

## 5.8 WHAT WILL HAPPEN WHEN AND WHERE

### Central and Inner Adelaide

The largest numbers of workers in South Australia are concentrated in central Adelaide, with over 10,000 new jobs created in the city centre between 2006 and 2011. This trend will continue, especially given the changes in land use policy for the city centre introduced in 2012, which are expected to deliver an additional 80,000 jobs – depending on market circumstances – over the next 30 years. A more compact and accessible urban form will be needed to support this growth.

The Adelaide Capital City Development Plan Amendment and the Inner Metropolitan Growth Project have relaxed building heights and development constraints within the city centre and the inner metropolitan area suburbs. These changes provide the framework for the intensification of residential, commercial and retail activity in the inner city.

Revitalisation of the Riverbank Precinct – connecting the Bowden Urban Village, the new Royal Adelaide Hospital, the Health and Biomedical Precinct, Convention Centre, Festival Centre, a redeveloped Adelaide Oval and footbridge across the River Torrens, the two universities and the old Royal Adelaide Hospital site – will deliver additional facilities and attractions that residents and visitors will want to access. Connecting the Riverbank with the business ‘heart’ of the city through to Victoria Square via people-friendly streets where cycling, walking and public transport are prioritised will provide further impetus for the development of vibrant, lively places and successful businesses.

This progressive concentration of development will see a significant increase in people living in the city centre. They will be supported by a street network amenable to cycling and walking, an extended inner city tram network and a new CBD tram loop connecting residents to workplaces, services, shops and leisure activities. In the longer term, an underground train line may provide additional stations and connections through the CBD, as well as connecting with the middle and outer northern and southern suburbs. As a result of these initiatives, moving around the city centre will be much easier and more convenient, opening up new opportunities for business and residential expansion.

The neighbouring inner suburbs will also be the focus for additional growth over the next 30 years. Residents and businesses in these inner areas will be supported by an improved mass transit network that delivers faster and more frequent bus, train and tram services including along dedicated corridors which prioritise buses on some core roads and allow for significantly reduced travel times.

New tram lines will provide additional opportunities to connect people to employment and services across the city centre and neighbouring suburbs. The permanency provided by an extended tram network will stimulate development along these transit corridors and enable surrounding areas to evolve into attractive and vibrant places where people will want to live, visit and build their businesses.

Making the most of the connectivity and accessibility provided by the O-Bahn between the inner city and the north-eastern suburbs will also be a priority. Buses will connect to the O-Bahn more efficiently, improving travel times and reducing on-road delays between Hackney and the city centre.

Improvements and extensions to cycling and walking networks along key access roads into the inner city area will also make it easier for people to access jobs and services in the CBD from the inner and middle suburbs and to choose active travel modes for all or part of their daily journeys.

Road improvements will be undertaken across the inner city to cater for diverse and often competing travel needs. The Inner Ring Route will be upgraded to provide more efficient traffic movements around the city, improving access to different parts of the inner city and reducing the need for cars and trucks to travel through the CBD. An efficient Inner Ring Route will support businesses in the inner suburbs surrounding the Park Lands, such as the science, technology and innovation clusters in Thebarton and the various industrial, commercial and bulky goods establishments located along the Ring Route, providing further opportunities for residential and business expansion in the inner city.

South Road will remain the principal north-south route for freight and business, freeing up parts of the network to allow for better east-west connectivity and efficient movement to key locations such as Adelaide International Airport and the Port of Adelaide. Improvements to intersection 'pinch points' along Sir Donald Bradman Drive – the key access route from the Adelaide CBD to the airport – will further enhance the efficiency of traffic movements to and from the airport.

Similar treatments to the Outer Ring Route will also provide more efficient road links for freight, helping to keep freight traffic out of the inner city. This will improve safety, reduce congestion and enhance the amenity, liveability and vibrancy of residential and mixed use environments throughout the inner city area.

Together, these initiatives will support and facilitate people moving to the CBD and inner Adelaide, enabling us to reach our goal of a more compact, well-connected and highly liveable city more quickly.

