Outer Harbour rail line is broad gauge and the trams are standard gauge, making the coast to coast tram difficult to implement. Regardless, I don't support the project because it's wasting money on routes that already (partly)exist.	Nothing was stated about upgrading interstate passenger rail to Victoria/Melbourne. The current train trip should NOT take 10.5 hours. Remove the speed restrictions, more passing loops and/or taking the train via Ballarat(Standard gauge conversion reqd) vice Geelong to reduce travel time.	Consider opening RAAF Edinburgh to civilian airlines(through Federal Transport Minister) in order to increase competition for airport fees and to have 24hour airport operations for Adelaide. Also consider taking the proposed airport tram line down South Terrace & Richmond Rd in order to avoid the busier Roads(Henley Beach & Sir Donald Bradman).
862	5652						
863	5038				Yes	Regional rail.	
864	5061	BIKES!!	Bike routes in hills and country	From a cycling perspective it can be added to by legislation NOW. Minimum passing distance laws are essential. 40kph limits in the CBD, vulnerable user laws to ensure prosecution for assault/murder of cyclists and pedestrians. Sole occupant private car transport should be lowest priority.	Its an improvement for sure! Please see above comment. Please ensure trams and trains are frequent e.g. every 10 mins and run late e.g. 1am weekends so as to not leave people stranded in city.		Why not turn the mitsubishi plant and soon to be failed holden plant into a tram or bike or electric bike factory! WIN WIN! Jobs and transport and no more tax money going to failed overseas corporations.
865	5251	southern busway		parking in city is too expensive, it puts me off going shopping in rundle mall.	the tram between city & glenelg is always overcapacity in afternoon peak. it needs bigger trams (extra carriage) to cope with volumes of users.	express trains for passengers. The city to Mt Barker bus services are well utilised, but level of service still depends on traffic conditions on motorway.	We need a separate busway adjacent to motorway between mt barker and city. or similar to the o-bahn.
866	5158						
867	5108				Where will you get the money?	Where will you get the money?	Where will you get the money?
868	5118				The heavy emphasis on tram re-development of existing train lines (the so called heavy rail network) to Outer Harbour is flawed The trams will not cope with peak load capacities as efficiently as trains can - this view was supported by a thinker in residence transport expert in 2010/11. There is still an emphasis on CBD-centric public transport rather than the outer circle alternative (see WA's Labour Opposition pre-election proposals as an example of how such a system works).	Look to the Victorian RFR Network for an example of the possibilities - but the economies of regional centres needs boosting first. A University for Mount Gambier or Whyalla?	Full and proportionate cost distribution and at least partial recovery is a necessity. Dont shy from toll roads. Politically unpopular but necessary.

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869	5082			Get a bigger bang for your buck as per Adelaide City Council 'doing' rather than 'just planning' small but significant improvements to the cycling network.	Multi approach is good, however it needs to be seamless. Connectivity is critical and using the transport card to jump on one system, jump on to the next system swipe and go.	Give more thought to separating local user tourist /visitor user transport routing. This increases living amenity, more safety for visitors.	The Green corridors are rated 'priority soon'. Sections could be done now rather than wait for rail upgrades. Some sections pend for example on Torrens Rd rail separation. We now have a crossing at Torrens Rd -thank you - but it doesn't directly connect to corridor into City. Pay more attention to separated bikeways in the City and arterial roads. A bike lane on an 80 Kph road (eg Main North Rd by Mawson is dangerous to cyclists - it is too easy for a vehicle at 90 kph to be upon a cyclist
870	5090			We can't speak about sustainable plans, whilst still developing or promoting fossil fuel-dependent services in the 'upgrades'. A greater emphasis must be taken in promoting fossil-free action such as bicycle, walking, renewable energy sourced buses and trains (like Tindo the Adelaide solar bus).	There must be an emphasis creating a non car-dependent city. Much architecture from around the world can be used to show how a bicycle, bus and car-pooling friendly city is the most advanced and environmentally friendly solutions which exist.	A train network which extends more than to regional Adelaide.	Please emphasize renewable options. The future generations will blame us who are in the now for the decisions we make and for the decisions of the past. Please create a greater emphasis on renewable options, as the demand is definitely there.
871	5251	Better designed bus routes	Better pick up means less park and ride.	Park & ride is very expensive, could be avoided by more thorough pick up routes to avoid having to drive to a park and ride.	More bus less tram.	N/A	Lets use what we have more efficiently rather than spending on more trams; busses are much cheaper and versatile than trams.
872	5501			The development areas of Buckland Park, Virginia/Virginia North, Angle Vale and Two Wells need to have services that address the needs of the residents. For example	What will be the impact of Trams to existing road infrastructure and flow of motor traffic? Established on hubs good idea and with this need to provide sufficient parking. For example: Mawson Interchange is a hub, which attracts high volume of passengers, the car park facilities are at capacity and passengers are unable to park within carpark and commuter carparking spills over into the residential streets.		Public Transport needs to be safe, efficient and timely. The establishment of dedicated transport corridors instead of road infrastructure should be utilised. Minimising the amount of connections required is of benefit to customers and the provision of sufficient carparking facilities at main interchanges.
873	5540				possibly. There is a huge need to upgrade and increase Adelaide public transport, to even come close to other capital cities.	Anything to cut down travel times	
874	5540						
875	5048						
876	5022			the trams should not got back on henley beach rd its too crowded as it is	no not even close very disappointed. the cyclist are causing way too many problems	no idea but better roads	henley beach rd. firstly there are enough accidents on the road caused by the relationship of cyclists and vehicles because of peoples stupidity can you imagine how terrible it will be once a tram is in? the road is also very narrow leaving no room for vehicles and parking will be a nightmare. have you considered the noise? I don't mean the noise of the tram line but the noise of the people getting on and off especially at night when some people require sleep. I had been told that they were awful on henley beach road in the past and traffic has only gotten worse. perhaps improve the bus service instead. as this is good but probably could be better. and the mile end part of henley beach rd good luck not having proper parking along there its bad enough now and I have seen so many cars damaged along that road as it is not very wide. the other factor is the cyclists, not only do they slow down buses because they cant obey road rules and really need to be registered so they can be fined when they cause a problem. theses cyclist along with the tram will make the trip along henley beach rd even slower. the only half decent thing that the tram can do is eliminate the time frame it takes for old people to get on the buses who waste so much time its ridiculous. oh and have fun with the old people complaining they need help and hurting themselves because they take several minutes to even sit down. as for the seating on the tram it is so uncomfortable a church pew
877	5065	No HGVs in metro Adelaide!	increase in rail freight	There needs to be no more encouragement of car traffic in metro Adelaide. The city centre should not be a throughway for cars. Melbourne has done a great job of making its city people-centred, rather than car-centred. Bike lanes continuous, and separated from traffic & parked cars.	No more road building! A non-stop north-south road will only increase car traffic - a traffic plan needs to get people out of their cars except for essential journeys. Public transport needs to be cheaper, more reliable. The city centre should be broken up - no more than one lane for cars, and more tram/bike/pedestrian sections. Bike lanes on roads need to be between parked cars and the curb, with a low barrier to stop cars entering them. People WILL CYCLE if it's safe - at the moment it isn't.	Rail needs to be primary mode of transport over long distances, for people and freight.	Get the HGVs out of metro Adelaide. They're far too dangerous. Freight should be moved by rail to 2 or 3 hubs (Salisbury, Mille End & Noarlunga?), and then transferred to small trucks for local delivery. Cycle lanes alongside all rail lines.
878	5008			I support the South Road upgrade but strongly oppose train overpass in Croydon	As demonstrated by the success of the Tram Extension to Port Road we need more Trams	the highway from Adelaide to Port Wakefield is great but the bottleneck that occurs either side of Port Wakefield needs to be improved	Take the tram down Port Road

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879	5008				yes	Road Maintenance and public transport	i think a tram down the center of Port Road would be great
880	5583	none		Band-Aid work on the freight roads no real road infrastructure to get farm and other export commodities to ports and rail heads.	It seems to many of us in the regions it all for Adelaide and we are forgotten.	Very slow freight road upgrades to the detriment of export product, road train and B-double access not getting done to export ports in the regions like Port Giles. Yorke Peninsula misses out too much only peripheral upgrades that get media but do not achieve real freight movement or road safety.	70% of the exports come from the regions and very little comes back to the regions do something about it now
881	5086	Times			If they were on time		Buses need to be on time
882	5083			Very limited in re Main North Rd.	Broadly speaking - yes.	Don't know	<p>Broadly speaking, the Plan is good. Very supportive of the tram/train options and South Rd upgrade.</p> <p>Specific comments: I think the O-Bahn upgrade should go via the Women's and Children's Hospital with a stop near the new Oval then up past the Festival Theatre. This will link the North East suburbs to key infrastructure eg hospital, sporting fixtures and major entertainment hub. Even with a shift of the hospital to North Tce this remains a desirable upgrade.</p> <p>I would love to see a tram down Main North Rd as well as our major north-south connector in this area with heaps of office development/retail development and new medium-density housing planned. Don't ignore North Park!</p> <p>Bikeways are maximum number should be on dedicated tracks. A line on the road is inadequate. Allow adult cyclists to use footpaths on arterial roads. Explore Copenhagen lanes where feasible. Safe-routes to school.</p> <p>We don't so much have a road problem in Adelaide as an intersection problem. Grade separation at key interactions would largely solve our problems eg at Main North Rd and Robe Tce; Main North Rd at Grand Junction Rd.</p> <p>One final comment enable vehicles to turn right directly from Northcote Tce into Robe Tce without using the Olive Grove. This would be simple and cheap to accomplish and take enormous pressure off Nottage Tce and Main North Rd.</p>
883	5083			It helps a little but misses the mark for the school kids. Most schools (apart from Black Friars a private school) are along Main Nth Rd.	No. Main North Road needs a tram from city to the new public high school at least. All other schools are too hard to get to and the only one we have available (which is nowhere near nailsworth) is in Gepps Cross!	The Train is REALLY bad. I went first class and the food was appalling. They didn't have a good speaker either. Upgrade food and get rid of the bogan service.	Public transport should be free. We are paying enough council rates for it to be. If it were free many workers would not use cars = less pollution and congestion. Restore the 1950s tramlines.
884	5374			you mention in your plan town bypasses, increased maintenance investment better management of our transport assets, is exactly what I wish to hear especially in our small rural town where the juggling of trucks in our main street is dangerous and impracticable. We have a very suitable bypass available.	Yes I believe so -	Identify the freight main routes and then maintain them to a suitable level. Get the trucks out of town main streets.	Truck bypasses for small rural towns
885	5050	North Terrace precinct to include Government House lands			North Terrace precinct should be one of the great walking boulevards of the world by starting at King William St and including Government House parklands.		Improved parking for cars at Eden Hills Railway station.
886	5006						
887	5034	Metro Underground		The train loop should circle north and south tce. The tram should circle north tce, frome, sturt & west tce. Hutt St should be redirected straight to Nth Tce(remove the kink at East Tce). Rundle Rd redirected to Grenfell St.	Yes & No, I don't believe it will achieve expectations. There is too many variables in particular car ownership. If you can turn back time & achieve same level of 50's ownership along these corridors. Then all good. However, if you fail, all you achieve is congestion on the shared roadway. You should nominate economic metro zones with Noarlunga TTP, Marion, Glenelg, Pt Adel & Elisabeth as epicentres with the new building heights mentioned in the report. Allow 15m building along all major roads.	You must up the ante on region hubs with fast trains to Murray Bridge, Victor, Port Pirie & Clare to mention a few.	Cont from inner/middle Adel question. Apply transition heights to adjacent land to major roads. Create green belts by buying properties 50m on either side of creeks that run on Adel plains.
888	5154			Park and ride facilities in more places for bus and rail. More incentives for public transport.	Everything should be done to discourage non essential car traffics in cbd and surrounding areas. Not enough vision about walking / cycling. Could be not just a health improvement for SA but a fantastic tourist attraction and a real USP from other Australian cities. We are blessed with a compact city, great parks and FLAT land. Bikes lanes need to be safe and interconnected. Lets build hubs that really positively promote walking and cycling to work.		Buses, trains and trams to allow bikes (for a fee) to be carried. So those of us too far from cbd can at least cycle part way to and from work or for leisure in another part of the city.

