

A BOLD

PLAN FOR A

STRONGER

FUTURE



**BUILDING A STRONGER
SOUTH AUSTRALIA**



THIS PLAN IS ABOUT BUILDING SOUTH AUSTRALIA'S ASSETS TO ENSURE WE'RE ALWAYS ABLE TO MEET OUR AMAZING POTENTIAL

People to places. Businesses to markets.

South Australia offers a quality of life that's amongst the best in the world, thanks to our unique blend of heritage, culture, scenery, lifestyle, infrastructure, food and wine, safety and liveability. Transport plays an enormous role in this, making our towns and cities wonderful places to live, work, explore and enjoy.

We've been fortunate. Previous generations have left us a generous legacy of well-planned streets and train networks, a vibrant metropolitan centre in Adelaide, attractive suburbs and regional townships steeped in history and brimming with community spirit.

But such a legacy isn't simply the result of good luck. Those wise decision-makers laid down the plans that guided South Australia through good times and bad, through periods of very rapid growth and occasional decline.

Today is no different, but we face new challenges. We're more globally connected, competitive and mobile. Goods and people move quickly and the economic cycle is shorter. Large industries rise rapidly and need to adapt just as quickly to satisfy changing markets.

Facing these challenges without a plan would be short-sighted, leaving us ill-prepared and potentially vulnerable and it's not enough to simply build on what we have inherited. In order to develop and prosper, we need to think carefully about how we want our cities, towns and industries to grow.

- Where should people live?
- Where will the jobs be?
- How do we keep our best people here and attract new residents, industries and investors?
- How can we connect people and businesses to opportunities in a way that's efficient, sustainable and builds upon our successes?

If we get these decisions right, South Australia won't just continue to be a great place to live and do business – it will be a bold, progressive, prosperous state with strong, welcoming communities that are healthy, safe, vibrant and sustainable.

To get these decisions right we need our transport planning to support our future land use. We need a plan that shows us how we can best connect people to places and businesses to markets.

That is why the South Australian Government has developed the collaborative, extensive and visionary plan. It is part of a greater vision for the state – designed to shape and grow the places where we live and work in the best ways possible; attract new people, businesses and jobs; and help give our industries a bright and stable future.

1.1 STRENGTHS TO BUILD UPON

Integrating transport and land use

South Australia is a leader in the creative, responsive and high-quality planning of land use.

But until now, planning for our transport system hasn't always worked hand-in-hand with our plans for land use, urban and regional development, industry, etc.

Without common sense integration we could miss out on making the most of our opportunities – especially those that see people able to travel to work, education, services, shops and leisure activities, quickly, efficiently and in comfort.

Smart, careful planning backed up by innovative ideas and a bold vision delivers many benefits, including:

- providing a greater choice of travel modes
- distributing goods and services more efficiently
- improving road safety
- reducing the environmental impacts of the transport system
- fostering medium density mixed-use development
- creating more attractive and lively suburban centres
- protecting the vital freight routes needed by export industries.

By promoting greater coordination across governments and with the private sector, we can build infrastructure more efficiently and improve the way we use our space.

Most importantly, such planning will make it easier for South Australians to access the jobs, services and experiences that underpin our enviable quality of life and wellbeing. In turn, this will lead to stronger communities where people enjoy active, fulfilling and prosperous lives.

A vision takes shape through consultation

Premier Hon Jay Weatherill MP released South Australia's first *Integrated Transport and Land Use Plan* (The Plan) for public consultation on 21 October 2013.

The draft version of The Plan was developed by the South Australian Government in conjunction with key industry and advocacy groups, state government agencies and local government.

Forums and interviews were conducted with key industry and advocacy groups and local councils across the state where views were shared about the challenges facing South Australia and the potential solutions to be considered in The Plan. An online survey gave members of the public the chance to give input on a wide range of transport issues.

The data was collated and analysed in light of the latest research, providing a strong evidence-based foundation for the draft plan.

Extensive state-wide public consultation subsequently took place, with feedback helping to further shape and finalise a definitive, far-reaching and inspired Plan for South Australia. The initial consultation phase was scheduled to close on 29 November 2013. Such was the level of interest from South Australians in The Plan and its vision for the state, the former Minister for Transport and Infrastructure, and now Treasurer Hon Tom Koutsantonis MP, extended the public consultation timeframe to 17 January 2014.

