

# **30 Year Plan for Greater Adelaide**

October 2016



## **EXECUTIVE SUMMARY**

Royal Automobile Association of South Australia (RAA) represents the interests of more than 660,000 South Australians in both the metropolitan and regional areas. Our members look to RAA to represent their interests on a broad range of motoring and mobility related issues.

RAA commends the State Government on the release of the updated 30-year Plan for Greater Adelaide and welcomes the opportunity to provide comments on the Plan and, in turn, to contribute to the development of the long-term vision for the future of Adelaide.

In principal, RAA supports the Plan for Greater Adelaide and the key changes that form part of the 2016 update, particularly the six strategic high level targets in place of the 89 targets that formed part of the previous plan. The publication of an annual report card on progress against the annual implementation plan is also welcomed and is seen as vital in ensuring that there is continuing progress towards achieving the targets.

While the overall intention of the Plan is supported, RAA considers that there are some areas of the Plan which could be further enhanced. In particular, the rapid rate of development of autonomous vehicles and the role they will play in journey selection and their potential to reduce the size and number of parking spaces needs to be considered. They will also place demands on the type and quality of infrastructure required to ensure reliable and safe operation, particularly when coexisting with conventional vehicles. It is therefore critical that any new infrastructure projects are designed to support the safe and effective operation of vehicles with increasing levels of autonomy and connectivity, particularly as such vehicles will continue to operate in an environment dominated by conventional vehicles in the short to medium term.

Also traffic and public transport data should be compatible so that the best real time information of travel journey time and options are available to the public.

## **DISCUSSION**

### ***Purpose of update***

RAA understands that the Plan seeks to increase population growth through inner metro infill by relaxing development requirements and encouraging alternative housing options. RAA supports the desire to reduce the reliance on cars through good urban planning that will provide people with trip choices, particularly on daily journeys of approximately six kilometres or less.

RAA understands the intention of the Plan is to reduce car usage and parking demand in new densely populated areas as residents rely on public and alternative transport options. The Plan identifies the suburb of Parkside as an area where high population density has been achieved without high-rise development. However, Parkside currently features narrow streets with limited parking options. While in the longer term it is likely that residential parking demands will diminish in inner areas, the transitional stage will require careful management to avoid streets becoming car parks to address the off street parking shortfall. The consequences of not addressing this effectively are reduced access, impaired cycling and pedestrian permeability and reduction in overall amenity.

The Plan looks at developing healthy and walkable neighbourhoods and refers to the increase in use of apartments rather than houses, as well as a decrease in backyard sizes of new properties. This emphasises the need for convenient access to nearby appropriate open public

space for recreation. RAA considers that it is important that residents consider the impacts of living in a dwelling with limited open space.

In relation to streets, RAA supports the idea of recognising streets as hubs for commercial and social activity, rather than just transportation routes.

### **Transit corridors, growth areas and activity centres**

One of the challenges that greater Adelaide has is the lack of population density required to invest in new public transport infrastructure. Adelaide's population density is currently 1400 people per square km, whereas the figure needs to ideally be approximately 3000 people per square km. RAA questions what needs to precede, the public transport infrastructure or the increase in density.

In principal, RAA supports the policies related to transit corridors, growth areas and activity centres. In relation to P8 (page 38), RAA considers that an element of retail should still be maintained in activity centres to maximise opportunities for walking and cycling as an option for local journeys.

### **Housing mix, affordability and competitiveness**

The Plan restates the desire to keep Adelaide as one of the most affordable cities in Australia. It indicates that historically, Adelaide housing has been predominantly based on detached houses on large blocks and multi-level apartment buildings. Currently lacking is what the document refers to as the 'Missing Middle'; which is affordable well designed alternative housing options. These include courtyard homes, terraces, dual occupancy and mixed use properties amongst others.

### **Heritage**

RAA questions whether the Plan suggests regulating developer prices. Building within the urban footprint is typically more expensive, as developers capitalise on distance to CBD/amenity/schools benefit.

### **Economy and jobs**

As part of the policy related to the economy and jobs, the Plan states that there needs to be support and promotion of defence, science and technology clusters to ensure that they are linked by high quality road, rail and telecommunication infrastructure.

The Plan indicates that the mining industry is forecast to double in size. RAA questions whether these figures are still appropriate.

