South Australia's

Transport Strategy

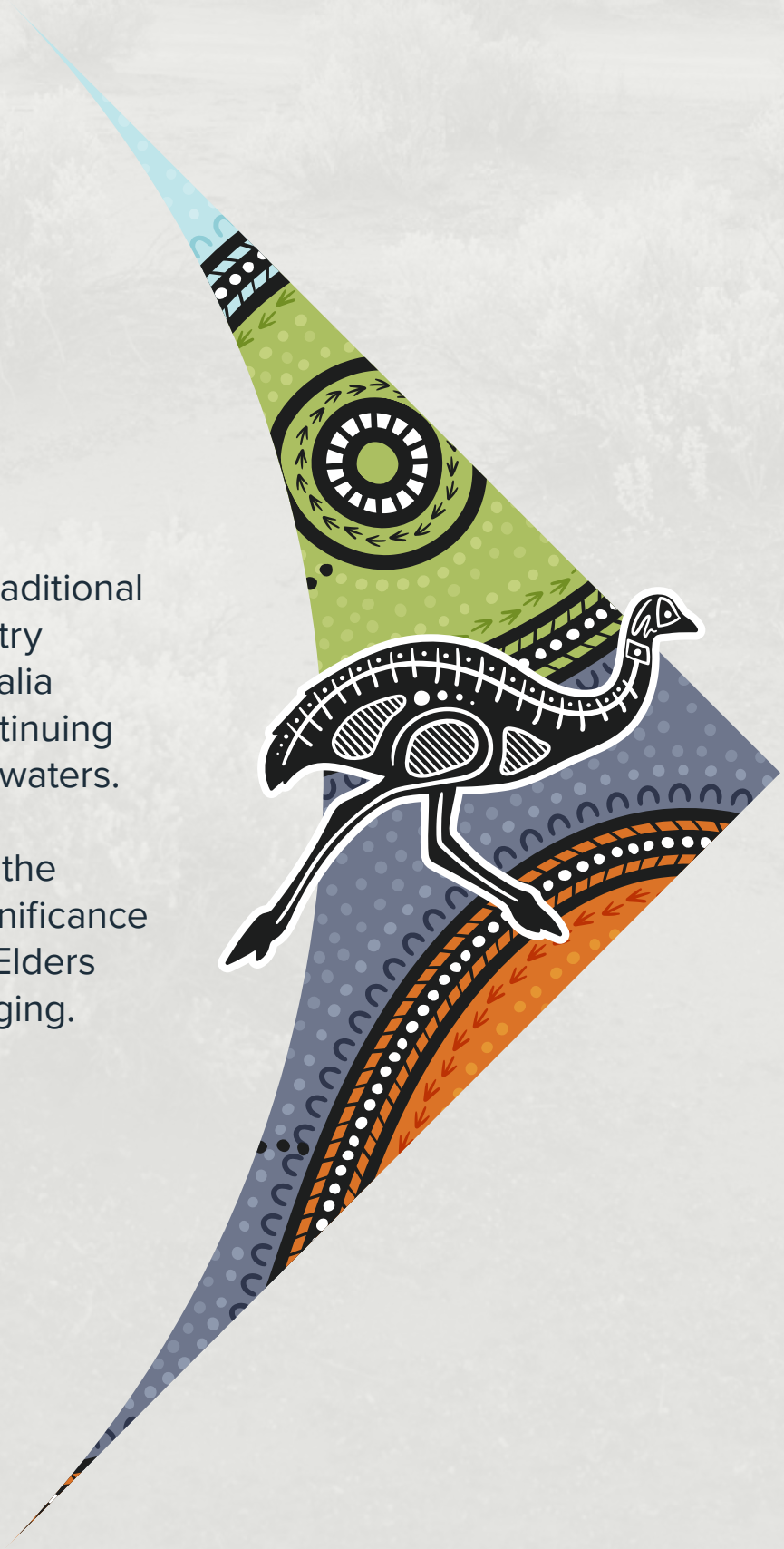
March 2025

Government of South Australia
Department for Infrastructure and Transport

Build. Move. Connect.

We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters.

We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.



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Minister's foreword

The Transport Strategy sets a clear 30-year vision for South Australia's transport system, which is central to how we live, the performance of our economy, and the sustainability of our environment.

We need a clear plan to invest wisely, ensure our infrastructure is fit for purpose, and enable people and goods to move where they are needed.

