



Government of
South Australia

Submission to
INFRASTRUCTURE AUSTRALIA

SA GOVERNMENT SUBMISSION

November 2011



SUMMARIES OF PROJECT PROPOSALS

Goodwood and Torrens Rail Junctions

The Goodwood and Torrens rail junctions project grade separates the Melbourne to Adelaide interstate railway from both the Noarlunga Centre rail line at Goodwood Junction, and the Outer Harbor rail line at Torrens Junction. The junctions currently create problems in the form of delays and length restrictions for interstate trains, and long delays for road users on Cross and Torrens roads. The grade separations will deliver increased efficiencies in interstate rail operations.

The project will also include: an urban hub at Keswick rail station linking it to the interstate passenger railway terminal and Adelaide Showgrounds; undergrounding the Outer Harbor rail line and establishing a new underground rail station in the centre of the proposed Bowden Urban Village (a major transit oriented development); a series of improvements to level crossings; grade separation of the level crossing at Park Terrace on Adelaide's Inner Ring Route; and constructing a pedestrian and cyclist bridge over Goodwood rail station to complete the Mike Turtur Bikeway, a commuter cycling route between Glenelg and the Adelaide CBD.

The project is listed in Infrastructure Australia's *Infrastructure Priority List* as ready to proceed.

For further information visit

www.infrastructure.sa.gov.au/RR/rail_revitalisation/noarlunga_line_renewal

Northern Connector

The Northern Connector is an integrated road and rail transport corridor that provides strategic access to Adelaide from the north. It comprises a new 15.6 km expressway standard road with three lanes in each direction and a total length of 30.9 km national freight rail line.

The Northern Connector forms a critical component of Adelaide's North-South Corridor (which extends from Gawler to Old Noarlunga) as identified in the *Strategic Infrastructure Plan for South Australia Discussion paper*. Completion of the Northern Connector road link would enable a largely unimpeded journey from Port Wakefield, the Mid North, Barossa Valley and Riverland to the Port of Adelaide.

Infrastructure Australia has acknowledged the national significance of the project and the clear and positive contribution it would make to achieving Australia's policy goals.

The project is listed in Infrastructure Australia's *Infrastructure Priority List* as a project of real potential.

For further information visit http://www.infrastructure.sa.gov.au/northern_connector

Green Triangle

The Green Triangle Freight Transport Program is a joint proposal with the Victorian Government. It proposes short term road improvements for this region of south east South Australia and south west Victoria and also identifies the potential for longer term rail improvement projects. Road and rail transport networks are not sufficient to cater for the safe and efficient movement of the current and predicted future freight movements.

Short term improvements in South Australia are proposed for the Princes Highway, the Riddoch Highway (including the northern section of the Penola Bypass) and local roads. For the longer term in South Australia, the submission proposes the re-opening and standardisation of the rail line south of Wolseley.

The project is listed in Infrastructure Australia's *Infrastructure Priority List* as a project of real potential.

For further information visit

www.infrastructure.sa.gov.au/road_projects/adelaide_to_melbourne_road_corridor

Managed Motorways

Managed motorways is a new approach to improve safety and traffic flow on urban motorways through the use of Intelligent Transport Systems (ITS) such as lane control, the use of the hard shoulder and variable speed limits. As part of a program of implementing managed motorway improvements across the nation, South Australia is seeking funding for a key bottleneck on the South Eastern Freeway between Crafers and Stirling. Implementing this 'smart' initiative avoids the need for traditional road widening on existing motorways.

The National Managed Motorways Program is listed in Infrastructure Australia's *Infrastructure Priority List* as ready to proceed.

For further information visit

www.infrastructure.sa.gov.au/road_projects/adelaide_to_melbourne_road_corridor

Eyre Peninsula Port Proposals

This proposal is for the development of a bulk commodities export facility on the Eyre Peninsula, primarily to cater for the export of iron ore from South Australia. It also proposes the development of efficient supply chains including rail improvements. The improvements are aimed at providing competitive export facility for bulk commodities to international markets.

Two port proposals are being investigated by the private sector:

- Port Spencer – Centrex Metals is seeking to develop a number of iron ore deposits on Eyre Peninsula and to develop a bulk commodity export port approximately 20 km north of Tumby Bay on Eyre Peninsula, with an ultimate capacity of 20 million tonnes per annum. It is also proposed that it will export grain.

- Port Bonython – Spencer Gulf Port Links is seeking to develop a bulk commodity export port at Port Bonython, with an ultimate capacity of 75 million tonnes per annum.

The proposal is listed in Infrastructure Australia's *Infrastructure Priority List* as a project of real potential.

South Road

The South Australian government has submitted a discussion paper to Infrastructure Australia to highlight the growing need for a significant upgrade to Adelaide's critical north-south corridor through the western sector of the city, namely on South Road.

South Road plays a critical role in the national transport of freight to the Port of Adelaide, Adelaide Airport and land based intermodal sites, as well as in the distribution of freight across Adelaide. South Road is also important to the movement of commercial traffic for business to operate and its role in moving people around Adelaide.

The paper is the first step in the process of raising the profile of the project with Infrastructure Australia for future funding submissions.

The project is being presented to Infrastructure Australia for the first time and so is not yet in *Infrastructure Priority List*.

For further information visit www.infrastructure.sa.gov.au/south_road_upgrade

Links to Supporting Strategic Documents

South Australia's Strategic Plan (2011)

<http://saplan.org.au/>

Planning Strategy for South Australia:

<http://www.planning.sa.gov.au/index.cfm?objectId=A1338ACE-96B8-CC2B-6441074DC0CE0767>

30 Year Plan for Greater Adelaide

<http://www.dplg.sa.gov.au/plan4adelaide/index.cfm>

Planning Strategy for Regional SA, and Region Plans:

<http://www.planning.sa.gov.au/index.cfm?objectId=C3629D1A-F203-0D46-AAABB651524DEF88>

Strategic Infrastructure Plan for South Australia

http://www.dtei.sa.gov.au/infrastructure/strategic_infrastructure_plan

Strategic Infrastructure Plan Discussion Paper

http://www.infrastructure.sa.gov.au/strategic_infrastructure_plan/discussion_paper

SA Guidelines for the Evaluation of Public Sector Initiatives

(Treasurer's Instruction 17)

http://www.treasury.sa.gov.au/df/financial_management/financial_publications_and_downloads/treasurers_instructions.jsp