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889	5414				The best way to encourage cycling and improve traffic flow for everyone is to make arterials clearways at all times. Bus lanes are not working at present but are ultimately better than trams.	All transport needs upgrading.	Adelaide's liveability will not be enhanced by clogging the ring routes around the city and the freight arterials. These must be as uncongested as possible. Cycle safety in the city is an issue. Cars and bikes do not mix.
890	5231			I live in a small township in the Adelaide Hills, there are no plans to bring public transport to my local community, I would still need to drive to another area in order to make use of public transport.	I think the tram extensions have been a waste of money and have cluttered up the city and made vehicle access difficult. Adelaide is not Melbourne and is very different in how residents here see our city. The State government needs to stop trying to make Adelaide something it is not. There needs to be a focus on getting the current bus, tram, train timetables to interconnect more fluidly and bus routes need to connect areas better eg Western Suburbs with Southern Suburbs etc.		
891	5061		ADL to Bordertown Dukes Hwy Duplication / Freeway	I live in Eastern Suburbs and new tram lines to Unley, Norwood, City circle and extension to Port Adelaide/ Outer Harbor is a 'MUST'!	Yes, I feel emphasis on Rail Electrification on all lines including extn to Bridgewater and extending trams to major area is most important before more spend on roads!	Regional rail passenger service to Mt Gambier & Whyalla via Pt Augusta and Pt Pirie as soon as possible.	A daily Velocity type V/Line daily fast rail service both ways to Melbourne, which could easily do the rail journey in a min. 8 hours or less! This could be done NOW, on current tracks, just new 3-4 carriage Velocity Bombardier DMU's which could travel up to 160 K's per hour.
892	5062			considered, ambitious with long term view	there will be conflict with the existing infrastructure (width of roads, shops and businesses, etc) and the need to expand and improve the network. I think you have done a good job but you must consider also the north-south expansion of communities and the lack of public transport choice east-west.	Choice - is the car the only way to get there? Need to encourage regional air travel as well as rail.	Move the interstate rail to be back in the city or improve the connection and facilities at Keswick - dreadful welcome for visitors. Bite the bullet and plan to move the interstate freight away from suburbs and improve the port facilities.
893	5000						For roads that are clearways, convert the left hand lane into lanes for buses, taxis and cars [with 2 or more people in them] only. They only operate during clearway times. Make lanes that are only for buses have the same conditions. The cost to change this is not too great and it would encourage car sharing.
894	5084			It will be easy to get around with and where I live will become a better area	Yes you have but I just think if there are going to be trams and trains are very good to get around public places and cycling lanes and walking paths are just going to get bigger because everyone wants to get fit and health. I also think that there should not be any in the inner and middle part but in the outer.	More trams and trains less buses	Make more and better parks around the city and places where families can enjoy their weekends with their kids. Make some that no one has something different that the tourists have never seen before and one day we will become big. Thank you
895	5158			a plan to make a local electric car industry and stop society relying on expensive polluting fossil fuels would be enormously beneficial and visionary	yes, but more employment needs to be close to where affordable housing is in the outer suburbs otherwise people have to commute too far to work and spend too much energy.	??	Yes, there needs to be better timetables for trains departing the city at night. I live in Hallett Cove and work in the city, often at night, and am deterred from using the train because it is scheduled to leave on the hour. This conflicts with when I would finish work on the hour so I would have to wait an entire hour for the next train. If the train left at 20 minutes past the hour many more people would use it. Also more express trains late at night would be helpful. 1 hour commute is too long.
896	5063						
897	5084						
898	5050					- safe bike routes (bike lanes shouldn't end at major intersections) - consider European style bike lanes on the inside of the parking lanes such as have been implemented in inner city Melbourne - trams in all directions from the city centre - better	
899	5062				Tram links - WestLINK, UnleyLINK, EastLINK, and ProspectLINK, are crucial and vital to solving Adelaide's exponential growing traffic congestion and pollution. These very tram corridors should be single track in design, so as to reduce:- costs (as compared to continuous double line); required road space (i.e. the track only occupying the middle 'turning-lane' of such main roads, using 'chicane pass-by's' every 300-400 m. etc.); the perpetual delays of implementation, of the proposed tram systems	The rail Freight line having an additional northern corridor to by-pass Adelaide.	
900	5008			the plan does respond, BUT it needs to be bi-partisan, adhered to and not allow short term fixes / biases to effect proper implementation	yes, and the drive for trams is wise, appropriate and best solution		PLEASE, if the feedback for trams is positive, work on this and not the over engineered behemoth of a heavy rail bridge over South Road that is currently being proposed. Not one local wants it, and the fact that the already approved federal funding cannot be redirected is not sufficient reason to continue.
901	5640					overtaking lanes are desperately needed on the Eyr Peninsula - first priority is on the Lincoln Highway between Arno Bay & Port Lincoln	
902	5723			Need 130km/h speed limit on the Stuart Highway north of Port Augusta		130km/h speed limit north of Port Augusta	130km/h speed limit north of Port Augusta will improve safety as drivers will be more likely to rest and will not be so bored and therefore sleepy while driving the long distances

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903	5016						
904	5063						The best cities in the world are the ones which are the most pedestrian friendly, that means they put pedestrians before drivers. As someone who walks 8-10km around the city every day, I'm constantly frustrated by missing pedestrian crossings by 5 seconds and having to wait for an entire 2-3 minute cycle to get across. In many places it's safer to cross against the traffic than wait for the green light. I've had far too many near-misses in this city, unlike Melbourne and New York.
905	5000				No not at all. We do not want the tram coming down Carrington street. How is that going to work with the development of the Copenhagen bike plans on Frome Road/Regent street north?		Do not bring the tram down Carrington Street extend it to north adelaide instead.
906	5081			Gilberton remains bypassed by the O-bahn	Probably	Can't comment	I am concerned about the proposed undergrounding of teh C bahn, which would begin next to my house and be very disruptive. I would think that a bus lane on Hackney Road would be sufficient and save ruining the parklands as a tunnel is dug. I woudl want to be kept informed about this aspect of the plan.
907	5112				I think so.	Re-instate the regional train services too and from the city	Make it happen sooner rather than later.
908	5112						
909	5076				no not really while you have a good plan adding trams going in all direction is a good idea th roads will sufer due to the inability to make turns etc and your best option would be to make a subway like system for most of the the tram system	we need a subway system every other state has one and i can see that with or current growth rate that at some point we will need to build one as bus, trams etc. wont be able to handle the passenger load that will be applied to them	
910	5290	enabling easier travel for tourists from Vic to Adelaide via regional towns. Encouraging stop overs		I feel as business owners in Regional SA we try very hard to create our own opportunity within our industry. However are let down and un-supported by our state and tourism boards. I would love to see our regional towns supported in the same strength as the Vic gov supports their small towns	I am not sure as I am not living in Adelaide	Our travellers who come via bus are constantly complaining at the limited bus routes and times. We would love to see bus schedules supporting short stays in our region. Instead of arriving at 7pm and having to catch the next bus at 7am. The traveller does not even see our town?!	Please, please speak and get to know our business owners in regional SA. Their imput and ideas may surprise you. We are not seeking a hand out just to be able to work alongside each other.
911	5453			ok, focus is on trams which are not the only issue and are not addressing access to parking etc for visitors.	as above, all improvements commendable but not visitor friendly, benefit mainly for Adelaide residents.	Support for mining freight important. More support for local roads- cheap fix relatively and most community benefit	
912	5290						
913	5243	more frequent buses on the Lobethal route with weekend transport		unsure. in some areas it responds better than in some areas	yes	more family friendly bike/walking trails	more frequent buses on the Lobethal route with later buses and weekend buses
914	5014				Maybe		Trams on the outer harbor line will have less capacity than current trains. This concerns me,
915	5203	None. I am a South Australian, not an Adelaideian				Better roads, toll if necessary, a realisation that not all South Australians reside between Aldinga and Gawler, sensible speed limits, not reductions. Get Ministers to spend some real time out of Adelaide. If that was to occur a lot of these questions would be answered!	Yes. Produce a plan for South Australia, not Greater Adelaide.
916	5018		servicing the community needs, not destroying what already exists!	The trams take 20 minutes just to get from city to entertainment centre. The train would already be past Port Adelaide by then. Trams have limited passenger carrying capability and no capability of coupling in multiple sets to improve service. My wife used to be able to get to West Lakes on one bus.	NO. one tram set = about 80 people. One train carriage can carry them so a set of two or three or even 4 carriages can transport many more in the same time frame. Trams cannot carry bikes, trains can. I ride a bike but age (I'm now 65 and retire at New year) is hindering me so the ability to get closer and then use the bike is a significant advantage.	No experience with this so no comment but I'll use the area for other comments. Trains are never on time! Timetable shows less time than previously allocated even though the driver has to assist more wheel chair patrons. Very noisy announcements (door closing, watch the step etc). Uncouth patrons....	Yeah, more room in the comments field instead of limits at only 300 or 500 chars! You already give people living, Woodville to city along train route, twice the service frequency by making train all stops runs at detriment to those who live further out. Time tables don't include the services that terminate at Osborne in the outer harbour timetable. Same route, ergo why not show all services that affect you. I have unused tickets & have been refused refund (no metro card), I'll be seniors in Jan
917	5051	Freight Train Diversions	Freight network diversions	Poor commitment to major road congestion pints. No mention of diverting rail freight from the existing line.			You must redirect the rail freight line from through busy towns and the city to a more northern bypass
918	5159				Yes	More trams please	
919	5159						
920	5051				Keep making it difficult for people to drive into the city, while at the same time making it easier to walk/ride or catch public transport.		
921	5108					North South corridor through adelaide and dual lane highway to south coast (victor Harbor)	
922	5606						
923	5290			Limestone coast area is largely forgotten, we didn't even hear of this survey! Public transport in Mt Gambier is awful, roads very dangerous.	Love to see trams back in Adelaide. North South roads are a priority.	Would love to see more use of passenger rail in regional cities. Country bus services need review (not more single company use). Public transport in Mt Gambier is atrocious, no service before 9am, after 5pm. poor route choice.	I'd love to be on a committee that looks at Regional transport issues, I have lots of ideas!
924	5012				Yes, I think so.	Developing new tram system in Adelaide immediately.	It's very important that South Australia Government is going to study Chinese tram system which is the best new tram system in the world now.
925	5083			I think the plan will make our city of Adelaide look fantastic.	I think the mixture and the road projects are fine	All the changes are most needed.	I have no idea.

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926	5019				Yes, I think that the plan is accurate for our needs.	hight ways, train conections between Adelaide and towns, bikeways.	no
927	5023				public transport is still quite expensive. Can this be subsidized more? We need tram networks all over Adelaide and trams and trains that run more often.		
928	5051						
929	5015				N0 - Timetables for trains need to be accurate	Widening of Yorke Peninsula Road:	It would be excellent if train timetables were accurate
930	5051			I think we are definatly going down the right path. We are a relativly small city and should be pushing these infnrustructure initatives now before we are too big.	I cant realy comment without seeing more deal of the plan. eg the rail and tram network proposed and the dates they are expected to come online. im keen to see the eastern suburbs (magill, burnside etc)get a tram line ASAP as the public transport for those residents is abismal and the car congession is out of control.	Not to sure here possible rail and port networks with a view to future/growing industry, eg uranium mining oil and gas out of the australaian bite.	as my above comments. I would like to comment on the details of this plan (dates, infnrustructure proposed costing etc) but would obviously need access to it. can i get it from anywhere?
931	5008			The axing of the Grange / Outer Harbor train line in favour of a tram is illogical and takes us a step backwards. My current route from Croydon station to Adelaide station takes less than 10 minutes. Could a tram service provide this? There are many people who rely on the efficacy of this train line.	No. Where is the tram plan and cycle route for Port Road? Hundreds of cyclists daily are forced onto dangerous on-road cycle lanes when there is ample room for an off-road cycle path in the centre (even google maps says there is.. very misleading). In the city grid, trams are useful to get quickly around the grid, but too slow as an effective way to link suburbs city.		Electrify Outer Harbor / Grange train line and improve services (especially at peak times). Use other city models - Melburnians like trams in the city, but they are slow from outer suburbs as they stop often, use traffic signals, encounter traffic. Melbourne is not upgrading tram networks - they focus on diversifying the train network. Electrification of train lines and an increased network is overdue, as is having a central city underground loop with 4 city stations. This should be priority.
932	5023			I Walcomed this plan and it is good plan.	yas,you identified very well	Tram and train.	no
933	5063						
934	5000						
935	5016				Tram	more tram and buses	1 bus every 5 minutes
936	5031						I have recently moved to Adelaide from interstate and I think one of Adelaide's major draw cards is how the entire city is surrounded by parkland. This parkland and the routes of walking and cycling around it aren't well integrated and there is are many roads to cross without pedestrian crossings. If movement around this park was made more fluid this could be a wonderful space for sports events (running / cycling) and also as a thoroughfare for commuters.
937	5082				Yes, subject to being able to implement it, expecially retrofitting tramlines.		
938	5011			Because Beijing and London and other city's subway is very wide reach the all suburb, it is make our people in out convient and more business for the contry.			
939	5244			The current Bus Network is totally ineffective to the Woodside and Lobethal area,our transport service is so infrequent that the local community are forced to drive to their places of employment. The level of service to the Woodside area 30 years ago was far superior to the current plan.	No.....	If you consider Woodside regional, please provide at the very least an hourly service during the week and even a minimal service on a weekend.	Due to the lack of service in the Woodside/ Lobethal area commuters are forced to use private vehicles. There is currently no other option. If they do not own a car on a weekend they do not go out.
940	5700					MUCH NEEDED ROAD UPGRADES AND MUCH NEEDED NEW INFRASTRUCTURE	DUAL LANE HIGHWAY ALL THE WAY FROM ADELAIDE TO WHYALLA
941	5159			I can't see anything in it that will improve the bus transport in the southern areas.	Don't really know.	It would take more time that I have to investigate these things that is what we have our departments for to research and come up with the answers that will really HELP people not just placate various key groups	Providing electrified trains in the south will not fix the problems. Large numbers of people in the south catch buses and have been neglected. Buses go directly from Golden Grove to the Marion shopping centre but we can not get a bus directly to our larges shopping centre so people who work there drive. We need transport to take us to where we work that runs on time otherwise we drive.
942	5107			where are the timelines? Too much here is aspirational but non-specific.	We could be one of the great cycling and walking cities in this region, if not the world. Yet we miss great opportunities to get it right - why not put a bike lane in when the rail lines were upgraded?? Cyclists, pedestrians and motorists don't want shared spaces separated only by painted lines, which do little to help anyone.		
943	5000			For an inner city resident the plan is exciting, the improved connectivity to inner Adelaide will improve leisure and work prospects.	On paper it looks to be comprehensive.	Regional road saftey.	Not currently