Implementation timeframe	Short	Medium	Long
<b>Public transport</b>			
1. PortLINK- conversion of the Outer Harbor train line to deliver a new tram service to Outer Harbor and Grange and construct a new tram line to West Lakes and Semaphore			
2. WestLINK and EastLINK – extend trams along the east-west corridor from Henley Square, Henley Beach Road, through the city and along the Parade turning north to Magill Campus, with an extension to Adelaide Airport			
3. ProspectLINK and UnleyLINK – trams along Grand Junction Road, along Prospect Road from Grand Junction Road, O’Connell Street, through the City to Unley Road and Belair Road to Mitcham			
4. CityLINK – continuous tram loop around the CBD, connecting other tram lines and key activity zones			
5. Complete the electrification of the entire corridor Gawler train line in the short term – increase service frequency, staged upgrade of stations over 20 years, including associated grade separations			
6. Improve O-Bahn access to the Adelaide city centre			
7. Construct bus ‘Super Stops’ in the City, along Glen Osmond Road and other key bus routes			
8. Glenelg tram line – increase service frequencies and increase tram size and tram fleet			
9. Possible Adelaide city centre underground train link between the northern and southern train lines, providing four city stations at key activity zones			
10. Complete the freight and passenger train line grade separation at Goodwood Junction, including improvements to cycle networks at Leader Street			
11. Construct new train station at Wayville			
12. Relocation of the passenger rail terminal at Keswick to Adelaide station			
<b>Area-wide solutions</b>			
• Restructure bus services and improve bus service frequencies			
• On-road bus priority measures on core routes			
• Improve protection for pedestrians at at-grade railway crossings			
<b>Roads</b>			
Progressively upgrade South Road as part of a strategy to develop the non-stop North-South Corridor, including grade separation with key east-west arterial routes and provision of at-grade service roads (refer 13 and 14)			
13. North-South Corridor – Torrens Road to River Torrens			
14. North-South Corridor – Regency Road to Southern Expressway (excluding Torrens Road to River Torrens)			
15. Improve the efficiency and safety of the Inner Ring Route, including intersection and mid block upgrades, and duplication of Richmond Road (Keswick)			
16. Improve the efficiency and safety of the Outer Ring Route, including intersection and mid block upgrades			
17. Upgrade intersections along Sir Donald Bradman Drive to reduce congestion and improve reliability of travel times to the airport, and provide taxi, commercial vehicle and bus access via Richmond Road			
<b>Area-wide road solutions</b>			
• Targeted upgrades of key intersections and sections of road to improve efficiency and safety performance			
• Preserve and construct when necessary potential future road duplications such as Churchill Road (Prospect)			
• Actively manage the operation and performance of the road network to give priority to movements along key freight and major traffic corridors			
• Increase maintenance to improve and sustain the performance of the transport network and make better use of our transport assets			
• Continue to implement the Road Safety Strategy and address road safety blackspot and higher risk locations			

**Cycling and walking**

- |   |  |  |  |
|---|--|--|--|
| 18. Partner with Adelaide City Council to complete the Gawler Greenway alignment following War Memorial Drive                       |  |  |  |
| 19. Mike Turtur Bikeway, construct Goodwood overpass  |  |  |  |
| 20. Partner with local councils to complete the Norwood Bikeway, including crossings of arterial roads                              |  |  |  |
| 21. Partner with local councils to complete the Belair–City Bikeway, including crossings of arterial roads                          |  |  |  |
| 22. Partner with local councils to extend the Crafrers Bikeway from the Tollgate to the City, including crossings of arterial roads |  |  |  |
| 23. Complete provision of bicycle lanes on Main North Road between Munno Para and the City  |  |  |  |
| 24. Partner with local councils to complete the Airport Bikeway, including crossings of arterial roads                              |  |  |  |
| 25. Partner with Adelaide City Council to complete North-South and East-West Bikeways through the City                              |  |  |  |
| 26. Partner with local councils to upgrade the Levels-City Bikeway from Regency Road to the City                                    |  |  |  |