Staff from the Department of Planning, Transport and Infrastructure (DPTI) travelled across the state, visiting communities in urban, regional and remote areas to hear, first hand, ideas on how we can shape the transport system we need for the future. This visiting program included 32 public events, group briefings with local councils, Local Government Association organisations and Regional Development Australia associations, and meetings with many industry and advocacy groups. More than 2,500 people attended community events and almost 1,500 submissions and enquiries on the draft Plan were received.

1.2 THE PLAN: A SNAPSHOT

Greater Adelaide

The Greater Adelaide area is home to eight out of ten South Australians and makes up 83 per cent of our economy – needless to say, Adelaide's viability is critical to our state's future.

While Greater Adelaide residents enjoy a high quality of life, people's increasing mobility means that we face tough competition from other Australian cities to keep our young people, attract skilled migrants and grow those industries that rely on expert knowledge and training.

Enhancing Greater Adelaide's liveability, creating a more vibrant city and supporting growth in the city's successful industries are core aims of this Plan.

In 2010, *The 30-Year Plan for Greater Adelaide* (which The Plan works in conjunction with) was released and it envisaged a more compact city in the future. At the time, property and employment markets were beginning to respond to changes in the state's economy: namely the rise of the services and information sectors and the decline in traditional manufacturing.

It showed that while job growth was strongest in the inner and middle suburbs, population growth occurred mostly in the middle and outer suburbs. This meant that more people had to travel further to work, which in turn put greater pressure on our public transport and road networks.

A BOLD PLAN FOR A STRONGER FUTURE

In recent years, transport investment has focused largely on making sure that Adelaide's transport system kept up with the growing middle and outer suburbs. This has included:

- a modernisation of the rail, bus and O-Bahn networks and services
- extension of the train to Seaford
- construction of the Northern Expressway, the South Road Superway, and the Gallipoli Underpass
- upgrades to the South Eastern Freeway
- duplication of the Southern Expressway
- Port River Expressway and bridges
- Sturt Highway duplication between Gawler and Nuriootpa
- extension of the tram line
- electrification of the Seaford and Tonsley train lines
- Bakewell Underpass
- deepening of Outer Harbor.

Since 2002, the State and Australian Governments investment into transport infrastructure has totalled approximately \$5.5 billion for Greater Adelaide.

Already we've seen these investments greatly improve the way we travel across the city, and they'll continue to support new growth areas in the outer suburbs (such as the Playford Projects) and help attract even more private investment to these areas.

But it's not time to sit back and rest on our achievements. There is still a lot of work to be done.

With most of these programs well underway or completed, we need to turn our attention to inner Adelaide – recognising that more and more people now want to live in or near the central city. The Plan aims to support and assist this emerging trend by continuing with strategic investments into public transport that will boost the central city as a lively, creative, dynamic and safe place that continues to appeal to residents and businesses.

To do this, we must refocus our transport system to not only support medium mixed-use density, vibrant communities and business growth across inner and middle Adelaide but to actively encourage and drive these developments.

Building on the recent significant investment in roads and rail revitalisation, an expanded network of trams in inner and middle Adelaide, combined with a redesigned bus network improving connectivity and reliability of services, and greater investment into our cycling and walking networks, integrated with land development, will greatly increase people's choice of travel.

There will still be a need for people to travel by car. However, growing urban congestion can result in increased delays across the network. Adelaide's businesses need the certainty of reliable road and rail routes to operate successfully and deliver goods and services to local, interstate and global markets.

Adelaide is a key destination for freight which needs to access industrial areas, rail intermodal terminals and sea and air ports. To this end, the city's arterial road and rail freight network must have the capacity to service these needs well, reduce road congestion, and meet future transport demand, particularly along major freight and traffic routes.

The Plan will build on the strategic investment in recent years, including the Northern Expressway, South Road Superway and Port River Expressway, to meet this demand. The Plan will continue with investment into the North-South Corridor to complete the non-stop route between Gawler and Old Noarlunga.

Targeted improvements will also ensure the Inner and Outer Ring Routes effectively distribute traffic and address chokepoints on other major traffic routes across the city.

An alternative rail freight line in northern Adelaide will reduce travel times for goods to Port Adelaide and Outer Harbor and reduce the need for freight trains to use the existing line through the northern suburbs.

In conjunction with the rail grade separation of Goodwood Junction, resolution of freight capacity constraints at Torrens Junction and longer-term upgrades to the rail freight line through the Adelaide Hills will also improve domestic and interstate access to our industrial centres and to Outer Harbor.

The Plan will also focus on active transport, extending our cycling and walking networks and catchments, and working to improve the attractiveness and convenience of cycling and walking in order for these to become desired modes of travel, particularly for short trips.