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944	5108						Update the 400 and 401 routes so that they connect people more frequently than every half an hour during peak and continue this on Thursdays, Fridays, Saturdays. This will encourage people to use public transport on weekends and after work. Install 'early warning' lights for trucks carrying loads on freight priority routes like Perth see https://www.mainroads.wa.gov.au/PublishingImages/advanced%20traffic%20signals.RCN-D13%5E23291571.JPG and https://www.mainroads.wa.gov.au/UsingRoads
945	5051			Doesn't do much to improve the movement of people from Blackwood-Belair to city. We need more frequent trains and another route out of the area other than Shepherd's Hill road and Main road then Belair Rd.	No comment	Decentralisation, so that people will work there and therefore grow the area	Why can't the Tonsley rail line be extended to at least Flinders Medical/ Uni. You have the govt land opposite and if this Sturt/Sth road is to be upgraded as promised by the federal libs, it shouldn't be too hard to make provision for a train overpass at the same time
946	5051						Please give us some safe, dedicated bike paths that don't end up on roads. Please re-route the freight trains out of the city. Please put some thought and money into passenger train and bus infrastructure so that people will be more inclined to catch public transport.
947	5008				I welcome new tram networks but to remove the grange/outer harbour train and replace it with a tram seems counterproductive. Surely the tram will be much slower than the existing tram		
948	5047				transport timetables need to give buses enough leeway so that they can run on time.		200 bus is constantly late due to traffic problems which is a timetable issue as the drivers do their best and are always apologetic
949	5091					Easier connectivity for Obahn to connect from the inner city to the interchanges. Especially the express buses. Improvements to bus only lanes seems to have assisted in the mornings, but in the afternoons with heavier traffic, especially along North Terrace before connecting onto Hackney Road.	Hackney Road from North Tce for Obahn access needs improvements.
950	5088			We need to understand that we sometimes have too many bus routes. For example what's the point of someone walking say 500 metres to find three bus routes near them. Then if they walk the similar distance another bus route is on a different road. We need to simplify bus routes	All outer suburban bus routes except one or two should be rail feeder services- this works perfectly in Perth, Sydney and Melbourne- yet Adelaide PT planners have ignored this many times. Yes this includes the North-Western suburbs as well.	The Labor Government launched its Transport Plan last month and as usual when reading it I found some bits interesting, some that will remain just that writing in a plan. However, something really bemused Mr Jay Wetherill can you explain you came into being premier on the premise to stop the announce and defend policy yet your transport plan on the Country Passenger Rail services rules out any return of them in the future (Let's look at WA they have two country passenger lines and have an extensive coach feeder network to them) and you have ruled out even in the future the Barossa Valley Passenger Rail line being reinstated- is that because you don't want to fix up the track that is already there and the infrastructure associated with it. You might want to know for the past two decades the population growth of the Barossa Valley has been higher than the whole Greater Metropolitan Adelaide in terms of % growth per year. In other words to say that Country Passenger Rail or the Barossa Valley Rail line cannot come back is sheer nonsense and not looking at the long term picture- you have marked this plan for	One of the things that strikes me is the naivety involved and also presuming we don't need Regional Passenger Rail in 30 years time. I personally think we should look at it in the near future with regional bus operators like Stateliner, YP Buses etc connecting with trains at places like Whyalla for say services to Port Lincoln. Another thing is that we need more feeder bus networks and make them to operate say every 20 minutes in the peak and 30 minutes at other times.
951	5600	Whatever the people of Adelaide push in the community consultation process		The plan is very poor in addressing a balance of Prosperity .It is skewed to economic growth concentration on jobs and the issues of liveability and environment are veiled. For example the Government drive to industrialize the Lowly Peninsula with little no consideration for the envirn or liveabilit.	There is plenty of focus on this.It should be OK if developed progressively to plan rather than pushed around as a political vote getting issue.[eg get votes in marginal seats and ignore safe seats .]	Better Rail Eyre Peninsula to existing standard gauge railway system. Commodity port on unrestricted deep water connected to good rail network. Lowly Peninsula rezoned rec and tourism NOT industry. Rail and port corridors to consider agricultural land ,fishing, aquaculture, environment liveability	Port on Eyre Peninsula should be south of Whyalla. Rail network should service port. Rail network should connect Eyre Peninsula to Whyalla .Eyre Peninsula rail system should be upgraded to standard gauge and to suit new Iron ore mines. Coast road Whyalla to Port Augusta for tourism and safety reasons. Passing lanes Whyalla to PT Augusta.
952	5085				It would be great to have direct bike paths which extend in all directions to the outer suburbs so that people would feel safe riding a bike		There should be a tram or train line dedicated to the airport which runs at the same time as flights come in an out.

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953	5158				Public transport connectivity between Brighton & Glenelg is disjointed and largely serviced by Brighton Road via buses. Extending the tram down the Coast or King George Avenue between Brighton & Glenelg would reduce reliance on Brighton Road and local road network in particular especially by connecting the three high schools Marymount, Brighton High & Sacred Heart where parking demand is increasing dramatically due to school upsizing.		Cycling connectivity from the south (Hallett Cove) to north (Brighton) is poor. The only corridors are Cove Road and South Road Expressway Bikeway. An offroad shared path is required on Brighton Road down Cement hill between Hallett Cove and Seacliff.
954	5068						
955	5051			I agree with the proposals for the inner city. But those improvements will benefit inner suburbs which are already well serviced. It is the middle to outer suburbs in the North and South and the Hills which need to be better serviced. In particular Aberfoyle Park, Mophett Vale.	I think the priority should be walking and cycling networks followed by improvements to passenger transport in the suburbs which are least well served. Consideration should be given to more train routes to middle and outer suburbs. I think stopping urban sprawl is a good start as well to reducing transport issues in the future.		I think greater investment in public transport to the middle and outer suburbs is necessary. Those areas already supported by train networks are fairly well serviced, but there are areas which are a long distance from trains. In particular, in the South I suggest extending the Tonsley Line train to Mophett Vale to service the Flinders University, Flagstaff Hill, Aberfoyle Park, Mophett Vale areas. That should at least be considered and land put aside to achieve it.
956	5125				Need more Express Buses especially from Greenwith/Spring Hill/Golden Grove. Express buses need to start earlier on timetables.	Express buses	
957	5067			trams important, transport hubs in city helps tourism	yes, priority trams and bike/walking paths. connecting a modern train service to the tram link is needed	safe roads, regional centre train options	TRAMS
958	5045	Freeways	Freeways	You people really have no idea - how about asking people what they want, instead of prejudging them and trying to impose what YOU want?	No. Trams are just a duplication of existing rail and bus networks. Save our money and the power generation required to run trams. Dig up the line to the Ent. Centre.	Realistic speed limits across the entire state.	Yes. Freeway link between Hahndorf and Victor Harbor. The route could follow the existing road via Meadows to the top of Willunga Hill, then improve the existing road to Victor.(2 lanes each way please).
959	5108						
960	5108						
961	5341				I do not know the areas well enough but replacing efficient train network with trams doesn't stack up for longer journeys. the few trams I have travelled on are not comfortable.	Additional passing lanes / separation of vehicles with medium strip type development / dual carriageways wherever possible.	In developing plans it is detrimental to town development to announce in your brochures that a town will be bypassed (The future is section...) this simply works against communities trying desperately to attract investment - when the notion of a Renmark Bypass is extremely remote, as evidenced by the costs and the inclusion of the option to rebuild a Paringa Bridge. Your wild guesses actually hurt our efforts to improve what we have.
962	5041			The public transport improvements are not extensive enough, and simpler changes like linking busses to the train network could make a big difference	More focus should be on trains. Trams are fine, but they do not have the potential trains have. Expanding the train network and making train stations more accessible and more connected to bus routes will go a long way.	Public transport to regional areas is basically non-existent. Regional rail should be considered for major regional towns.	Our current train system is good, but could be easily improved. Train stations are too tucked away and should be the center of towns rather than tucked away down a side street. This is the reason trams seem like a more popular option. Some stations should be targeted and have bus interchanges added, with more busses terminating at train stations rather than going all the way into the city.
963	5032				No connecting buses	Bus	Cheper Bus Fares
964	5241	Having later-running bus services where service is limited (eg Lobethal)		Much of the funding seems to be focussed on inner Adelaide	Increasing the trams system is much needed, and improving the train system is great, but the services/capacity of these needs to increase... Buses will always be hit and miss due to traffic conditions, so more tracks can only be a good thing.	We need a State network, connecting the regions via trains, as there is nothing in terms of public transport in alot of these places	Convenience, reliability and access is important & needs to be considered by government
965	5000				No. I don't think the plans are well thought out. There has also been minimal consultation with local councils. I am not happy with the mix if the proposed plans.	Regional. Current road upgrades.	Do not put the tram down carrington street. It will ruin a nice street. It also conflicts with the adelaide city council's development plans of a Copenhagen inspired cycling street. Please re think the practicality of the proposed cbd tram.
966	5042			Connecting the middle south with outer southern areas and with the inner city	the plan is specific about trams and trains, but not very specific about the other aspects. I would need to know more specific details of the other plans to accurately comment on them	I don't live there so I don't feel qualified to comment	Encouraging more public transport use, car pooling, and active transport to reduce single-passenger car use, and clogged roads. Making public transport an affordable and quality option so that more people are inclined to use it and reduce reliance on cars.
967	5043				The trains should continue to serve the Port as they are, with an underground station at Bowden. Outer Harbor is too far away from the city to use trams. The rest of the trams are in good locations.	A big improvement on integrated public transport in rural areas, the ticketing and booking system should be centralised, similar to V/Line's network. Dukes Highway upgrade is good but duplicating Victor Harbor Road should be a higher priority.	
968	5118					More rail and less reliance on road transport for heavy freight.	Trams are good for CBD and perhaps inner Adelaide (North Adelaide)but will cause traffic congestion beyond this.
969	5062			See below - the transport plan must be integrated with urban planning policy to ensure sufficient use of non-car options	It's a good start. See comment below.		Bring back trams by all means, but realise that the cars that use the tram routes for arterial purposes will have to go somewhere else. There will never be sufficient tram usage (day and night, not simply for peak hour commutes in and out of the centre) unless the density of the population along the routes improves, & unless the apartment blocks on those routes are sufficiently small (and thus lacking in car spaces or kitchens) to push the residents out to use other public spaces.

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970	5118			Medium density housing on rail corridors should be replaced with medium/high density housing. I disagree with 'in-filling' the areas of outer adelaide as this would create a sprawling city where more people rely on cars. Satellite towns (with their own facilities) are necessary. Keep the green belt.	No. Trams are good but safe bike paths would encourage a much more vibrant and livable city. Like Amsterdam where bike paths are separated from the roads so cyclists don't have to wear helmets.	I don't know	We need to start thinking of what will happen when petrol prices start rising beyond what blue collar workers can afford to get to work by car. Increased housing in the CBD and along rail corridors is a start.
971	5007				Mostly - though replacing the Grange and Outer Harbour train lines solely with a tram could be a problem. Not too long ago, Woodville station had express trains to the CBD and it would be good to see those return - will there instead be express trams? Furthermore, will express trams be introduced on other routes?		
972	5126	More park & ride spaces			yes - especially more buses in the north east to cope with continued housing development. Currently 543 route is not reliable (often 10 mins late at least) and the hours of direct service to Adelaide needs to be extended to accommodate flexible working hours.		
973	5014		Development of Tourism		Yes		
974	5084					- Upgrading of tram network - better north south connections, as well as east and west - more frequent public transport options	- Would love to see the tram extended up prospect rd to Blair Athol. I would use it!
975	5022				There is a need for many more dedicated cycle tracks, whether on main roads (ie restrict parking on cycle tracks), along side railway lines and creeks		
976	5033				I believe there needs to be more understanding of bus networks and high priority to transport to places like airport as buses get crowded by local people and for local people too especially peak hours.		A tram network towards airport would be useful
977	5091						
978	5153				I believe the plan highlights the need for parking infrastructure in Mt Barker. I agree with this but also believe that the Bridgewater/Aldgate/Stirling areas lack sufficient all day parking allowing people to fully use the current transport system. This is an issue that really needs to be addressed. I really feel more people would be inclined to use public transport if there was car parking available in these areas.		
979	5051			The Mitcham Hills seems to get worse off with every change, poorer public transport, poorer pedestrian access, more dangerous roads.	There is still an overwhelming sense of "you can't get there from here" with public transport and pedestrian/cycle transport, and they have been treated very badly.	Making it possible to live in many regional centres without having to own a motor vehicle or rely on the goodwill of others for transport including to Adelaide and other regional centres.	Loose the inherent bloody-mindedness that has given us consistently worse rail access (in terms of pedestrian access to stations, amenity of stations including freedom from damaging noise from freight trains, frequency of service, areas covered, speed and reliability and connections of services), bad street light and road maintenance, and a general "not invented here" attitude.
980	5017				Possibly yes. Good to also have better connections in the periphery of the CBD and not only in and out.		
981	5116				No. The electrification of the Gawler line is imperative.	as above	train the rail police in civility. resist the black shirt barricade ticket checks at Adelaide station. Terrible look to tourists. Retire old diesel trains with square wheels.
982	5412				Yes, It's pleasing to see more walking/cycling trails are part to the plan.	Main North Road from Gawler to Gladstone needs a major upgrade and most sections completely rebuilt. Only minor upgrade is suggested in the plan.	Regional bus companies can support the passenger transport plan with Government funding.
983	5034				In the past there has been too much focus on enabling cars at the expense of other forms of transport. If I can see the government investing in bikeways, walkable neighbourhoods and TODs rather than talking about them, I will be more supportive of the plan. We've also got to be careful about the location of new infrastructure and not damage the biodiversity we have left (an example is the proposed bikeway through the Tennyson Dunes).		Support for the rail network to carry grain and other goods. This must be a more efficient and safe network than convoys of semi-trailers on the roads. Rest areas are important, but again, choice of location is important as much of our remnant native vegetation grows along road and rail corridors.
984	5173				outer southern Adelaide still transports issues of working people not address. Not able to Adelaide before business opens (ie 7 am Mon to Friday, 8 am Saturday.		preserve the wine areas. Do not allow housing development to encroach on surrounding lands.
985	5082						

