

# Northern Adelaide Transport Study

Project overview - January 2024

**We are undertaking a transport study for the Northern Adelaide inner and outer suburbs to inform future transport planning and investment in the region.**

The South Australian and Australian governments are investing in improving the transport network, now and in the future. We are committed to improving accessibility, connectivity, and safety as the population grows and demand rises.

This document outlines some key information we already know about the study area and how you can share your insights about transport in the region. Feedback we receive will be used to help inform the study.

## What is the transport study?

We are undertaking a transport study to look at the northern area holistically (in addition to already funded projects) to identify and inform potential transport improvements in the region.

The study will consider key issues and opportunities to support population growth, economic growth, liveability, public transport, active transport, and the safety, reliability and resilience of our strategic road corridors.

The study area is shown in Figure 1.

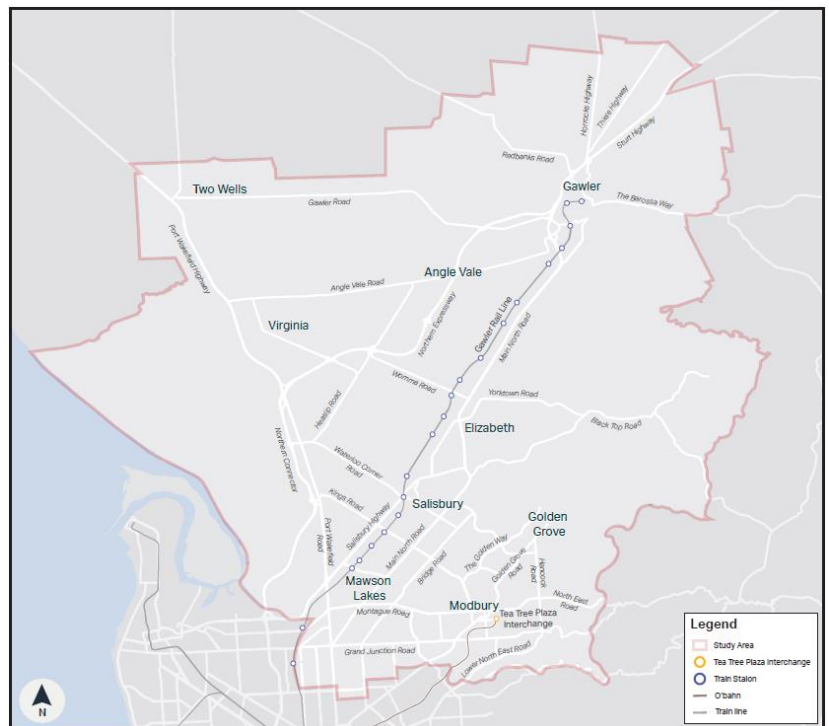


Figure 1 Study area



Government of South Australia

Department for Infrastructure and Transport

### Why is the study needed?

There is strong current and projected population growth in the inner and outer northern suburbs of Adelaide, as shown in figure 2.

An effective and efficient transport network within Northern Adelaide plays an important role in the State’s economy and supply chain. The region is home to major logistic hubs, defence precincts and employment hubs.

The transport study will also inform the South Australian government’s Greater Adelaide Regional Plan currently being developed.

### Transport Infrastructure investment in the Adelaide northern suburbs

This study will build on and consolidate projects and current planning studies underway by the Government in the region. The study will also inform the Greater Adelaide Regional Plan. Current projects are shown in figure 3.

- 1 Wynn Vale Drive Upgrades
- 2 Wynn Vale Drive and Bridge Road Junction Upgrade
- 3 Curtis and Dalkeith Roads Planning Study
- 4 Main North Road and Regency Road Intersection Planning Study
- 5 Nelson Road Road Management Plan
- 6 Northern Suburbs Local Roads Upgrades
- 7 John Rice Avenue and Haydown Road junction Upgrade
- 8 Yorktown Road and Adams Road roundabout
- 9 Mawson Lakes Road Management Plan
- 10 Heaslip Road and Curtis Road Intersection Upgrade
- 11 High Productivity Vehicle Network Project - Sturt Highway to the Victorian border
- 12 Cormack Road Level Crossing Removal Planning Program
- 13 Kings Road Level Crossing Removal Planning Program
- 14 Kings Road Corridor Study
- 15 Park Terrace Level Crossing Removal Planning Program
- 16 Elder Smith Road widening
- 17 Angle Vale Infrastructure Deed
- 18 Virginia Infrastructure Deed
- 19 Playford Infrastructure Deed
- 20 Two Wells Infrastructure Deed