Regional South Australia

Our diverse and distinctive regions also play a crucial role in the economic development and social fabric of our state. Efficient, reliable and safe connections across regional South Australia are essential for supporting vital regional industries and sustaining our country centres, towns and remote communities. Improving and maintaining these connections raises some big challenges and we face difficult choices about where and how investment is best directed.

Actions proposed in The Plan will better connect regional communities to jobs, services and opportunities. Without question, the regional road network is central to people's quality of life, and so The Plan focuses on making sure the network can handle a wide range of users, from freight and haulage to passenger transport, business travel, private cars, motorbikes and active transport such as bicycles and pedestrians.

What's more, improved access to community and passenger transport will give regional South Australians more travel options.

A central objective of The Plan is to find specific solutions to support the three 'productive and competitive' industries named in South Australia's *Economic Statement 2013* as being at the heart of the state's economic future. This includes:

- mining and resources
- advanced manufacturing
- premium food and wine from our clean environment.

In particular, The Plan aims to make sure that we are able to continue to respond to our expanding mining sector, and we can quickly and cost-effectively provide critical infrastructure when and where it is needed.

With massive growth expected in the volumes of freight moving around the state, interstate and overseas we must find ways to manage this task efficiently and safely, by using High Productivity Freight Vehicles, freight rail and ships.

At the same time though, we also need to reduce conflicts between heavy vehicles and other traffic, maintain good access to our famed tourist destinations, and preserve the social environment of regional centres and townships.

The Plan proposes a broad range of solutions, however since each region in South Australia faces its own transport and land use challenges, ongoing collaboration between the State Government, local councils, Regional Development Australia associations and the private sector will be needed to ensure that our transport system matches the unique needs of our regional communities, businesses and industries as they change and grow. The preparation of a ports strategy and freight strategy, and the *Regional Mining and Infrastructure Plan* will assist with this collaboration.

All of South Australia

There are, of course, a number of statewide issues that are pivotal to our success.

Effective management of our valuable transport assets, including maintaining, operating, replacing and making the best use of existing assets, will be critical to ensuring our transport network's ongoing financial sustainability and performance.

Transport expenses make up an estimated 8.2 per cent of the cost of South Australia's exports. In 2010/11 domestic freight grew by 5.9 per cent to 35.7 billion tonne kilometres.

South Australia's traditional manufacturing and agricultural base is maturing, and logistics and supply chains are becoming more complex and sensitive to time and cost. These developments mean that modern, well-managed freight networks are essential to our continued prosperity. Managing the freight and port networks to get the best out of these assets, while investing strategically for the future, is an important component of The Plan.

Likewise, making our entire transport system safer is also a key focus, and The Plan identifies ways to support a comprehensive approach to achieve this, which involves research, culture change, road upgrades and the use of new technologies to improve safety in accordance with *South Australia's Road Safety Strategy 2020 Towards Zero Together* and the *Road Safety Action Plan*.

Finally, but no less importantly, managing the impacts of transport on our environment is critical to our ability to provide effective and sustainable transport networks into the future. We need to re-think many of our approaches to the way we design our cities and towns, how we travel and the kinds of vehicles we use.

HOW TRANSPORT SHAPES OUR CITIES

The National Charter for Integrated Land Use and Transport describes how the link between the transport and land use systems can shape the pattern, design and scale of development, and the mix of land uses within a city.

The nature of this transport-land use link will vary depending on the type of infrastructure involved and the characteristics of land use zoning. For example, a new road into the fringe of the metropolitan area might spur new low-density residential and industrial development, whereas a new tram link into an existing low-density urban area could stimulate medium density development.

1.3 THE KEY CHALLENGES AHEAD

Our extensive consultation, along with research and analysis conducted by the Department of Planning, Transport and Infrastructure (DPTI), has identified six key transport challenges facing South Australia. The Plan proposes solutions to these challenges.

1. Growing the role of public transport in servicing our city and urban and regional centres

A change in the focus of the South Australian economy from a traditional dispersed manufacturing base to a clustered economy, is leading to growth of the central city and suburban activity centres – all of which need to be serviced by public transport.

In outer Adelaide however, the bus network cannot continue to expand simply by implementing small incremental changes. Bus service planning must build on the substantial investment in rail infrastructure and rail services.

In our regional centres, there is a need for more efficient passenger transport services that meet the diverse travel needs of communities.

2. Providing efficient connections to export/import gateways

In an increasingly globalised world, any transport infrastructure limitations will have major impacts on trade competitiveness in an export-reliant economy such as South Australia – with flow-on effects on jobs, investment and economic development across the state.