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986	5050			I think the people in the hills are at a disadvantage. The electrification and improvement of the Belair train line appears to be a low priority of this plan. Also we don't have convenient public transport options in the hills. There are not enough bus services/stops or train stations.			Increasing the use of trams is a great idea. It will greatly improve public transport and make the innercity more lively (just like in Melbourne). Also creating an underground train network and having more train stations in the city is essential. Having only 1 train station in the Adelaide CBD is not enough. It's very inconvenient for people who travel to the city by train but work far away from the railway station. We have to either wait for a bus or tram or walk to work (another 15 minutes...)
987	5008			Tram replacing train on Outer Harbour and Grange railway line is better than existing diesel. Better still would be relocating the tram all the way down Port rd and turning the rail corridor to much need green space in the form of a linear park .	current plan of South rd upgrade T to T , involves an overpass on Euston and Day Tces, which will allow for non-stop north/ south corridor - destroying a lot of old Croydon, and making pedestrian and bicycle access from Croydon very difficult !It would be better to integrate a pedestrian and bicycle friendly trams at grade thus restoring connectivity destroyed by the T to T . South rd at 14 lanes is far too big and a wrong solution for an inner city suburb that has a large number cyclists.	Freight by train	public transport, esp tram use is a great idea! bicycle roads independent of existing arterial roads and esp following existing rail corridors.
988	5018	bus routes			certainly not the outer harbour area is like living in the far north - no bus transportation past bus stop 50 on Victoria road and no express trains to outer harbour no wonder people do not use public transport from this area as we only have a train every 30 minutes which then is stop all stations to the city	regional transportation outer harbour area	yes outer harbour line needs more express trains to outer harbour you can cut out stops between city & Woodville as those areas have the Grange Train plus buses along port road
989	5118		this survey appears to me to be written with a bias towards industry to collect specific responses. Surely there are more regional and rural projects	Not well, the lack of consultation is not the best way to address challenges in the local area is it? Giving people just a few days to respond to a complicated and biased survey.	Are you just guessing now?	Adaption for climate change impacts.	Do more reseach and consultation earlier, it will feel more genuine More focus should be on changing the face of public transport from a bad alternative to driving into the more socially accepted method of getting around inner and outer Adelaide.
990	5044			It could still be better, but is still fairly good	I think their needs to be more bike lanes and routes for bikes to take that are safe	More frequent buses	I think that there should be a bus that connects Brighton road, oaklands road and Marion road, and then goes on to the city. It could possibly start at Marion centre interchange.
991	5022				More funding now for active travel. Order should be walking, cycling, public transport then car last. Funding allocations should support this.		More trams in CBD. More public transport after 6pm - massively needed for a vibrant CBD. Also vibrancy boost by having retail/shop hours from 10am-7pm.
992	5031			I particularly support the off-road cycle path initiatives.	Yes. The development of a proper city tram network and electified rail lines are an important priority. Extended cycle and walking facilities are also critical for developing a more liveable city. With all the park space we have in Adelaide, including the Parklands, there is plenty of opportunity for off-road cycle/walking paths to reduce road congestion and provide a great alternative for commuters, recreation and tourists alike.	Support for conversion of disused rail corridors to railtrails for cycling, walking and horse-riding. Re-establish intrastate rail links such as the railway line to Mt Gambier. This will bring these regional centres to life.	I would like to see heavy road transport being converted to rail transport to reduce road costs, road fatalities and to lower the State's carbon footprint.
993	5045				Yes.		
994	5096	Standard Gauge Rail Network			Std gauge rail network to link in with the rest of the country - access intrastate locations with passenger trains (Mt Barker (Commuter) Murray Bridge Port Augusta (Mining), Mt Gambier Freight and Passenger. Will also reduce costs of managing a small track with unique gauge SG Interstate passenger rail access to Adelaide Station for major events - footy, cricket, other events can provide door to door service and access to the main hotel strip in Adelaide. Sell off land at Keswick for a TOD	STD gauge railway to Mount Gambier - get trucks off roads. State government to better support intrastate freight on rail as they do for the trucking industry (eg South Rd Superway).	Continue to release and refine 30 transport plan.
995	5008				I think the plan to replace the outer harbor and grange train line with a tram line will be a travesty if, as the plan seems to currently outline, the direct route from adelaide railway station to croydon, which currently takes 7 minutes, now means a much longer journey on the existing tram line to entertainment centre. Living in Croydon and accessing what is currently such a pleasant and direct and fast route has been one of the best experiences I have had with public transport in Adelaide.		I support the development of new tram lines, the passenger rail terminal relocation to city centre and improvement to bike paths.

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996	5008				the extension of the tram network is a FANTASTIC ideaâ€ should never have been removed! the western tram line should be put all the way down Port Road freeing up the rail corridor as a linear park for walking and cycling into the city IF the tram HAS to go down the western rail line it SHOULD be incorporated into the T2T project NOW as the crossing at South Road could then be at ground level rather than raised (as trams stop at traffic lights unlike trains), saving \$120+million	unfortunately I do not know enough of the specific needs of regional South Australia	amend laws giving ABSOLUTE priority to pedestrians & cyclists forcing SA drivers to respect them on/near roadwaysâ€ this would go a LONG way to increasing use of bicycles for pleasure & commutingâ€ coupled with the repeal of the compulsory helmet laws to being one of highly recommended. Australia is 1 of only 2 countries with national all-age mandatory bicycle helmet laws http://en.wikipedia.org/wiki/Bicycle_helmet_laws_by_country http://ipa.org.au/publications/2019/australia-s-helmet-law-disaster
997	5084			I think getting around is getting difficult, so its good that this issue is recognised. The plan works well to tackle the issue.	Yes		
998	5251			Could we use the spaces where GMH etc are for workshops to explore electric cars and other infrastructure for post-fossil fuel technologies. Could we have an Australian brand car company, nationalised to start with if you like or a partnership. Equipment for trades in TAFE is infrastructure for innovation, thinking with skilled hands. We need the capacity to think with real knowledge of fitting and turning, welding, electrical, plumbing, design for manufacture. How do we adapt so that we can take advantage of all the alternative energy opportunities for skills and investment so that we are not so reliant on fossil fuel or carbon intensive industries.	Would it be possible to run trains from Nairne, Strathalbyn, Murray Bridge to Mount Barker, Mount barker to City. Down in the morning, up in the afternoon for shifting the commuter traffic from the freeway and providing better support for regional towns. Could industrial areas which have lost their industries be planted with trees, increase value for western suburbs property, increase habitat for birds and wildlife, walking/biking avenues for people. Timber as an asset. In making the city compact by building in backyards we are creating Nullabor Plains on arable land. This needs to be reversed to reduce the impact of climate change on Adelaide city and suburbs. Compact might need to include small houses with 2 stories instead of impacting arable land and farming land. Water tanks, planted verge instead of poison/mowing, solar are all important to reduce our impact on climate and reduce water stress locally.	rail, internet, farming land, safe water, no fracking, Australian ownership of land and infrastructure. Food and water security. Explore native animals for stock if sheep are not ideal. Roos, bettongs, or even camels, could be lighter on the plant life and be more resilient so that you do not need to kill all the dingos. Animals designed for that context would be good value? Could we keep wood ducks instead of chooks, they eat grass instead of mowing, bettongs in backards could be good too. Alternative ways of stabilising native species populations.	Trams are good, we are realising the value of the infrastructure we had previously. We still have stations and rail in some places. Time to get serious about looking after that asset =) Mount Barker Bus company is lovely great drivers. Mount Barker council do good work on parks. Water treatment and transport will be infrastructure that will need to catch up to population shifts.
999	5007						
1000	5251			Melbourne has higher rainfall and has organised to have inner city storm water captured and put through a grey water filtering park/wetland and then use the water for parks We have lower rainfall and could make better use of capturing storm water city wide.	RAH and Adelaide Gaol sites could be spots for bike lockup parking in the cells perhaps. then bike folk can tram to the city. They could also be charging spots for electric gofers so people do not get flat batteries and can park them somewhere. They might need something closer to the city centre.	Roof gardens, anything to increase biomass in the state and reduce temperatures, stabilise species. Green suburbs have higher \$ value. We need to green more of them. Insulating powerlines can be done once. Trimming trees should be a second option if you really cannot underground or insulate. Why not underground power while we are doing the NBN. They will need to be separate but perhaps they can use the same dig process.	
1001	5062		Regular rail transport to regional centre				
1002	5086			I think if it can be delivered it seems like we are moving forward. I think a lot of people don't go into the city and use public transport etc because of the cost.	Yes	Train and bus	My criticism at the moment is the that buses don't run on schedule. I catch the bus to the city weekly and from the time I leave my house to when I arrive is 1 hour. I can drive there in 8 mins.
1003	5051			The key issues for me locally are travel into the city (the train and bike in particular) and the plan addresses this.	Yes I think it is a reasonable balance. I think the emphasis on trams is appropriate.	I don't know.	
1004	5158			There was a reason we got rid of the trams in the first place. There is no point in inconveniencing rail commuters who have a system which works to but in a service which will be slower and if the Norlunga line electrification is anything to go by well behind schedule.	No, People don't like catching buses, they are slow noisy, and seldom go where people want to go, that's why so many people drive, and there are so many almost empty buses driving around. Trams are far worse than trains and congest our over stressed roads. Cycling and walking is fun, but it isn't going to be effective for travel from Hallett Cove to Adelaide for example Adelaide needs free ways like every other city in Aus already has. Trains which aren't closed on a whim and less buses.	Doubling of roads, change windy roads to bridges or similar. Eliminate red tape for projects in regional, and indeed all South Australia	It does not meet the needs of South Australians, it will further congest our roads. The use of trams is apparently to make communicates grow up around them with cafes and shops (from what one of the sprukers was saying). There is no place for social engineering in a vibrant democracy.
1005	5008			I am thrilled with the proposed change of the Outer Harbor train line into tram line, the focus on more bike lanes and walk ways in and around our city and in our neighborhoods and for taking the heavy traffic out of our city.	Yes, I believe the mix is right but I have a major problem with the impact the North South corridor is having on the suburb of Croydon where a proposed train overpass/train station is going to ruin the unique nature of this place.	maintenance of existing roads and building of more overpassing lanes, more signs and better designed resting places for drivers and their families along long stretches of the road	Adelaide is on a plane and we should take advantage of this beautiful city, its parklands and its inner suburbs and encourage people to walk and ride along wide and shared routes in and out of the city. WE must use more clean energy and electrify our public transport and be an example to the world.
1006	5008			Please ensure the Outer Harbor tram line is completed as soon as possible to avoid the currently proposed elevated overpass and train station in Croydon. This structure will destroy our community and will have a negative impact on local residents. Please keep the tram line on the ground.	Yes. We definitely need a greener transport system on the beautiful Adelaide plains and build wide shared pathways in and around the city and our suburbs. We must continue to integrate these corridors with more plantings and trees.		When designing major transport infrastructures, please consult heavily with local communities not after the plans and decisions are made but before so that communities are with you and not against you. This is what has happened in Croydon. WE are happy to wait until the tram is in place but please do not elevate a Croydon train or tram station. It has divided our community already.