We are committed to a connected and accessible South Australia, where travel is safe and well-integrated with our built environment and regions. The liveability of our State will be enhanced by a high performing, integrated and affordable transport system.

The world around us continues to change and this presents many opportunities and challenges for our transport system. Transport will be key to achieving our State's ambitions, including delivering greater economic prosperity, achieving our net zero emission target, and maintaining the liveability of our State. To achieve all of this, we will need a world-class transport system that responds to our economic and community aspirations.

Transport is a key enabler of social, environmental and economic outcomes. It complements the ambitions set within South Australia's Net Zero Strategy 2024–2030, State Prosperity Project, and Greater Adelaide Regional Plan.

It also guides our existing sub-strategies, including South Australia's Freight and Supply Chain Strategy and South Australia's Road Safety Strategy to 2031 and sets a clear ambition to guide the development of future sub-strategies. We are already planning to deliver a Public Transport Strategy and an Active Transport and Personal Mobility Strategy following the release of this document.

Having a clear plan for the State's transport system will help us respond to change and capitalise on the opportunities presented by the government's transformational investment into key projects and broader economic transition.

Implementing the plan over the next 30 years will be a collaborative effort. We have engaged with the community and reflected on what matters to you in this Strategy. We look forward to continuing to work with all tiers of government, industry, the private sector and communities to ensure that we deliver the future we want for our State and its transport system.

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

Bowden Railway Station

South Australia's Transport Strategy

South Australia's Transport Strategy (the Strategy) outlines our 30-year vision for the State's transport system.

It sets the overall direction for future transport planning and will guide decisions to ensure South Australia remains a great place to live and do business.

Transport is essential to daily life for every South Australian

This Strategy outlines the South Australian Government's (the government) long-term vision for our State's transport system. It will guide future planning, investment, delivery and operations within the transport system, ensuring we are well-prepared for the future.

The Strategy will support local, state and federal government decision-making and provide clear investment priorities for industry and the private sector.

To realise this vision, the Strategy contains actions that reflect transport's important role across all facets of our lives. It will be delivered in collaboration across State Government, led by the Department for Infrastructure and Transport.

The Strategy has been developed in partnership with you

We have undertaken extensive consultation across industry, government and the community to ensure your vision becomes our future.

Through this process, we have learnt about the challenges you face and the opportunities you see to improve our transport system. This has guided the development of this Strategy and has helped us identify priority actions for the next 30 years. We are committed to continuing to work with you to create a better transport future.

We incorporated your feedback into this strategy through a targeted vision, including five strategic outcomes, 13 responses, and corresponding actions.

Strategy outline

Vision → **Strategic outcomes** → **Strategic responses** → **Strategic actions**

Vision	Strategic outcomes	Strategic responses	Strategic actions
How we see our transport future	What we want our transport system to be	What we will prioritise	How we will deliver

Tarntanyangga / Victoria Square, Adelaide CBD

Image credit: South Australian Tourism Commission

Artist's impression

Vision

How we see our transport future

A transport system that transforms South Australia by enabling prosperity, sustainability and connectivity.

Strategic outcomes

What we want our transport system to be

Connected and accessible

Our transport system is accessible and connects people and goods to where they need to go.

Safe

Our transport system is safe, and we feel confident and secure when we travel.

Prosperous

Our transport system supports economic growth, productivity and prosperity.

Liveable

Our transport system supports wellbeing, inclusivity and quality of life.