3. Prioritising transport infrastructure and services to encourage mixed-use development in inner and middle Adelaide

Providing adequate transport services to low density, new outer metropolitan growth areas can be expensive and inefficient. With more people wanting to live in inner and middle Adelaide, providing transport that facilitates higher density, mixed-use development in the inner and middle areas needs to be a priority.

4. Supporting lively communities by encouraging active travel modes

Vibrant communities have more jobs and are better, safer and healthier places to live. Transport network enhancements that enable cycling and walking will support the vitality and sustainability of communities, adding to the state's liveability, as well as boosting economic growth and attracting new residents, businesses and investors.

5. Fine-tuning, maintaining and better utilising our existing transport assets

Making better and more efficient use of existing infrastructure – and maintaining our valuable transport assets in good condition – is essential to manage growth in travel demand with limited funding and resources. It will also help to reduce the environmental impacts of our transport system, improve economic efficiency and enhance accessibility, including compliance with the *Disability Discrimination Act 1992* and other relevant accessibility standards.

Making informed decisions on the best investment choices is important to ensure the financial sustainability of our transport system.

6. Developing and maintaining a planning system that ensures integrated transport and land use

Modern centres like Greater Adelaide and our regional areas have highly diverse and dispersed land use patterns that generate complex, and sometimes conflicting, transport responses. Effectively integrating transport and land use planning is critical to overcome these problems and to shape investment and development in efficient, equitable and sustainable ways.

A PRACTICAL PLAN

As well as setting goals and objectives, we have used new planning tools and the latest research and information to develop a comprehensive but practical plan that can be delivered over time by:

- working in partnership with the Australian Government, local government, Regional Development Australia associations and the private sector
- making better use of our existing transport assets and infrastructure
- choosing carefully targeted investments that match our land use goals and deliver value for money
- putting transport investment on a sustainable financial footing.

1.4 RESPONDING TO THE CHALLENGES

Priorities for Greater Adelaide

To meet the key challenges, the priority solutions will be:

Continue improvements to the public transport system

- Responds to: Key challenges 1, 3, 4

South Australia has seen unprecedented levels of investment into transport over the previous decade, much of which has been targeted at revitalising Adelaide's public transport system.

We will complete the electrification of the Gawler, Seaford and Tonsley train lines as the backbone of the system. We will improve the amenity of stations, get more electric trains, grade separate key pedestrian and level crossings, focus on the use of technology to provide real time information about services and, in the longer term, potentially deliver an underground train link through the city as well as preserve corridors for train network extensions in outer Adelaide.

Upgrades to and development of park and ride and bike and ride facilities will expand public transport catchment areas and mode transfers will be made easier through more coordinated timetables and improved amenities.

Bringing trams back to the central business district (CBD), inner and middle Adelaide

- Responds to: Key challenges 1, 3, 4, 6

We will progressively bring new tramlines along core routes through inner Adelaide and the middle suburbs, and build a new tram network that will not only change the way we move about inner Adelaide, but increase convenience and promote residential and commercial development along tram corridors. The Outer Harbor and Grange railways will be converted to tramlines and new tram routes to Semaphore and West Lakes will be constructed.

A redesigned and modernised bus network

- Responds to: Key challenges 1, 3, 4

A remodelled bus network will deliver improved frequency, directness, connectivity and reliability of services to major activity centres, and provide simplified bus route numbering.

High capacity 'Priority Corridors' have given on-road priority to bus services and the O-Bahn city access project will further improve bus access into the city. Further consideration of more bus priority will take into account impacts upon general traffic flow. There will also be more feeder services to provide connections to the high frequency services such as the train and O-Bahn, while new 'Super Stops' will be provided at strategic locations which have a very high level of passenger demand. Such 'Super Stops' will be distinguished in their design with supportive passenger facilities and allow for pre-validation of tickets to enable efficient boarding.

Integrated planning to support a more compact Adelaide

- Responds to: Key challenges 3, 6

Maintaining and enhancing Adelaide's superior levels of liveability will be an important goal of transport and land use planning for the foreseeable future. Transport investment will be prioritised to foster the type of development Adelaide needs to become a more compact, liveable city.

Public transport networks will be designed to support major suburban activity centres and mixed-use developments. Roads and public transport upgrades will be coordinated with the timing of land releases and future train corridors will be defined and preserved.