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1007	5153				Main arterial roads such as Glen Osmond Road, Unley Road, Main North Road etc. should be 24 hour clearways. Simple and cost effective to implement the improvements such a measure would bring to traffic flow would be vast. The same could apply to inner city transport corridors such as Pulteney Street. But they would need to be policed effectively. The bus lanes in Grenfell, Currie and Pulteney Streets are a great idea in theory but in practice lack of policing drastically cuts their effectiveness.		
1008	5049				Inner Adelaide should have cars routed around with cycling/walking/public transport the preferred modes of travel within the 'square mile'. For middle and outer adelaide separate cycling tracks which are adjacent, but not on main roads are required.	I don't know enough about regional and remote south australia to comment.	
1009	5007			Love the emphasis on cycling & walking, & bringing the trams back. It would be great to see more school kids back on bikes.	I think so. Also recent changes to highlight the green strip for cyclists is greatly appreciated and improves the visibility of cyclists.	As a frequent traveller on the Dukes Hwy from Adelaide to Horsham, anything to encourage drivers to stop more frequently - more enticing way stops.	Full marks for having a plan that integrates travel modes. Electric trains - powered by green electricity.
1010	5032						increasing bus frequency and reliability. improving the continuity of bike lanes. Go the whole length of roads rather than not being in parts of the roads. Safe cross city bike routes.
1011	5108				great inner city mix and good middle city links with trams and trains with revised bus role and super stops plus great attention to road freight/business needs; but in outer north metro appalling neglect for non car owners of key links [1] Elizabeth - Salisbury - Mawson Lakes not linked by public transport to planned Port Adelaide hub and Semaphore and Largs Bay cultural/recreation areas ; [2] no rapid public transport link between Salisbury - Modbury Interchange / TTP (along MacIntyre Rd)		Regional and rural youth and older population weekend entertainment strategy with nearby towns specialising in different high quality venues linked by subsidised passenger transport network to enable population to travel from home to preferred venue in other towns and return without using private vehicles: this is a supplement to competitive industries creating youth employmfor weekend bus loops between nearby country towns for young people (and others) to circulate between entertainment options
1012	5085			We do not need more tram lines which clog traffic and cause further congestion and the lack of ability to perform turns on major roads.	No, driving through town now is a nightmare	Better road surfaces, that causes parts of cars to wear & tear, increasing my servicing costs.	Stop choking a growing city. Main North Road is a clogged road, ever since Prospect Road was reduced to one lane (how ridiculous) and a 50Kmh speed limit all the way down to Grand Junction Road. It is ridiculous to drive from Enfield to the City. This is one of many examples of how the roads are becoming worse for those who have to drive to client sites for work purposes. Road surfaces are atrocious, e.g. right hand lane of Regency Road, heading East, between Galway Avenue and Hampstead Road.
1013	5016			leave Outer Harbor/Grange heavy rail passenger service in place and electrify it. DO NOT replace it with a tram.	Forget cycling, waste of time and money. Cyclists don't use facilities anyway and prefer to be a menace on the roads	Return passenger rail transport to country cities like Murray Bridge, Port Pirie, Mt Gambier similar to how they have revived country rail travel in eastern states	Make trains the main form of passenger transport. Rebuild closed and abandoned lines such as the Willunga line through Morphett Vale, and the Penfield Line. Re-build and re-open closed railway stations. get rid of obahn and replace it with a tram like it should have been in the first place, or put tram lines in it and run both busses and trams on it
1014	5084			The concept of trams on Prospect Road is a REALLY bad idea. It is a narrow road that does not suit trams. There will be massive disruption to road users (especially those from the northern-most end) for years. There is likely to be a reduction in passengers carried, not the increase that is needed.			
1015	5015			Implications for alterations to the Outer Harbour train line have not been thoroughly considered.	The train to Outer Harbour should be left as it is so that people living in these suburbs have quick access to the city for work. It should be electrified.		
1016	5015			Question the reasoning behind replacing trains with trams. Why not develop existing infrastructure instead of replacing it	By all means add trams into the mix, but not at the price of losing our train network		
1017	5015	Preserving the more historical parts of adelaide, in keeping with the character of that area.		I don't want semaphore road to change. The trams were removed years ago, since then there is a social "green strip" running down the "main" area of semaphore rd. if you come down on a sunny day you will see people of all ages chilling out there earing chips, picnicing and walking their dogs.		More buses will equal less road accidents.	Please consult openly with members of a specific area you wish to commence a major development in. No one who lives in semaphore wants the trams back. It will become gleneleg, lose character, take away our shade and the beauty of our area. The image you see every day is of people enjoying that treelined street. Take it away and it will be a slippery slope to losing all the character and uniqueness of Semaphore.
1018	5042						
1019	5163			Its a great idea, however more improvements should be more closely looked at, such as having no express train from Noarlunga to Adelaide.	Yes, however the bus routes can be further improved.	Train services.	The fact that there is no express train from Noarlunga to Adelaide greatly impacts workers, meaning that a longer train ride is needed for workers who only need to get to the city directly. This should be considered greatly and express trains should be implemented in the near future.

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1020	5043	mobility scooter access	disability access	I cant ride my mobility scooter over rail and tram crossings even on bikeways even new ones and have to go KMS out of my way AND risk death on the road. If your old mum had to cross the tram line at Marion road youd be very worried indeed. Try a distance(large) mob scooter.. Get insured first.	NO because I cant ride my large mobility scooter in the pedestrian crossing at bike and walk ways on even new built rail crossings. People DIE because they have to ride mob scooters on roads. Fix it. Closed in or airtight trains etc are dangerous and smell disgusting/chemical. Start very openable windows again. Its revolting, and makes us gas targets from people who eat beans. I want to feel the wind on face but NOT that kind. Use grilles to discourage jumpers and rock throwers.	wow where do I begin, passenger rail, buses, roads that arent a disgrace. plant some trees there are too few young trees on obscure roadsides	yes we have an aging population and a fat one. Mobility scooters. wide seats. Closed in or airtight trains etc are dangerous and smell disgusting/chemical. Start openable windows again
1021	5114			Apart from the Gawler Electrification there is nothing else in the plan for the Outer Northern area. Adelaides north has been completely forgotten again!	No. Greater bus/train/tram networks need to include the outer northern suburbs. Playford Alive is the largest residential development in Adelaide at the moment but there is nothing in the plan that supports this.		There is no date listed for the Gawler line electrification. Where does this fit into the plan? All of this is just a plan and changes in government will result in this plan being watered down or changed to suit electoral campaigns as we have already seen with the re-prioritising of works on the Gawler electrification and the South Road upgrade. Plan all you like but make sure these plan are carried through!!!
1022	5032	footy express buses					I would like to know if there are going to be footy express buses for the AFL season for Adelaide Oval. I live on Henley Beach road and the footy express buses do not stop normally at my stop but maybe there will be a nearby stop I can pick it up. Also will there be shuttle buses from the Adelaide Oval to the city as I would catch my regular bus in Grenfell/Currie Street. I am elderly and it is a big hike for me from the oval to the city.
1023	5084			Road more safety	More dangerous		Maybe separation of car and cycling
1024	5139			Adelaide is an ideal cycle metropolis. The plan has not presented a coherent design for grade separated cycle routes for transport not recreation. Its not rocket science ... Anzac Highway had one ...!	No . See above.	Trunk route passenger rail integrated with timely connecting buses to smaller communities.	Rail services need to be reinstated to the Barossa and mid-North Not tourist but commuter services that would allow towns such as Riverton to revive as population centres removing the need for continuing suburban sprall. Think of towns that surround cities such as Zurich.
1025	5082					Tram along Prospect road into city	
1026	5108			I think electrifying the Gawler line is a necessity. I also like the idea of the tram to Prospect and Magill Campus.	I think the use of the Rail coridor between Adelaide and Outer Harbor is a stupid idea. Heavy Rail is much faster than light rail, and you can fit more people on each train. It is ludacris to expect people to sit on an uncomfortable tram for longer than on the train. Electrify the WHOLE network and provide a better service. Tramways should be provided to areas, that don't have access to Rail infrastructure. Don't go out of your way to replace rail with less efficient alternative.	I personally think that the O-Bahn should be replaced by underground rail from Adelaide to Hackney where it then becomes above ground. Have rail underground from Adelaide Station to provide the underground network suggested, with a feeder off under North Terrace to Hackney.	Trams should be in their original locations. Through Nth Adelaide to Prospect with a junction at War memorial drive to service Adelaide Oval. Another great idea is the idea to Magill campus. Another tramway to Westlakes would also be beneficial. Rail to the Barossa and Roseworthy would also be a good idea, as those areas expand.
1027	5075			You can't be serious? More level crossings (trams) within spitting distance of the CBD? I like trams but how is tripling the number of trams crossing the ring route going to help	Don't know. Implementation is everything. A year or so ago, the bus routes changed so that instead of being able to go directly to the airport from an OBahn stop I must change buses in the middle of the city - I now drive to the airport even when I have only carryon baggage and would previously have used the bus!!!!	Passenger cars added to freight trains - who cares about time? Road infrastructure, including rest areas. No public loos N of Pt Augusta; every dry creek littered with toilet paper & worse, disease to indigenious, encourages driver fatigue as they drive to next town	Yes. Don't let town planners design estates 200m from shops but 3km by road & no pedestrian shortcuts! More pathways between dead-end streets.
1028	5096		removing trucks from suburban roads		Buses are not a mass transit system. The trams are a good idea but we need more rail lines to outer areas, which should become population centres rather than insisting on ruining the inner suburbs by overbuilding.	Passenger rail services. Previous governments have closed lines to Mt Gambier and through the Barossa and also what would have been a useful branch line from Gepps Cross/Dry Creek to the Roma Mitchell High School - why?	This field emptied itself (after I typed a number of suggestions) due to being > 500 chars. Put a warning on the page please.
1029	5000			Could do more	Need more trams and better transport to Airport International air terminal that can hold more than 2 planes	Bigger airport to Kangaroo Island. a rail network to Mt gambier and limestone coast and eyre peninsula	Expand 2nd runway at adelaide airport
1030	5019				NO. i don't support the loss of train services, or train services being replaced with trams or light rail.		
1031	5152						freight trains adelaide hills the noise level for one of adelaide premier tourist areas is unbearable noise barriers particularly adressing the screeching & some relief perhaps one day a week ideally relocation of this rail line to a less populated area.
1032	5039				Yes, it is good to see a mix of all options given.	Greater accessibility for rail transport options for travel	Idea: Provide incentives for people to use public transport especially when travelling into inner Adelaide. This will reduce pressure on the road network, and reduce emissions from transport as a whole. Options for incentives could be 1 free trip on public transport for every 20 trips, or vouchers for supermarkets for people who use a certain number of public transport trips every year, loyalty program in essence. Reminders on road rules on tv would be good to encourage cycling/walking.

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1033	5152			No clear outline for Glen osmond road.	IT seems that there are to many trams at the cost of rail. I wonder why we are replacing a train to OHB with a tram? over that distance the train seems like a better option. The inner city rail loop is a good idea but i don't have any hope that any government will be game enough to pull it off. the inner city tram plans are really good and i think they will make the CBD a better place to live.		We need to rearrange the pricing of public transport usage to really improve the financial benefit of people using transport.
1034	5038				We'll have to wait and see since they're not yet in operation.		
1035	5074			I live in the north eastern suburbs. The O'Bahn is excellent, but it is the only relief from congestion on Payneham, Lower NE, Grand Junction, Bridge, NE and Main North Roads. These are still heavily used routes for passenger transport. A focus is needed on public transport in these areas	Yes, though north eastern and nort western suburbs seems to be lost in the mix. All other changes proposed are supported. SA's infrastructure and public transport is in need of a major overhaul, and if we intend to keep growing as a State (in numbers and vibrancy) then we need to be able to accomodate more movement	Safer road and freight routes, and better train freight lines. Not really sure what else.	Whatever you do, no matter who is elected at the next election, these plans MUST come to fruition. No matter who is doing it, the work needs to be done.
1036	5035			Emphasis on maintenance program can't be underestimated. With regard to expanding ports issues surrounding dredging and infrastructure need to be considered carefully e.g. required frequency of dredging	*Train network should not be replaced with trams as they have less capacity. This would put strain on the Grange/Outer Harbour Lines, particularly if the Department wants to encourage greater trade/water traffic in Outer Harbour. Train services would need tio run more frequently in the first instance. *difficult to get around the Western suburbs e.g. between West Lakes and Marion, Marion & Henley Beach/Grange	Connect major towns to airports	*Trams down the Parade/Unley Road would have to run more frequently than the current bus network in order to gain true benefit for the investment in the infrastructure as well as the transport users (encourage them to use the services).
1037	5108			A good plan if it is actually implemented	Yes	Better roads	make the train, bus and tram network free and increase capacity of public transport
1038	5043	Rail overpass at Oaklands			Yes		High priority should be given to funding and building a rail overpass at Oaklands!
1039	5000				I support the introduction of trams but more would have to be invested at intersections to speed up travel times for Trams such as priority traffic light systems where a tram or bus driver can over ride the traffic light system for a green thorough fare. A dedicated cycle way is needed along King William Street City	Better use of Rail for Freight. Electrification and duplication of the main freight line between Adelaide and Melbourne. Make other routes Safer for Trucks and Cars. Over taking lanes etcã€¦. More smart speed signs that change automatically when road conditions change.	Be good to have a tram/light rail to Noorwood but tunnellec underneath major intersections. It should be an East West line tunnel underneath the Cbd with 3 Stations one City East one City Central and City West then continuing to the Airport on Dedicated track with a series of cut and cover tunnels. Dedicated Busways and if Dedicated bus lanes Painted for driver education.
1040	5125			I see very little improvement for the North Eastern area. As a state we are far too focused on too few industries/services, more work needs to be done on expanding into newer, high margin services.	Not even close. The over emphasis on trams is short-sighted and illogical. Numerous major disruptions (power, accidents, burst water mains) occur that bring the tram network to a stand still, adding pressure to the bus network. We would be better off will more O-Bahn busways, i.e. down Port road with relevant stations to feed the North West would be much smart. The only additional tram line that makes sense is the one down Henley Beach Rd and airport. Need to fix Unley Rd and trams aren't the way		More reliance on o-bahn style bus ways, they are off road but can be on road to get around issues. Bike ways should not be along major roads and instead secondary roads should be identified and turned into primary bikeways instead of busy roads. This plan does not address the numerous major roads that are 3 or 4 lanes in the outer suburbs, but come down to 2 the closer to town and with more traffic. With the increase in pop. the no. of cars will increase even with improvements to public transport
1041	5031				The mix appears sound but it all relies on the implementation of the plan and what priority the Government decides to take. Each mode of transport is relevant but if delivered poorly the public will make or break the plan. More input from local communities will be beneficial to ensure the plans that are delivered get taken up by the users.	Road safety is a major concern. Road Construction and maintenance principles must be overhauled to provide safe transit for all users including industry.	My general view is that anything over 5 years ahead is more of a vision than a plan. Government will need to be very careful to dissect the greater plan into discrete achievable plans that can be rolled out on a continual basis. This will require a huge amount of investment in the planning phase to ensure we secure funding ahead of competing priorities. Industry involvement can be a driver to assist this process and Government must find a way to engage us to drive the process.
1042	5000	Ticket fares	None				We neede cheaper ticket options, such as weekly and monthly tickets
1043	5083			Need to be thinking now about upgrading the road network aka inner city bypasses, etc	Yes	Better highways and rail network	No
1044	5074			It's always hard to predict future needs, but decisions need to be made & these largely seems sensible.	See my comments below re: train network. Providing facilities that encourage people to use alternatives to cars is always good.	Safe & fast freight routes (can be combined with passenger transport infrastructure too).	Having lived in areas serviced by train, then areas serviced by the tram & now an area serviced by the o-bahn I am very impressed by the superiority of the o-bahn system. It's versatility & flexibility make it much better than the other rail systems. Has any consideration been given to converting the train network to an o-bahn system, rather than electrifying it? To move buses away from fossil fuels, electric bus systems are a possibility (see Barcelona & Switzerland).