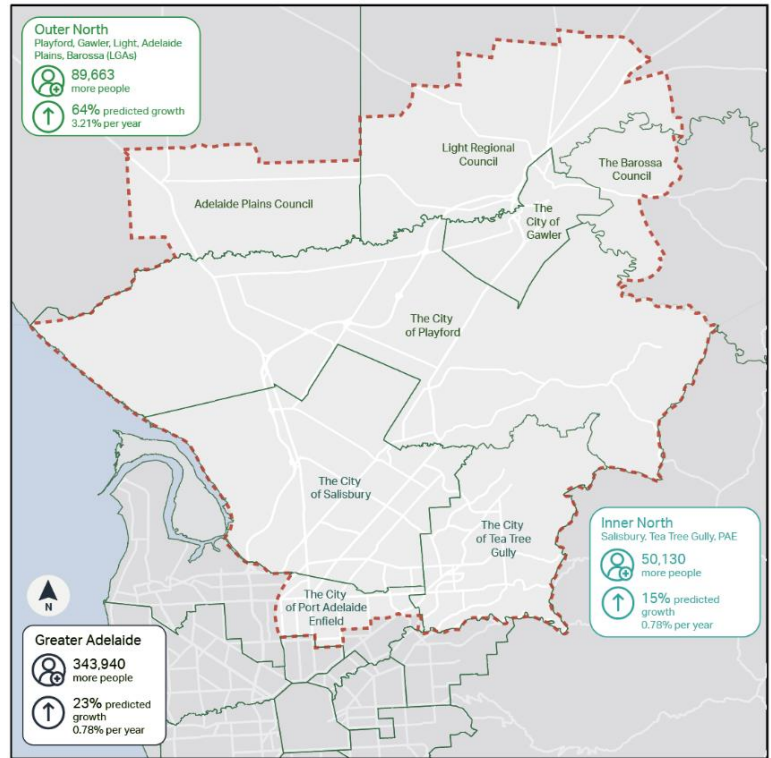


Figure 2 Population Projections for South Australia and Regions – 2021 to 2041

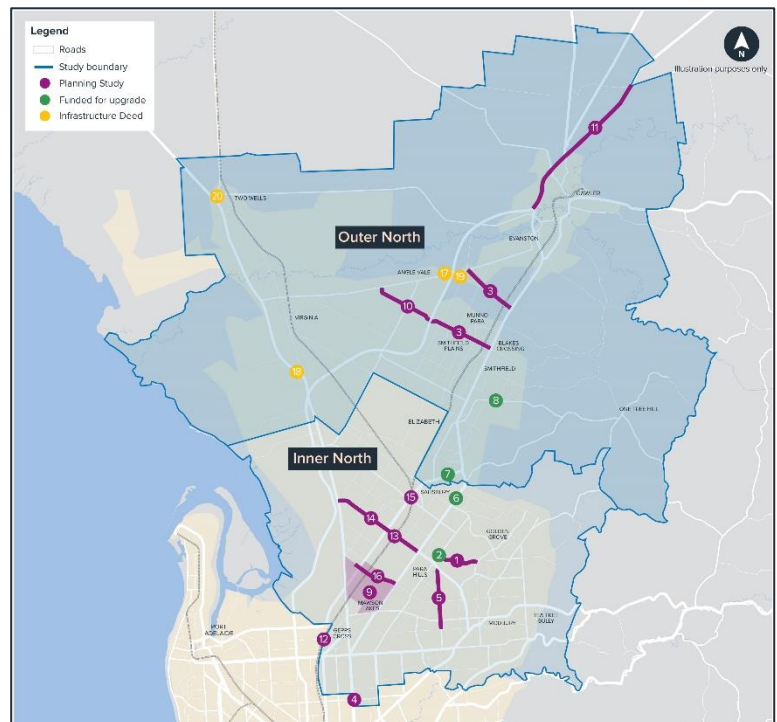


Figure 3 Currently funded projects, planning studies and infrastructure deed locations in the study area



Government of South Australia  
Department for Infrastructure and Transport

## Key considerations and what we already know about the region

The study will seek to build on what we already know about the region from previous studies and data sources. Key considerations of the study and an overview of what we already know about the region are summarised below.



### Population growth

In 2021, the outer north region had a population of 139,452. It increased by 10% over the five years prior, with an additional 13,000 people. In 2021, the inner north region had a population of 321,850. It increased by 5% over the five years prior, with an additional 18,000 people.

The region has the highest projected population increase in South Australia from 2021-2041, with 89,663 additional people projected in the outer north and 50,130 additional people in the inner north.

40% of Greater Adelaide's projected population growth by 2041 will take place in Northern Adelaide.



### Population and aging

The northern region has a lower median age of 37.2 years compared to that of Greater Adelaide, which is 39 years. The proportion of people aged over 60 years is growing in the area, increasing from 19% in 2011 to 21.8% in 2021. This is consistent with the overall trend of an increasing aging population in Greater Adelaide.

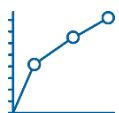
The increase in the ageing population is a consideration for transport planning in the region. It is important the transport network can support minority groups and those with physical impairments and mobility challenges.