### **Transport**

The Plan highlights the priority road network as being the inner ring road, the outer ring road, SE Freeway, Port River Expressway and Victoria Road (to Outer Harbor). The Plan references the development of major infrastructure projects and in several sections, talks about the North-South Corridor. RAA supports ongoing improvements to these routes (through programs such as "Operation Moving Traffic") to ensure these routes operate effectively for all road users.

While the eight transport policies are supported in principle by RAA, there are a number of issues that will need to be addressed to ensure that access is maintained to meet current and future demands. These are explained below:

**P70.**

RAA supports this principle as it is critical that key routes continue to have sufficient capacity to not only meet current freight needs but also allow for future growth. With the predicted increase in road transport of goods, this will continue to put pressure on existing corridors and see a push for high productivity vehicles on some routes. Parking on these routes should be reviewed to improve capacity during periods of high demand while allowing some short term parking outside of peaks to allow for servicing adjacent premises where this cannot be undertaken off street. In the longer term, the exploration and development of alternative freight corridors is important to future freight needs and lessen the impact on adjacent residential areas and vulnerable road users.

**P71.**

While the “Link and Place” approach is supported at key locations in principle, these must still allow access for servicing the area, for example delivery of goods, passenger and trade access. Challenges will be the main street shopping precincts on arterial roads where the function and demands on the available road space changes significantly between peak periods and inter-peaks. These routes present some of the biggest challenges because they are currently trying to be all things to everyone. The potential introduction of trams on some of these routes will also add additional challenges and may require councils to review their own road hierarchy to ensure access and amenity is maintained.

**P72.**

RAA supports the aim of improving the safety and amenity of public transport infrastructure particularly integration into developments to encourage a greater use. Park and ride facilities need to be provided, particularly on longer transport routes to discourage inner areas becoming de-facto commuter parking areas (as happens in areas such as Parkside and Wayville, for example)

**P73.**

This is supported.

**P74.**

The commitment to improve walking and cycling infrastructure is supported with the preference wherever possible for separated cycling ways to provide safer cycling corridors. It is important that the capacity of the road network on key routes is not comprised in achieving this to ensure that good access is retained for deliveries, public transport and private vehicles. The road network also needs to allow for the progressive introduction of vehicles with increasing levels of autonomy.

**P75.**

RAA supports other transport options such as ride sharing schemes and the provision of recharging facilities for electric vehicles at key activity nodes to encourage a greater uptake of such vehicles.

**P76.**

RAA has some concerns with this policy because of the potential impact on adjacent areas through non-residential all day parking. It is important to ensure that such developments do not place pressure on adjacent streets to cater for any shortfalls in

parking availability. Part of the design process of such developments must therefore be to ensure that prospective occupants understand that a different approach to personal transport needs will be required, compared with a conventional suburban dwelling.

#### **P77.**

RAA supports this and also recommends that disused intra-state rail corridors be considered for use by alternative transport systems where possible.

### **Bicycle network**

The map of the bike network and pedestrian activity on page 87 also requires more clarity. RAA recommends that a clearer, more interactive map be produced.

### **Transport – The Planning System**

While the intention of the actions for the transport planning system actions on page 88 is understood, it is important that the impacts of relaxing off street parking requirements (as set out in A29) are fully assessed to ensure that the adjacent streets do not become long term car parks for residents without adequate off street parking. Also, in relation to parking, A30 refers to investigating potential funding options (including from the private sector) that can be used to fund new mass transit services. RAA questions whether this refers to toll roads.

Also traffic and public transport data should be compatible so that the best real time information of travel journey time and options are available to the public.

### **Infrastructure**

RAA supports the infrastructure policies on page 90, and in particular coordinating and linking of the strategic infrastructure across greater Adelaide.

### **Autonomous vehicles**

With the emergence of autonomous vehicles, it is critical that any new infrastructure projects are designed to support the safe and effective operation of vehicles with increasing level of autonomy and connectivity. This is particularly important as such vehicles will continue to operate in an environment dominated by conventional vehicles in the short to medium term.

### **Climate**

The Plan sets out actions for DPTI to pursue opportunities to plant urban green cover along arterial roads, rail corridors and medians. RAA supports such action, on the condition that sight distance is not compromised and that the maintenance of any green cover does not unduly impact on the availability of the road space.

## **CONCLUSION**

RAA appreciates the opportunity to comment on the updated draft of the 30-year Plan for Greater Adelaide and looks forward to ongoing collaboration with the State Government and other agencies in shaping the future of Adelaide.