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1045 1046	5081 3231	reduce the number & size of buses. 2. No trams where there are already buses. e.g. King William Road: now that there is a tram we do not also need buses.	The Amsterdam system whereby bikes have a cycle track ABOVE the city.		it is a bad mix. See previous comments. King William St. is an example: there are trams AND buses. Get rid of one of these. Removed those cement lumps on corners where cars need to turn, e.g. Frome Road & North Tce.	Trains, trains, trains!!! Please! No more heavy trucks on roads. Trains to connect people from outer suburbs & the country (including Adelaide Hills) to the city, not buses.	Buses are far too big for the small number of people they often carry. Introduce mini-buses only. I really think that outer suburbs should be served by trains.
1047	5022			This plan is fantastic for both my local area and the rest of South Australia. However, I am opposed to converting the Grange & Outer Harbor train lines to trams just so spurs can reach West Lakes & Semaphore.	Yes, this balance appears to work.	N/A	While almost everything about this plan is great, I am opposed to converting the Grange & Outer Harbor train lines to trams just so spurs can reach West Lakes & Semaphore. Alternatives should be considered to upgrade these to electric trains while still servicing these new routes.
1048	5087			I think it's good and viable if we focus on the initiatives that will most likely kick start the economy first so the government can receive revenue to back further spending	I think so , diversity but not too diverse	We need better transport out to new housing estates hopefully this will reduce housing prices so the avg Joe can actually afford one.	thank you for running this survey and listening to the populace at large :)
1049	7072				No. SA is a vast state and Adelaide is already an expansive open city so the plan puts much too much emphasis on cycling. Cars are a necessity for families, especially young families. As such the present state governments continuing persecution of drivers, along with Adelaide City Council's increasing car unfriendliness are an unfair nonsense. If cycling is to be a priority then it is crucial that cyclists are responsible road users and not the entitled and selfish users they are now.		A network of free, or gold coin fee bike stations through the city and fringe suburbs like New York or London. A water taxi service than links our metropolitan beaches.
1050	5341				Need to get the Non-Stop South Road and link to South Eastern Freeway completed before completing other rail, Train, cycling & walking projects.	Encourage more Country Living and business operation. Rather than focus on expanding the city focus on expanding the country areas and improving them.	Get the non stop south road going ASAP. Build overtaking lanes and clear out roadsides along difficult sections of road. so that when it comes to duplication the work has been done gradually and less cost in the future. Consider continuous three lane roads. Two lanes one direction and one the other alternating direction every two kilometres with a wire rope barrier between the two directions. Middle step prior to duplication of roads.
1051	5051	1. Eastern Ring Road			No. Urban sprawl must cease. This is essential otherwise your plan is simply a cosmetic fix. High rise apartments in the city centre and along main traffic corridors will facilitate your plan, but not fix the hazards of trees alongside roads in the hills, escape routes in case of fires, ease of traffic flows through narrow streets that cannot be easily widened and timely more flexible bus services within and across the southern area.	Duplication of major arteries and construction of rail, pedestrian and vehicle overpasses. No more urban sprawl.	An eastern Ring Road is essential to connect the SE Freeway with other feeder roads into the northern, eastern and southern sides of Adelaide and an alternate bypass for north-south traffic. Light rail could also be built parallel to the route to service the eastern fringe of the city.
1052	5161			Trams are a waste of money. if we wanted trams, we should have left them in ages ago.	Everything but trams!!!!		no more work on trams! put that money into north south corridor
1053 1054	5022 5072				I think that you have done a very good job in this regard.	I am a city dweller, and I don't think I'm qualified to comment on this question.	Electrification of public transport is the best way forward. To support this, we need to build more wind (and wave) farms, preferable off-shore for efficiency and consistency of power supply.
1055 1056	5014 5069						I really like the idea of bringing trams back to the CBD and inner Adelaide.
1057 1058	5152 5064			Noise pollution from SE Freeway has increased over the past 10 years with the development of Mt Barker & surrounds. Plan doesn't appear to address this EPA issue specifically.	The increase in the number of Road Trains on SE Freeway needs to be addressed. The unsatisfactory noise pollution from these vehicles is of great concern.		Noise Barriers are urgently needed now in residential areas along the SE Freeway
1059	5072			There are great ideas about improving cycling on separate routes, increasing public transport services, etc. But the time frames are far too long to be useful. There should be a 3 year plan to introduce all new cycling infrastructure, and a 5 year plan to have all new tram corridors in place.	No, there appears to be still too much focus on roads for non-freight transport. These have been overbuilt, and do not need to have any part in a 30 year plan for transport.	Focused attention on the most promising regional towns to increase their economic vitality, and allow them to develop into a sustainable economic centre. These should take the pressure off the Adelaide CBD. With very fast rail transit to enhance interconnections.	30 years is far too long for this plan. Adelaide doesn't have a very good transport system (other than roads), and in 30 years, the needs will be so much greater than they are now. The plan needs much more rapid implementation (people just starting their working life today will be retiring when these projects are finished!!!)
1060	5072			There are great ideas about improving cycling on separate routes, increasing public transport services, etc. But the time frames are far too long to be useful. There should be a 3 year plan to introduce all new cycling infrastructure, and a 5 year plan to have all new tram corridors in place.	No, there appears to be still too much focus on roads for non-freight transport. These have been overbuilt, and do not need to have any part in a 30 year plan for transport.	Focused attention on the most promising regional towns to increase their economic vitality, and allow them to develop into a sustainable economic centre. These should take the pressure off the Adelaide CBD. With very fast rail transit to enhance interconnections.	30 years is far too long for this plan. Adelaide doesn't have a very good transport system (other than roads), and in 30 years, the needs will be so much greater than they are now. The plan needs much more rapid implementation (people just starting their working life today will be retiring when these projects are finished!!!)
1061	5011			The plan is a 'feel good option' that takes the easier, and less expensive choices over the better but, more expensive longer term options.	In my opinion trams are pointless, you might as well use buses and save on the infrastructure costs. New train routes would be the best option for the long term, and the can be joined with bike/walking corridors. The south rd corridor is important.	Regional rail passenger services are needed Plus, investments are needed in road safety such as a duplication of the Dukes Highway, which can be very dangerous with impatient drivers and slow moving trucks and caravans.	This state would be well served by having a well connected regional and metro train system. In addition, to an upgraded road network.

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1062	5158			The suburban to CBD rail network, particularly the "improvements" to the Noarlunga line, has been a continuing joke. No real understanding of commuters needs seems to have penetrated to any level of the current department in charge.	No, not remotely. You have areas that busses do not visit more than an hour a night, serviced by trains that (when running) leave the city at the time shift workers in essential services leave their employment. Specifically my self example is working at the Royal Adelaide Hospital (and not moving to the new campus), I often knock off at 9, 10, or 11pm, which is when the trains are scheduled to leave the station. How about giving people more than 0 time to get to the station?	No clue, no interest.	Sack Fox, go with an all or nothing approach on the rail line instead of inconveniencing the minority for another year, and get your bloody act together.
1063	5032				More walkways, and bike paths NOT on the River Torrens.	Not sure.	No.
1064	5068				Strongly support EastLINK Tram along the Parade to Magill		
1065	5084		Regional passenger rail		Yes, although I'd consider the tram network the highest priority.	Switching to a form-based code (determine density, suburban or urban form, etc.) and abandoning zoning, setbacks, parking requirements, etc. everywhere.	
1066	5069						
1067	5067				Yes, greater access to trams, cycling/walking will improve Adelaide.		
1068	5038				The plan is a good mix		Integration of transport and land use planning is essential
1069	5011			2025 for cycle greenways is not acceptable. Cyclists need safer routes now or we will continue to die and get injured on the roads.			Mandatory cycle aware/on road cycling lessons for every driver in Australia. The ability to submit photos of drivers obstructing bike lanes and have this evidence followed up by police. Adelaide metro buses NOT parking in bus lanes for 5-10 minutes- which you know contravenes the road rules...
1070	5032						
1071	5000						
1072	5090			having to drive to a hub, which just increases local traffic and does not provide an incentive to eliminate second (or even first) cars. For example, don't build massive new carparks at o-bahn stops, but increase the frequency of feeder services instead, so more people can travel to and from home rather than having to drive first. We find public transport very inconvenient after hours, weekends and public holidays, which means we need to use the car more than we should. The 15 minute go zones are an excellent idea, but they are not long enough, nor do they work well in these 'out of hours' times. We would use public transport to visit friends and shop more often, this has to be the future in a carbon constrained world. Would also suggest that the night time and overnight services are increased (a great example would be changing the N541 to run along the 556 and 541 routes, to serve a greater area), and run them *to* and *from* the city, on more nights. The information signs and new online bus tracking service is excellent. However, the way the signs have been set up at TTP and Paradise is confusing and not helpful. The signs should be overhead at each bus stop (Zone A, B, C, etc) and be specific to that particular stop. The information should be integrated into Google Maps (and made	should be given to: * avoiding 'spur' lines, otherwise this will reduce the frequency of services that can be delivered, or require trams to go in/out on the spur line to provide equivalent service. This is evident on the proposed WestLINK and PortLink services. Why is WestLINK not being run along Richmond Road to the airport instead? * don't 'double up' on infrastructure - the ProspectLINK is quite close to the existing railway line, whereas areas to the East have no proposed tram service, and would continue to rely on bus services, many of which do not use the o-bahn to speed up transit times (appreciate that Prospect Road is a proposed area of high-density development though) * creating cross city routes and intermodal links to provide more transport choices - for example, why not extend the EastLINK to Paradise Interchange, or extend the Henley Beach line to West Lakes via Grange to create a circular route (eliminating the spur lines) which run both ways and provide more choices for passengers? * keeping tram lines short - the PortLINK route is very long and analysis should be undertaken to determine whether better, quicker services might be obtained from retaining and electrifying the rail line instead (which could allow a 'circular' tram route from Henley Beach via West Lakes to follow Port Road to encourage development along this route).	All towns should be bypassed for 'through' and freight traffic. Duplication of highways to Port Augusta, Renmark and South Australian border is needed. There are effectively no viable public transport options for regional and remote towns.	The development of this plan is to be applauded, well done.
1073	5072			Issues about adapting to climate change will require more consideration as effects become clearer	The plan is visionary and is a great starting point with a logical basis to work towards and fine tune as time unfolds. An early serious start is critical otherwise it will be cherry-picked and be put on a shelf to collect dust and become irrelevant. Strong focussed action will lock in action across the political cycle as the temptation of new Governments is to create their own pet projects which may be compatible with an agreed logical plan	We probably can not maintain the plethora of roads and local Government will need to give guidance. Also we need to establish public transport services at regional centres will die if the private petrol car is the only link. Encouragement for the development of electric powered vehicles is essential	Increasing the number of passengers per trips and giving public transport priority at some times and freight vehicles priority at others. Can an alternative to the Portrush Road major truck corridor be found?
1074	5006						
1075	5253			More needs to be put into regional passenger transport. eg. country passenger train/better Adelaide Metro connection. Look at how V/Line works for regional Victoria.	Yes, however the tram connection to the airport must flow with minimal interruption.	Improved transport access, railway upgrades.	Focusing on improving railway infrastructure, particularly for Murray region opens up the opportunity for passenger services as well as improved freight services.
1076	5253				Not really.	Either bring back the train from Murray Bridge to Adelaide it get a bus service. I am currently paying \$6.70 from Murray Bridge to Mount Barker because the government won't allow public transport in the the Murray lands region, which is needed!	Get public transport from Murray Bridge>Mount Barker. Sick of paying shit prices to get my education.