**Area-wide solutions**

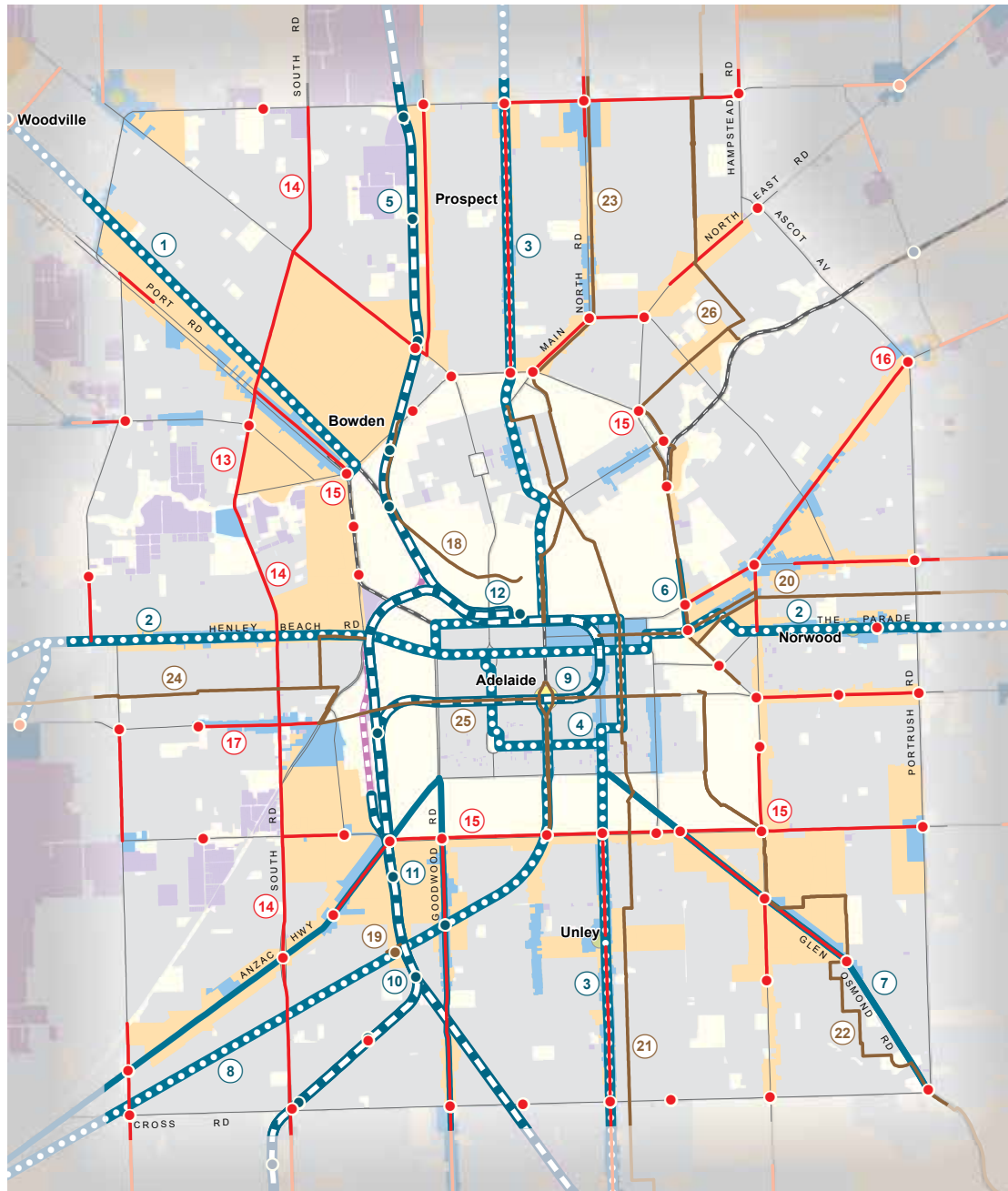
- |   |  |  |  |
|---|--|--|--|
| • Improve walking and cycling facilities in catchment areas for schools |  |  |  |
| • Extend bicycle lanes to intersections on key routes                   |  |  |  |
| • Improve cycling access to city, walk accessibility to parklands       |  |  |  |
| • Crossings of arterial roads   |  |  |  |

**Local Government**

- |  |  |  |  |
|--|--|--|--|
| • Work with local councils to complete local transport strategies to complement the land use directions of local development plans, with a focus on accessible neighbourhoods, integration with public transport networks and state freight/major traffic routes:  |  |  |  |
| <ul style="list-style-type: none"> <li>• Providing alternative routes for traffic passing through the CBD, allowing for more cycling and walking initiatives</li> <li>• Supporting the implementation of Adelaide City Council's Smart Move transport and movement strategy</li> <li>• Integrating public transport requirements with local requirements relating to walking, cycling and public access to provide a more efficient public transport system</li> </ul> |  |  |  |

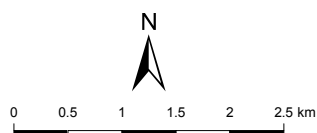
## Central and Inner Adelaide

Figure 5-6 Central and Inner Adelaide Solutions



Data source: Department of Planning, Transport and Infrastructure.

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



© Government of South Australia 2013

PLN ID: 4335

- Road improvements
- Passenger Transport improvements
- Active travel improvements
- Active travel improvements
- Road improvements
- Rail Transport improvements
- Tram Transport improvements
- Bus Transport improvements
- Urban infill (location indicative)
- Activity Centres
- Capital City
- Major district
- Existing key industry areas
- Significant retail areas
- Built-up areas
- Main road
- Passenger railway / tramway / O-Bahn
- Freight railway