Enhancing vital freight and road traffic corridors

• Responds to: Key challenges 2, 6

There will be a focus on providing efficient connections between import/export gateways and intermodal terminals, employment and industrial centres, removing capacity constraints on freight networks, and protecting vital freight routes and assets. Completion of the North-South Corridor and targeted road upgrades will give greater certainty to business and industry in moving goods and freight across the city, while still providing safe, timely access for motorists.

Better road and regional bus connections to the Barossa Valley and the Fleurieu Peninsula will attract even more visitors to these areas and support Adelaide's role as the gateway to some of the most unique tourist attractions in the world.

Less reliance on cars, and fewer trucks on city streets

• Responds to: Key challenges 3, 4

The Plan seeks to reduce reliance on car travel across inner and middle Adelaide by supporting development around transport hubs and encouraging the use of public transport and the creation of more jobs closer to where people live, including in the CBD. Investment in infrastructure to support public transport, cycling and walking when coordinated into existing networks and integrated with land use and the design of walkable and cyclist-friendly environments can help reduce car dependency.

Improvements to major traffic routes will reduce the need for travel through the inner city, and make it easier to get around Greater Adelaide by car. Solutions will be put in place that help take the cars and trucks that don't need to be in the city out of central Adelaide and off streets that are not major traffic routes, while still protecting important freight corridors and routes.

More travel options and more sustainable and healthier travel choices

• Responds to: Key challenges 1, 4

A connected public transport, walking and cycling network enables more active travel. Public transport use also increases incidental physical activity because people often walk to and from stations and stops. Our rail and bus services will keep up with growth and demand in Greater Adelaide by increasing service frequency, connectivity and providing greater route coverage. The Plan will see continued extension and improvement to cycling and walking networks and the creation of walkable environments in and around public transport stations to enable more cycling, walking and public transport use.

Changing between different modes of transport will be easier and quicker, and there will be more options for cross-city travel. The capacity of Greater Adelaide's public transport system will be increased, becoming a more appealing travel choice for more people.

Public transport, cycling and walking connections in and around the CBD and suburban activity centres will be a priority – making it a more convenient choice for walking and cycling, especially for shorter trips or in combination with public transport. Walking and cycling networks will, of course, also cater for those who choose these types of travel for longer journeys.

Priorities for regional South Australia

Priorities in meeting the key challenges facing regional South Australia will be:

Support for regional industry

- Responds to: Key challenges 2, 6

South Australian industry must be able to compete in a global market. The Plan will ensure that our transport and land use system supports the state's vital regional industries by working with the private sector and other levels of government to provide the infrastructure, services and regulation needed for integrated and efficient end-to-end supply chains. Regional port facilities and support infrastructure needed for mining, agriculture and timber exports will be a key focus, creating seamless, safe and efficient access to interstate and international gateways and markets.

Expanded 'pit to port' capacity

- Responds to: Key challenges 2, 6

Rapid growth is forecast for our mining sector, presenting South Australia with a once-in-a-generation opportunity to boost export income, jobs and prosperity. There will be an emphasis on ensuring the right investments are made at the right time and in the right places to shift mine output from the 'pit to the port'.

Maintaining the liveability and appeal of regional towns

- Responds to: Key challenges 1, 4, 6

Due to the growth in mining and mining exploration, tourism and agriculture, increasing traffic and heavier vehicles on regional roads are placing a strain on parts of the road network as well as exacerbating conflict between through-traffic and local trips within regional towns. Town bypasses and road upgrades will be investigated to help manage this growth in traffic efficiently and safely, and to preserve the attractiveness and sustainability of regional centres and towns. Integrated passenger transport, and cycling and walking options will also be expanded.

Regional passenger transport and aviation

- Responds to: Key challenges 1, 2

Building on the success of regional South Australia's integrated passenger transport services, The Plan continues to support and improve passenger transport services across the state. A set of regional passenger transport strategies will be prepared that respond to the diverse travel needs of regional communities. Services will be tailored to meet specific community needs, and we will see ongoing improvement to the safety, capacity and quality of regional airstrips as regional aviation continues to grow.

Greater freight productivity

• Responds to: Key challenge 2

Our regional industries need freight movement to be as efficient as possible to remain competitive in global markets. High Productivity Vehicles represent an opportunity to increase freight efficiency, but they need a well-designed, connected and maintained road network that supports their use.

Working closely with industry and other states, those parts of the network that are compatible with safe and efficient use by these vehicles will be progressively expanded. Priority will also be given to improving vital interstate and intrastate road and rail links.