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1077	5169			They have left southern area out for years... what diff will this make now? Ps shitty bullshit questions	NO	Why you asking a bunch of city folks these questions and NOT door knocking regional SA!!!! Oh thats right we have the internet with a bunch of no brainers for jobs...	Anything that has already been said you will just wash it away!!! Trains that allow us to go to the clare valley and port lincoln... buses and KIDS do not mix and if you do such things MAKE SURE THERE IS A PLAY GROUND AREA FOR KIDS... is it really that hard... oh wait another stupid question!!!
1078	5204			No. a heavy vehicle "by-pass" is required for the safety of school children and shoppers and for transport to and traom KI around Normanville and Yankalilla	Public transport subsidies are required for the DC of Yankalilla to re-introduce a minimal level of public transport. Range Road (Victor Harbor to Cape Jervis tourists road) needs to be maintained by SA Govt	safety of tourists is not taken seriously. The urgent need for an overtaking lane going up the hill out of Cape Jervis continues to be ignored	The band-aid aproach to regional road upgrades mostly makes them more unsafe. The hard railing provides a surface to bounce cars into the path of others. Real upgrades are required to corners and levels
1079	5095		get the trucks of our roads. im prove rural rail travel. re open the victor harbour line.	honestly this needs to happen now, not over 30 years. Adelaide has a lot of potential but it is going to waste.	more business hubs like the home maker centre on main north road need to built. if they built a few along south road it would ease congestion because there would be less of a need for people to turn of in to different streets and businesses.	Adelaide Metro needs a few rural lines. the 200C class trains were designed for longer travel routes and will soon be retired. why not run trains out to Victor Harbour the Barossa Valley, or even further. even if the services ran every 2 hours to and from the cbd.	as above. better rural passenger rail.
1080	5164						
1081	5164						
1082	5159			Too much focus on bringing back the trams. There is already an abundance of transport options for inner suburban citizens. To reduce congestion on the roads there needs to be more options for people in the outer suburbs. More efficient train and bus services are far more important.	No, too much focus on trams. If the rail system is implemented properly the use of further light rail is largely unnecessary (except in the western suburbs). Buses need to be run more efficiently and on TIME to encourage higher patronage. Also more express services on both buses and trains would be useful.	Need to improve the rail network to reduce the size and frequency of trucks on the road. By having such large trucks, there is not only increased danger on the road but these trucks also wear down the road. A better rail network would have many benefits including being greener and more efficient.	
1083	5082						
1084	5116	A train service that RUNS ON TIME			No. Need to get the existing services brought into the year 2014, not left back in 1980	Does not affect Adelaide or where I spend 98% of my time, like 90% of the population of SA.	Priorities are wrong. Fix what we have, prior to extending new services, that ultimately feed into the existing services, that cannot currently cope. You will only make public/road transport worse.
1085	5095			Whilst i currently live in Mawson Lakes i am looking to move to Largs Bay in the near future. I use the Gawler rail service every weekday. The electrification of this line should be a priority. One of the key issues is overcrowding of trains. Also the older trains can be slow and unreliable.	I am mainly concerned with Rail and Trams as i use them both. I think the extension of Tram services to Outer Harbour (replacing Heavy Rail) will be detrimental to the commuters who use the service daily. Trams are generally slower and have a lot less seats. Something that will lessen the number of people who use this line. Also there is starting to be too much of an emphasis on cycling at the expense of drivers. The North South non-stop freeway should also be of a high priority.	No comments	I love the idea of bringing back more tram routes including the city loop tram, but i think the tram line should be extended down Port road from Hindmarsh to meet up with the Grange line and then feed into a new line down West Lakes Boulevard. The Outer Harbour line should be left as heavy rail and electrified. There should also be consideration of a branch line from the Gawler line which runs up through the proposed Buckland Park development.
1086	5013			A broad brush approach with a strong mixture of life style options. Freight movements, road rail & ports are the improvements for lower business costs and are the income earners for the state, creating viability (tax money) for the state to improve public transport options.	Freight movement improvements have a flow on effect to car movements. Hubs to cater for freight transfer, car and bike parking stations to transfer to public transport. Ring route options to circle the city are positive improvements.	Transport options for remote and regional are limited to good quality roads for cars and buses. Continued improvements to passing lanes and road side rest areas (truck & passenger) including toilets are an imperative.	In the short term road maintenance, selective safety upgrades for the existing network should have increased funding commitments. The N-S connector is the single most important infrastructure development. A port on Eyre Peninsula next. This will aid the states income which will contribute funding towards the more life style orientated vision.
1087	5083			A stronger emphasis on active travel within suburbs to shopping centres and schools would be good	Would prefer a bigger emphasis on separate paths for bike/walking similar to torrens linear park. Using green space planning to integrate links. In established suburbs re-designing existing road networks as shared zones similar to Bowden approach	Better collaborative planning for mining infrastructure and community development to assist integration of mining activity while supporting local community character and economy	Improve deliniation of existing bike lanes on existing roads while increasing extent of separate bike/walking paths
1088	5068						
1089	5086						
1090	5000				I think so, though the relative timing of the various "actions" is debatable.	Enhancement of transport links to assist mining projects, given the flow-on benefits that would result from increased mining activity.	Further to the above comment, I wonder whether some more encouragement might be given to the consortium that has been given the right to develop Port Bonython as a common user facility. If it is left purely for the Market to determine when the project is bankable, it might never happen. On another matter, I support the earlier delivery of all North-South corridor projects, including Northern Connector. This will require the Federal Government to back their rhetoric with a greater than 50% share.
1091	5007						Parking to be addresses for CBD. Entertainment centre tram big improvement, consider further changes
1092	5159				Improving bus routes for Flagstaff hill area, a quicker route to cbd without transfers. Also improving south Rd should be a top priority- Torrens Rd to sir Donald Bradman drv and esp cross Rd to tonsley park are atrocious.		

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1093	5034				It is a wide range of options being contemplated. If the state can afford to do this over many years it needs to be combined with an education program that will get people back into the habit of using public transport as in European cities. The linear nature of our city will challenge the cost effectiveness of the proposed system.	Roads need to be improved; made safer. Local industries and businesses need to be fostered to keep people in our country communities. Work must be present for people to move into the area and stay. We need to look at developing move "value adding" businesses/industries.	
1094	5086				Any improvements will go a long way	dual carriageways for safer travel. awareness of black spots	An upgraded and improved rail line will help SA compete with other cities around the world. I am not a rail user but it needs to sprawl across the north south corridor more. Both north and south are growing rapidly
1095	5065			Retrofitting the city with trams is poor policy - Adelaide hasn't got the density to support trams and our inner city roads are congested enough without light rail.	I believe buses and existing rail connections should be upgraded and improved rather than promoting trams. Improving walking and cycling opportunities especially in the inner city should be prioritised.	Better road maintenance in regional areas especially in areas heavily traversed by trucks.	Investigating rail links to the Adelaide Hills should be considered in light of population growth there.
1096	5095	Underground Railway		My local Area (Mawson Lakes) is already well serviced by public transport and further improvements to the railway and bus networks can only make things better. The only thing lacking is a viable public transport option between here and the west (Port Adelaide, Semaphore, Outer Harbor etc.) New bus routes, possibly utilizing the Port River Expressway, could be established to fill this gap.	No, I am not convinced of the advantages that the proposed street running trams have over existing public transport options. I am deeply concerned about the increases to journey times that PortLINK will create; 54 minutes for a 22km journey is far too long, considering Salisbury to the CBD is 25 minutes (20km) on the Gawler line. PortLINK doesn't appear to offer any speed advantage to West Lakes either as existing bus routes make the journey in about 40 minutes (32 minutes for the 157X). Improving bus connections with the existing Outer Harbor line could see journey times to the CBD from West Lakes reduce to 27 minutes in my estimation. There needs to be more of a focus on creating an integrated public transport network, with dedicated public transport corridors providing the bulk of radial journey kilometers. This involves providing more bus connections with dedicated public transport corridors (e.g. trains) and promoting multi-modal transportation. This will improve journey times by shifting passenger kilometers to faster, more efficient services. There is also a need to provide more non-radial bus services to connect people to regions of high employment density that are not CBD based.	I am not familiar enough with regional Australia to provide a very meaningful response here but I would like to see a greater utilization of rail freight. Rail freight is far safer (heavy vehicles are involved in 15% of fatal road crashes in SA) and more efficient than road freight.	I have emailed a detailed response to the provided address
1097	5016						
1098	5016			Planning needs to be from the bottom up. We need an integrated transport plan for Port Adelaide and LeFevre peninsula - it's such a complex area with current and potential irreconcilable conflicts between public transport, active transport and industrial traffic	Too much emphasis on trams. Trams are OK for shoppers, tourists and inner city commuters. they are an absolute downgrade of services for those a bit further out (lengthier trips, crowded trams)	Not sure	Do not contemplate tram replacing train to Outer harbor!!!! A tram parallel to the train (say along Port Road to the Port and Semaphore should be in place and the train line electrified. Commuters from the LeFevre Peninsula and the Port would be hugely disadvantaged by a slow tram service. Can't take bikes on a tram either so if you want to ride at the other end you can't!!!
1099	5020				Key corridors are identified with balance. Inner and middle city should take less precedence unless there is to be more compact city. Cycling and walking should be promoted but in the main that is individual choice and should be promoted through health and safety using current infrastructure and open space etc	Regional roads are in a terrible condition and need upgrading throughout SA. A huge job yes. But needed and should be prioritised	Introduce Toll Roads. User pays is the norm. Outcomes will provide new and much needed infrastructure, employment and increase and improve infrastructure within a reasonable time line. Whilst a 30 year transport plan instill vision it does not address the need for much earlier infrastructure needs which in many instances are 30 years behind
1100	5020				Key corridors are identified with balance. Inner and middle city should take less precedence unless there is to be more compact city. Cycling and walking should be promoted but in the main that is individual choice and should be promoted through health and safety using current infrastructure and open space etc	Regional roads are in a terrible condition and need upgrading throughout SA. A huge job yes. But needed and should be prioritised	Introduce Toll Roads. User pays is the norm. Outcomes will provide new and much needed infrastructure, employment and increase and improve infrastructure within a reasonable time line. Whilst a 30 year transport plan instill vision it does not address the need for much earlier infrastructure needs which in many instances are 30 years behind
1101	5035			It is too hard to read every detail of the plans. expect that those in charge will be sensible, well informed and make correct choices based on value for money and common sense, not what is trendy.	I like the tram but they block roads and look ugly overhead. Better buses where there is not a big step and with easy access for pushers and wheelchairs would be fine and not need so much infrastructure.	More highways and passing lanes in remote areas. More use of rail in the country. More public transport in the country.	Buses need to be frequent and reliable. Access onto the buses needs to be improved and there should be a greater use of small commuter buses in off peak time. In the city and suburbs there should be more east west bus services. Current train lines should be upgraded and extended where necessary and a train or tram line built out Norwood way. Some train stations should have ticket offices like in the old days so that people feel safe-decentralise staff to work there.
1102	5008	integration of Train/Tram/Bus/bike	moving government departments, such as shared services, to a regional centre	The plan seems rather "bitsy" a few small concrete projects tied together with some motherhood statements. The biggest single challenge is the plethora of local councils, and tendency of the State government to come in swinging a big stick.	Most of the bike projects seemed rather vague? lots of partnering, but little doing. A comprehensive	Strict boundaries of incorporated areas to promote densification of urban areas, as well as to preserve arable land.	Stronger regional and local government involvement, so that the State can involve itself in policy and funding, rather than managing individual solutions in individual towns or suburbs.