### Supporting population growth

Numerous residential developments within the region, including Riverlea, Playford North Expansion, Angle Vale, Blakeview and Roseworthy, along with future developments in Dry Creek, Concordia and Virginia will support population growth in the region. There is also potential for new housing infill within areas including Kilburn, Blair Athol, Enfield, Modbury, Salisbury, Elizabeth and Munno Para.

The high proportion of available land in the region will support future growth, both residential and employment growth. Over 22,000 dwellings can be accommodated at Riverlea and Concordia.



### Supporting economic and employment growth

Northern Adelaide plays an important role in the State's supply chain, supporting both interstate and intrastate transport connections. Major logistic hubs are located within the area, as well as major national defence and employment precincts in Mawson Lakes and Edinburgh. The high proportion of land supply in the region highlights the substantial room to accommodate employment growth.

The number of businesses in the northern area has been steadily increasing. They increased from 22,331 businesses in 2018 to 27,629 in 2022.

The eight Council areas in the region are estimated to have a combined Gross Regional Product that contributes 27% of the state's Gross State Product and 25% of the State's employment with 230,634 jobs.



### How people travel

Car ownership per household is on average slightly higher at 93% in the region compared to that of Greater Adelaide at 92.4%.

A slightly higher proportion of people in the region travel to work in a car, compared to Greater Adelaide. Slightly less people use public transport, walk only, or work from home.



### Public transport

Areas near fast, frequent and reliable public transport facilities (i.e., the O-Bahn, and Go Zones) recorded a higher proportion of people using public transport to travel to work.

5.7% of people in the Adelaide North catch public transport to work, slightly less than the Greater Adelaide average of 6.4%



### Active transport

Across the region, there is very low uptake of people cycling to work. Cycling to work is more common (but still a low overall uptake) in Highbury – Dernancourt (0.5%) and Salisbury North (0.7%).

Increasing the amount of people walking, cycling and using personal mobility devices has many benefits. Benefits to the individual and the wider community can include reduced road traffic congestion, reduced vehicle running costs, reduced emissions, and increased physical and mental wellbeing.



### Freight

Northern Adelaide's relatively flat topography, proximity to logistic hubs, and well-connected transport network supports the efficient movement of freight. The region contains strategic major routes which services Greater Adelaide including Main North Road, Port Wakefield Road, Northern Connector, Northern Expressway, the Sturt Highway, Grand Junction Road, Angle Vale Road, Curtis Road. As demand for freight grows, greater pressure will be placed on these key roads.



### Key local places and destinations

The area has significant retail and commercial centres (Elizabeth, Munno Para, Gawler, Tea Tree Plaza); health precincts (Lyell McEwin, Modbury and Gawler Hospitals); industrial employment zones (Elizabeth, Edinburgh); Defence (RAAF base at Edinburgh); and is a rich agricultural region (Virginia, Roseworthy). There are five higher education campuses within the study area; two university campuses and three TAFE SA campuses. The northern Adelaide is also the gateway to the adjacent wine region of the Barossa Valley.



### Existing road network

The region is well connected for north-south movements including the Northern Connector/ Northern Expressway / Sturt Highway, Main North Road, North East Road, Salisbury Highway and Port Wakefield Road. These movements are supported by east-west corridors including Grand Junction Road, Montague Road, Kings Road / McIntyre Road, Curtis Road, Womma Road, Angle Vale Road and Gawler Road).

Previous community feedback has raised opportunities for improvement on the east-west corridors.



### Environment

Environmental factors such as Aboriginal heritage, topography, tree canopy cover, waterways, parks and wildlife need to be considered alongside social and economic needs of a region to provide a balanced transport network.

The region is at risk of both bushfires and flooding.

The study area is located within the lands of the Kaurna and Ngadjuri people and is known to contain a number of Aboriginal heritage sites, objects, and remains.



### Net zero emissions

The South Australian Government has targets to reduce net greenhouse gas emissions by more than 50% by 2030, and to achieve net zero emissions by 2050. These targets will be embedded in transport planning and investment frameworks to ensure decision making considers emissions reduction goals.

The transport study will consider how transport infrastructure could contribute to reducing the impacts of transport on greenhouse gas emissions, for example by supporting electric vehicle usage.

## Community and stakeholder feedback

Stakeholder and community feedback is important to ensure the transport study is informed by local insights from those who know the region best – those that live, work, and travel in the region.

From previous engagement in the northern area, we understand the key opportunities for improvement at a local level within the area include addressing congestion, travel time delay/reliability, user safety and east/west movements.

We are undertaking consultation with the community and other key stakeholders to further understand local insights and key issues across the broader area to inform the study.

**We invite you to share your insights by Sunday 10 March via an online survey or face-to-face at one of the local listening posts.**

Please scan the QR code or visit the project website to complete the survey and find out the dates and locations of the listening posts.

If you have any questions or would like to register to receive project updates, please:

- visit the website <https://dit.sa.gov.au/adelaide-north-transport-study>
- email [DIT.Engagement@sa.gov.au](mailto:DIT.Engagement@sa.gov.au)
- telephone 1300 794 880