Statewide priorities

Many transport and land use issues are not specific to any one place: they are important for all of South Australia. Our priorities in meeting the key challenges will be:

Maintaining and making better use of our transport assets

• Responds to: Key challenge 5

The risks of not performing appropriate maintenance on our transport assets are significant. The Plan prioritises investment that will fine-tune the operation of our transport system, increase commitment to maintain our assets to specific performance targets and make better use of our existing infrastructure. This will help to ensure that our transport assets continue to play a central role in supporting the state's economy, connectivity and liveability.

Protecting freight corridors and facilities

• Responds to: Key challenge 2

Ensuring efficient freight movements on vital corridors while also preserving and protecting the amenity of local neighbourhoods poses some difficult challenges. To achieve this important balance, The Plan addresses ways to safeguard freight routes, corridors and facilities from the encroachment of inappropriate or incompatible land use.

In cases where existing land use alongside freight routes is already sensitive, land use policy will be implemented to minimise or avoid any potential further conflicts.

Making our transport system safer

• Responds to: Key challenges 4, 5

No death or serious injury on our roads is acceptable or inevitable, and we must continue to build on South Australia's record of achievement in reducing fatalities and injuries from road crashes. As well as continuing with approaches that have proved successful, further action will be implemented through *South Australia's Road Safety Strategy 2020* and *Road Safety Action Plan* to reduce the personal and community costs of road crashes and make our transport system safer.

Components of The Plan also cover ways to improve safety and personal security on public transport.

Better integration of transport and land use planning

• Responds to: Key challenge 6

A number of proposals within The Plan are designed to ensure that integrated transport and land use planning supports the state's economic development – and that it's in line with the phased delivery of the land use outcomes of *The 30-Year Plan for Greater Adelaide* and the regional volumes of the Planning Strategy (as these are regularly revised).

This will include consideration of a potential legislative framework to coordinate land use planning with transport as part of the current Planning Reform project (see section 4.2). The focus of any framework will be to improve collaboration between all levels of government and the private sector.

Managing our impact on the environment

• Responds to: Key challenges 1, 3, 5

The Plan will work to minimise the transport and land use effects on the natural environment by continuing to integrate both systems, allowing us more options to re-think how we travel and the mode of travel that we use.

Strategies will be implemented to encourage the adoption of more sustainable forms of transport and apply the *Low Emission Vehicle Strategy* to reduce emissions from vehicles. Furthermore, sustainable design, along with new technologies, targets and practices, will be encouraged and adopted so that our transport systems make a positive contribution to the sustainability of our built and social environment.

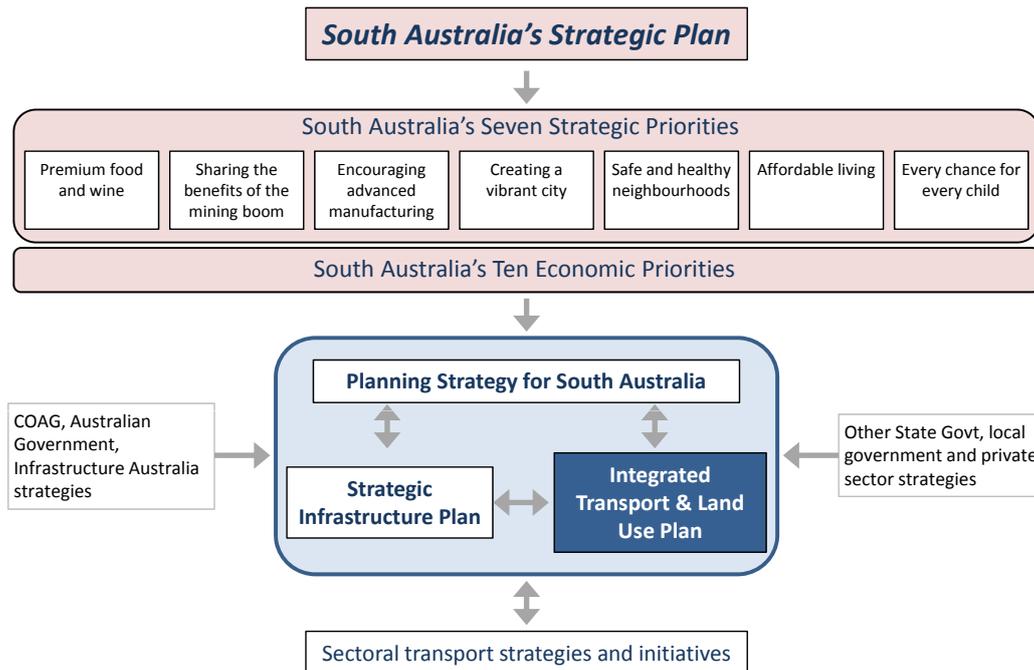
1.5 PART OF A GREATER VISION FOR SOUTH AUSTRALIA

The *Integrated Transport and Land Use Plan* fits with other government plans

This Plan should not be read in isolation. It is one part of a larger framework of policies and plans that are intended to work together as a comprehensive, long-term strategy for South Australia.