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1103	5061	Safer cycling on the road through bike lanes and driver education			More emphasis on cycling safety on the roads and driver education is required. People are getting killed and seriously injured because of poor drivers. That is not acceptable.		
1104	5064			Please investigate the health consequences of cell phone towers located in heavily populated areas or near schools. The ones located on top of the new hospital in the city is very alarming to see.	I do not believe removing trees from the Norwood Parade for the purpose of building a tram line is appropriate. The trees enhance the area's beauty and sense of place. A tram line would diminish a sense of community. Currently people do not adequately understand the road rules as such pertains to bike paths and car turn lanes. So many people drive on the bike paths as well as bus lanes. The rules and/or signage need to be more concise.	Please remove dangerous cargo routes from suburbs. Port Rush Road was not made to carry as much freight traffic as it is currently. Many 16 wheel trucks use exhaust brakes at all hours.	
1105	5041				Yes	Safer roads - more overtaking lanes and dual carriageways. More bypasses around towns	Come to an agreement with Victorian government to complete 4 lane road to Melbourne.
1106	5049				Using rail as the arteries into the city is important with busses, bikes and private cars to adequate parking and station	No idea	WiFi on trains
1107	5092				Too much emphasis on trams. Shouldn't train routes, like the one to Port Adelaide with trams. Trams are slow, inflexible and uncomfortable.		
1108	5039				I think the plan addresses the future passenger transport needs of Adelaide very well. I agree very strongly with the emphasis on reducing urban sprawl and improving public transport. However, I do think that much more use could be made of the metropolitan rail network for moving freight. This would require that the lines be converted to standard gauge, something that does not appear to be included in the plan.	More use should be made of regional railways for moving freight and passengers. I also believe that the State government should assume responsibility for the regional bus network and run it as a public service similar to Adelaide Metro.	Heavy trucks should be charged more for their use of roads. Currently, a large proportion of road maintenance costs attributable to these vehicles are paid for by private motorists and other taxpayers. Increasing heavy vehicle charges would encourage freight to shift to rail and sea, leading to safer roads and a cleaner environment.
1109	5460			There is a lot of work and many hard decisions to make eg eliminate irresponsible drivers from our roads priority No 1. Remove all infrastructure to at least 1.5 metres from the kerbs.	More to be done	Adelaide inner city is definitely not large enough to hold special interest events eg. Tour Down Under, Car Racing. These events cripple the inner city area.	Make more dedicated bus lanes that operate while buses are on the road not just between 7am & 7pm & ensure ordinary drivers obey these restrictions. Renew all MAN brand of buses to Scania.
1110	5046				Yes - seems great.	Overtaking lanes on highway to Broken Hill, duplication of road to Victor Harbour.	Reintroducing tram network is a brilliant idea - don't listen to the negative know nothings. What about trolley buses for heavily used bus routes e.g. O'Bahn/MHH.
1111	5008				Everything initially seems ok.	Use more rail links.	With the current South Road upgrade project from Torrens Road to where ever, will the initial rail line which will be elevated over South Road just before Port Road be diesel or light? From where will it start its elevation and where will it end?
1112	5068			The Parade is a nightmare with parking - move cars out and strip out the centre strip and maybe a tramway will be possible. The Parade - Osmond Terrace - Magill Road - Penfold might be a more suitable route.	Without an in depth study of proposals offered for conservation my comments are nothing more than a gut feeling.	It is essential any state government is prepared to appropriately support regional and remote business needs, in terms of roads, rail upgrades and improved port facilities. South Australia has got to become an attractive state in which to invest. Currently this is not the case.	Traffic flows in the 10km radius of Adelaide GPO is regularly a frustrating experience for drivers. The motorist is loathe to abandon his or her vehicle. People go without certain meals just to afford keeping their car on the road. I doubt there will be a huge change towards using public transport. From my travels overseas our public transport system is only fair.
1113	5107					Reliable public transport.	Trains running 10 - 15 minutes late every day - getting pay docked for being late. Fix what we've got before we build more stuff.
1114	5159	Cheaper buses			Cheaper buses. Current buses are \$0.5 million. Too expensive. Trams are better.	Higher density towns. Increase public transport.	
1115	5121	Local road infrastructure				Bus service is okay at present, however patronage a limits in peak times. Will need to increase services in near future and with growth.	Traffic improvements for freeway and instructions into town to reduce travel time and improve reliability. Support more park 'n' rides.
1116	5251					Improved bus services to the outer lying areas, for example One Tree Hill, McLaren Vale, Willunga etc.	
1117	5068					Bypass Truro, new rail and ports to support mining.	Do Norwood Parade tram first.
1118	5245		Heavy transport traffic out of towns, especially Handorf main street. More transport options into hills, not just buses or car, make safer. Make bus network much better.	Need bus times in Mt Barker to City to start earlier and connect within 5 mins to ring routes. Need to be able to take bicycles on buses. Hire bikes at tollgate in Mt Barker with enhanced power for hilly areas and older persons.	More frequent bus in all 'off' work and school times, especially during weekends and festivals in the city. Saturday nights need more frequent services.	More buses on freeway directly to towns through hills rather than winding through townships. I live in Hahndorf and like the bus that comes from Naire through Hahndorf and then onto the freeway. These are only one each way a day, need more of these. Need to prioritise 20 year bicycle path strategic plan in Adelaide Hills.	Need to build another entrance/exit from Freeway to Mt Barker going both to Adelaide and Murray Bridge and Hahndorf going both ways. Install sound barriers on freeway as it passes towns.
1119	5085			At last someone is thinking about coordination of many aspects of life in SA, transport, access, services, amenities plus housing.	Yes.	More rail links, better public transport, bus and rail.	Continue with rail gauge standardisation - make an underpass at Gepps Cross and keep our roads toll free!
1120	5048				Yes.	Be environmentally friendly	
1121	5000				Yes.		
1122	5108				Cycling and walking tracks needed in the Yankalilla tourist area.	Transport needed North and South.	Public transport needed in Yankalilla. Hay Flat road Normanville needs to be sealed to Park's (national) and tourist areas.
1123	5204				No. Each citizen in Greater Adelaide receives the equivalent of \$413 transport subsidy through public transport and beyond Sellicks there is nothing	Regular transport to train, Seaford Rail for Fleurieu west towns.	The current government 30 Year state plan ignores the wellbeing of country areas. We just don't exist. The Yankalilla district is severely economically disadvantaged and requires revitalisation.

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1124	5108		Trains	More cycling and walking		More or better links between the north and south of Adelaide.	
1125	5067				Improvements to fork tree road, Yankalilla district.	Roads to be fixed, more double lines.	
1126	5159				Does not relate to the Yankalilla area where there needs to be improvement	Very poor for the Yankalilla area.	Subsidised fuel, community bus services in local area. Fork Tree road from Sellicks to Carrickalinga needs to be sealed.
1127	5203				Yankalilla district not catered for. No public transport from Adelaide that brings people to the area that is suitable for return in daily exercise.		From north to south better services need to be looked into for quicker ways to connect Main South road and Inman Valley road. Reduce speed up grade South road from Myponga, Cape Jervis gateway to KI.
1128	5204				The completion of sealing Fork Tree road would provide an alternative route in times of emergency to KI and western Fleurieu.	Bitumenise the remaining section of Range Rd from Victor Harbor to Cape Jervis for a complete transport link from Victor Harbor to KI.	Provide a direct link road to Deep Creek national parks from Yankalilla Districts that is clearly defined. This would provide benefits to national parks and promote state tourism in general as it has done on KI, with the sealed roads to Flinders Chase National Park. There is so much potential in this district for the state.
1129	5223		Long distance bike routes, rail trails		Maintain and improve existing systems. The parklands are very unique around the city but they disconnect our suburbs from the city. 10,000 people could live there, not north of Gawler or south of Noarlunga.	Create hubs with all or most services so people don't need to travel to Adelaide.	More roads = more wastelands and cars. No new roads, improve existing corridors. Bring people closer to the city.
1130	5048				Safe dedicated cycling corridors, more consideration for pedestrians in general	Passenger trains, solar energy farms.	Direct bus up west coast, e.g. Brighton to Port Adelaide. I'd have liked to have seen underground station servicing Marion shopping centre and connection to Tonsley line to Flinders Medical Centre and Uni and Aldinga.
1131	5068						I believe B double trucks should be banned from the metropolitan area, especially on routes used by cyclists. I believe a designated freight route should be developed on the eastern side of Adelaide Hills, basically north from Murray Bridge to join the Sturt Highway and into Metro Adelaide thereby removing many heavy vehicles from the metro area.
1132	5051				It appears to make movement safer and easier.	More trains to outer areas. Why was the Mt Barker train dismantled?	I commend the planners for focusing on more public transport systems - a good commencement for hopefully more in the future. I don't not have a car and I greatly appreciate public transport.
1133	5251	New by-pass for Renmark and new Paringa Bridge			No. I wouldn't support new tram tracks.	4 lanes for SE freeway and 3 lanes from Crafrers to Mt Barker. Freight trains track from Murray Bridge to Gawler to Adelaide and use existing track for light rail commuting only.	
1134	5073	Tunnel - Enfield to City to Toll Gate and connector to Edwardstown		More people means more infrastructure. More Crowded roads and public transport. Less to each of mining, agriculture pie.	Absolutely not. One system with flexibility and that is buses. Buses need redesigning.	Protect agricultural land going under concrete and tar.	Yes start tunneling. New TBM's very efficient. Bus operators need to lift their game re: timetables and also design better buses. Double decker buses and longer buses.
1135	5203				Not for Yankalilla	Forktree Road to be bitumenised so residents at Carrickalinga, Normanville, Second valley and Cap Jervis, plus makit it a tourist drive.	More north south connections, improve Main South road and reduce speed limits.
1136	5204				Very poor transport to and from Adelaide and Victor Harbor.	Better transport for students and persons without a vehicle.	A reliable timetable for going in and out of our area. Improve Main South road. Especially Normanville from Cape Jervis at the main corner in Normanville.
1137	5204				More accessible bikeways and footpaths in Yankalilla.	Reduce the speeds on Main South Road from council chamber from 50 to 80 to prevent accidents.	
1138	5204				Not for Yankalilla	Bus to link with trains.	Bus link to trains (Aldinga) Noarlunga from Carrickalinga, Normanville and Yankalilla.
1139	5203				Not for Yankalilla	Trains to Sellicks, National Parks in the south of Adelaide need better access (western Fleurieu)	
1140	5204			Public transport	Outer Adelaide public transport	Rail	Run a train link
1141	5204				No proper public transport	More accessible transport to our area	Sealing last part of Fork Tree road for the local any emergency vehicles needing access after South Road is closed.
1142	5204				No - outer Adelaide and Yankalilla district has limited projects.	Safer roads - resurfacing, drainage and speed limits need improving in some areas, especially Yankalilla district.	Main South road, better improvements to commute south to North of Adelaide.
1143	5203				Improvements to road cycling, walking and road projects in the Yankalilla i.e. Forktree Road	Public transport from Adelaide to Cape Jervis	Better connection from north to south trains to run to Sellicks Beach for the locals and the tourists.
1144	5203				Yes, in inner and middle. Not so much in outer Adelaide.	Improved roads in Yankalilla District.	
1145	5203		Road improvements in Yankalilla and Normanville. Including the roads to the towns.				Improvements on Main South Road for cyclists.
1146	5725		I travel often to the Yankalilla district and believe it needs more focus on road improvements. Sealing Forktree road from Main South Road to the Myponga reservoir for safety and tourism	Doesn't respond well to opportunities for the western Fleurieu area.			Further public transport to Yankalilla district for tourism and the local community
1147	5203				Yankalilla, Fork Tree Road needs sealing. The main road is used when there is an accident on Main South road.		
1148	5039						
1149	5204						
1150	5204				Not in the southern area		

Submission number	Post Code	Other Projects Most Interested In	Other regional/remote projects interested in	Comment on how well Plan responds to Challenges/Opportunities	Is the right mix identified?	Comment or Ideas for transport in regional SA	Other comments/ideas for transport in SA
1151	5245			As much as I like the plan, it really underestimates the needs of the Adelaide Hills. The freeway intersection at Hahndorf needs to be upgraded to go both ways and the Onka River bridge needs widening.	Yes most of it is good. Treat cycling as a serious form of transport.	More diverse agriculture is needed. Reward farmers with decide to use their land for multiple food production. Give incentives for farmers to experiment growing native foods on their land.	The SE freeway needs to have multiple uses rather than just cars and buses. Mt Barker would be a great start. An elevated O'Bahn track on Glen Osmond Road, up the freeway to Mt Baker would make the freeway much less congested.
1152	5118	Shorten train journey time on Gawler line to mirror travel times to Noarlunga		Insufficient emphasis on fast journey time from outer suburbs to CBD. More carriages on peak hour services to/from Gawler. Change 491, 492 bus timetables to connect with trains that terminate at Gawler (not Gawler Central)	Encourage more bike use by making it easier and cheaper to transport them in trains especially at peak hour		Cheap travel at weekends and after 7pm. Better links between buses and trains at CBD. Create a super interchange between buses and trains at ?? Keswick or North Adelaide
1153	5204	Public transport for the district of Yankalilla	Speed limits on country roads reduced, main south road from myponga to cape jervis. Yankalilla to Victor Harbor.		Train to Sellicks. Walking prospects around Normanville, Yankalilla, Second Valley	Better transport from north to south from Adelaide to Cape Jervis, Yankalilla, Normanville (road to KI)	Bring the trains to Sellicks Beach, government bus service to the District of Yankalilla. Forktree Road finished being sealed. Visitors residents to Carrickalinga or to KI can take that road. Deep Creek National Parks access from Hay Flat Road Normanville to be sealed
1154	5114				If these eventuate, I believe you have correctly identified	Many regional areas are dying or suffering. Providing a key industry, then vital infrastructure, then good transport will help to restore these communities.	St Kilda is an extremely popular area. Its tourism potential has not really been tapped. Most importantly in spite of its proximity to Mawson Lakes, Salisbury and Elizabeth, it has little infrastructure and no public transport. I believe here is an opportunity going begging.
1155	5093		Bikeways		Unsure	Train network	Underground walkways in city to take pedestrians off main junctions
1156	5097				Yes and no. We had an excellent TTG to airport bus service (J1) which has been discontinued due to different service providers	No more sale of outer urban productive land to developers	Thank you Tom for your effort to have Penny Street traffic controlled