The chart below shows how the Plan fits within the State Government's overall strategic framework.

Figure 1-1 South Australia's Hierarchy of Plans



South Australia's Strategic Plan

South Australia's Strategic Plan is the overarching plan for South Australia. It provides a comprehensive statement of what our state's future can be. The Premier has nominated seven priorities for action to focus and guide the government's work in delivering the Strategic Plan. The Premier has also nominated ten strategic priorities to lead the modernisation and transformation of the South Australian Economy.

In relation to land use and transport specifically, two other important planning documents – the South Australian Planning Strategy and the *Strategic Infrastructure Plan for South Australia* – connect very closely with the Plan. As Figure 1-1 illustrates, these three strategies together create a comprehensive and coordinated suite of plans for land use, infrastructure and transport planning and investment over the next 30 years.

The South Australian Planning Strategy

The Planning Strategy provides the framework for land use development across the state. It defines how the state will balance population and economic growth with the need to protect the natural environment and the heritage and character of our communities, while also considering the infrastructure and services we'll need. The Planning Strategy comprises *The 30-Year Plan for Greater Adelaide* plus seven regional volumes, each of which is reviewed as required every five years.

The 30-Year Plan for Greater Adelaide is currently being reviewed. As the development of The Plan has provided us with greater insight into how land use and transport are to be integrated, the review of the 30-Year Plan will necessarily respond to the various market changes and transport initiatives identified in this Plan. This review, along with the reviews of the seven regional volumes, will ensure the ongoing consistency of the Planning Strategy with The Plan.

The Strategic Infrastructure Plan for South Australia (SIPSA)

The 2005-2015 SIPSA provides a framework for the provision and delivery of infrastructure by both the state and the private sector. SIPSA sets out priorities for infrastructure until 2015 across fourteen industry sectors, including transport. With some 80 per cent of priority projects now completed or underway, SIPSA will be updated to reflect The Plan.

Local government and private sector plans

Local government and the private sector will play important roles in South Australia's growth and economic development. Local transport plans aligned with this Plan, the Planning Strategy and the SIPSA will enable transport and land use planning to be consistent and coordinated across the state, while identifying and addressing local needs.

The Plan will also provide guidance to – and be informed by – private sector infrastructure plans, particularly for businesses involved in urban development, freight and port operations, and industries with significant transport and export requirements.

Other national and state plans

In addition to these South Australian plans, this Plan also complements national reforms and strategies supported by South Australia, such as the *National Land Freight Strategy* and more specific strategies dealing with public transport, cycling, walking, roads and road safety, vehicle emissions, rail and freight.

Sectoral transport strategies and initiatives

The Plan will guide a number of more detailed strategies and action plans in the future by targeting specific issues and opportunities for the transport system. These include a freight strategy, ports strategy, Road Management Plans, Network Operating Plans and future versions of the *Road Safety Strategy* and the *Cycling Strategy*.

In developing this Plan, wider economic, social and environmental goals have been identified that are consistent with *South Australia's Strategic Plan*, and the specific objectives for transport to contribute to those goals. A clear understanding of the goals and objectives is important to ensure we recognise the challenges that we must focus on. This then leads to the identification of solutions, priorities and actions.

GOALS	OBJECTIVES
<p>GOAL 1</p> <p>Healthy, safe, affordable and connected communities</p> <p>Our communities become even better places to live, work and raise a family, with access to social and economic opportunities, whether in Greater Adelaide or in regional and remote South Australia.</p> <p>A vibrant Adelaide CBD connects people and provides safe and active environments.</p> <p>We maintain and enhance South Australia's liveability as one of our greatest assets into the future.</p>	<p>Liveability</p> <ul style="list-style-type: none"> • Connected, vibrant, safe and attractive places throughout South Australia. • A land use and transport system in Greater Adelaide that delivers connectivity, safety and choice of travel for people at a level that maintains Adelaide as one of the world's most liveable cities, while increasing densities in inner Adelaide to support the knowledge and services economy. • Public transport, walking and cycling become a desired choice of travel for residents, reducing reliance on the car. • A land use and transport system in regional and remote areas which delivers connectivity, safety and affordable travel for people to access services.
<p>GOAL 2</p> <p>A strong, diverse and growing economy</p> <p>We maintain a strong economy, building on our existing strengths and the growth potential of our education, knowledge-intensive industries, mining, advanced manufacturing and premium food and wine industries. The right infrastructure is provided to support our existing diverse industries and other future opportunities to build greater resilience and growth for the South Australian economy.</p>	<p>Prosperity</p> <ul style="list-style-type: none"> • A transport network which connects people and businesses to jobs, markets and services in a safe, reliable and timely manner. • A transport and land use system which promotes knowledge-intensive services in the inner city. • An efficient and effective freight transport system that adds to the competitiveness of South Australia. • Seamless end-to-end supply chains and transport networks that attract businesses to South Australia, and then help them trade competitively at the domestic and global level. • A transport system that can be maintained and operated into the future, and take advantage of growing opportunities in industries such as mining, advanced manufacturing and agriculture. • World class tourist experiences supported by strong international, interstate and local transport services with easy connections to key tourist destinations across South Australia.
<p>GOAL 3</p> <p>Thriving natural and built environments</p> <p>A land use and transport system that plans for climate change and contributes to a healthy and functioning natural environment, which is valued for its unique biodiversity and the ecosystems that underpin South Australians' health, wellbeing, lifestyles and livelihoods.</p>	<p>Sustainability</p> <ul style="list-style-type: none"> • A land use and transport system that is resilient to climate change, extreme weather events and emergencies. • Significant reduction in transport emissions, including greenhouse gases and other harmful emissions. • A land use and transport system designed to not only minimise impacts on the natural environment (land, water, air and biodiversity) but also to enhance environmental outcomes.

HOW TRANSPORT AND LAND USE WORK TOGETHER

There is a fundamental relationship between the transport and land use systems. Any new land development will increase the pressure on an area's existing transport network and may require the development of new transport infrastructure.

Conversely, the provision of new transport infrastructure will help open up new land developments by attracting residents and businesses. In turn, this will increase the demand for and use of new transport infrastructure, ensuring the ongoing links between the two systems.

Failure to adopt an integrated approach to land use and transport planning leads to problems that cannot always be easily fixed.

In essence, integrated planning means transport decisions take account of (and support) land use considerations, and land use decisions take account of (and support) transport system considerations.

To achieve this integration and alignment, the South Australian Government has used a new planning tool: *A Functional Hierarchy for South Australia's Land Transport Network*.

It identifies the state's transport corridors that are important for different modes of transport, including public transport, cycling, walking, major traffic, freight and tourist routes.

It is intended to guide the management, operation and use of rail and road corridors in order to improve the safety and efficiency of the transport network for all users. In recognising the different roles of corridors, the Functional Hierarchy helps shape the development of land along each corridor and provides guidance as to what kind of land use planning policy is needed to support the safe and efficient function of the corridor.

The Functional Hierarchy describes the functions of each transport corridor for which the State Government is responsible, as well as strategic corridors that are owned and maintained by local government or private operators. These strategic corridors are linked to the land use planning process via a range of mechanisms including Structure Plans and the South Australian Planning Policy Library.

This will enable specific transport plans, investments and actions to be applied according to the roles of a particular corridor, and guide the way development should occur adjacent to the corridor. This is at the heart of an integrated transport and land use system.

A FUNCTIONAL HIERARCHY FOR SOUTH AUSTRALIA'S LAND TRANSPORT NETWORK

South Australia's land transport corridors (including road and rail) are a key component of the urban and rural environment and provide for a variety of different transport modes and users (i.e. functions), such as public transport, freight, bicycle, pedestrian, motorcycle and car movements.

The State Government has developed *A Functional Hierarchy for South Australia's Land Transport Network* that identifies which transport corridors are important for different modes of transport. It shows the functional hierarchy for both metropolitan and regional transport networks, and covers the following functions:

- public transport corridors
- cycling routes
- pedestrian access areas
- major traffic routes
- freight routes
- peak hour routes
- tourist routes
- key outback routes.

The Functional Hierarchy provides a clearer picture of the roles individual corridors perform in achieving the broader goals and targets identified in the *Strategic Infrastructure Plan for South Australia*, the South Australian Planning Strategy (including *The 30-Year Plan for Greater Adelaide*) and *South Australia's Strategic Plan*. The Functional Hierarchy is a key input into The Plan, as the transport role for individual corridors is a key consideration in identifying system improvements.