Sustainable and resilient

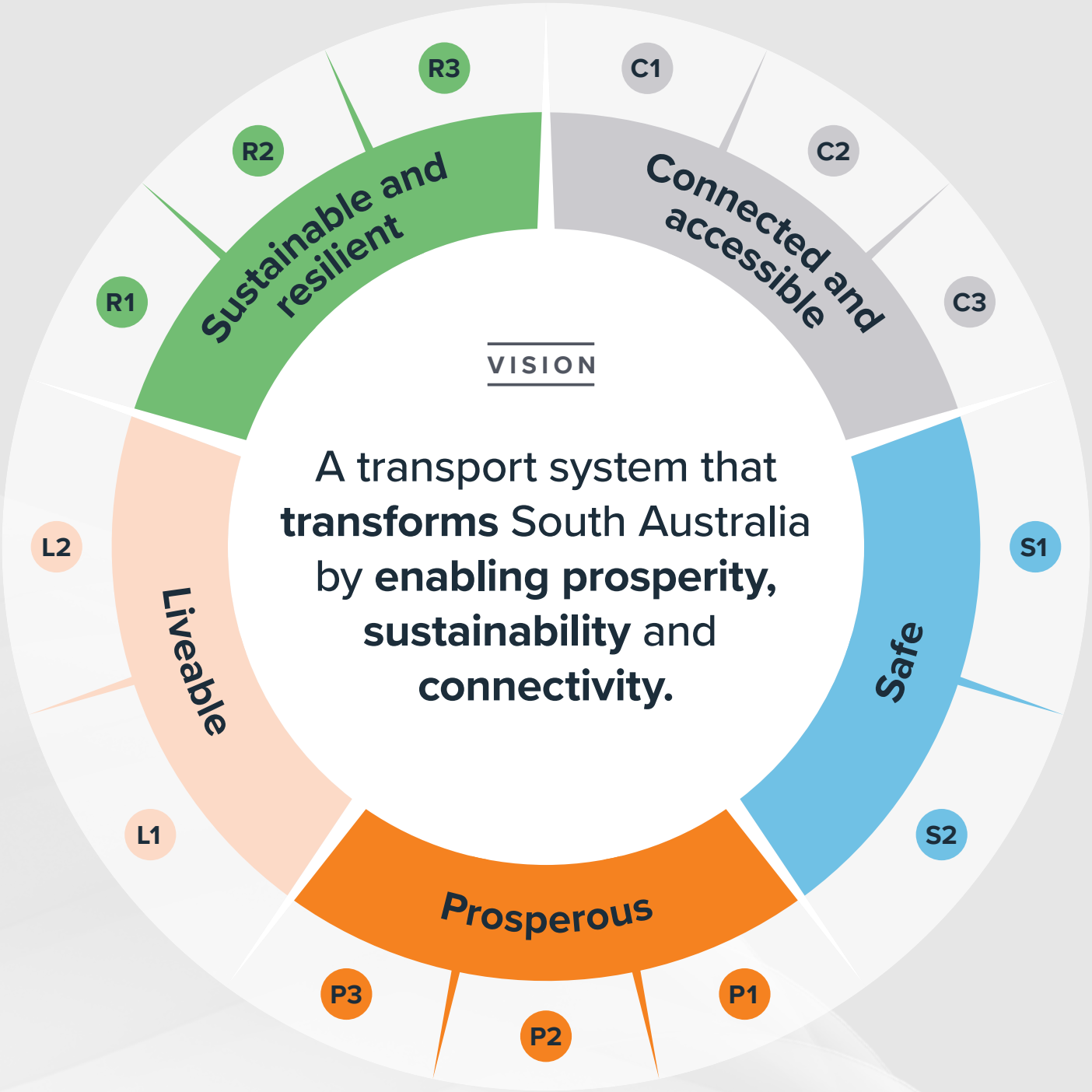
Our transport system is environmentally and financially sustainable as well as resilient.

Strategic responses

What we will prioritise

Thirteen strategic responses will guide how we achieve the vision and outcomes for our transport system.

Outcome	Response	Description
Connected and accessible	C1 Delivering an integrated multimodal system	Create a transport system where various modes of transport are seamlessly connected, to provide efficient and accessible transport options for all.
	C2 Enhancing regional connectivity	Enhance regional connectivity by improving the quality of services and providing greater choice in how people travel.
	C3 Delivering a connected and efficient freight network	Develop a fit-for-purpose multimodal freight and supply chain network that provides efficient connectivity to serve an evolving freight task in South Australia.
Safe	S1 Providing a safe transport system, working towards zero lives lost	Deliver a transport system that focuses on the safe movement of people, reduces risk to users, and minimises harm from crashes.
	S2 Ensuring people are safe and confident when travelling	Prioritise personal safety and security to create an environment where all transport users feel safe, equally protected and assured.
Prosperous	P1 Improving links to economic opportunity	Improve links to places of employment and economic opportunities, including emerging industries such as tourism, technology, mining, defence, hydrogen and renewable energy.
	P2 Integrating transport with land use planning and growth trends	Plan and develop transport infrastructure in line with urban growth planning to ensure a fit-for-purpose transport system.
	P3 Improving transport productivity	Develop an integrated, efficient transport system that increases capacity, reduces disruption, and boosts productivity across the State.
Liveable	L1 Enabling local living and placemaking	Create local environments that enhance community wellbeing and quality of life through improved shared amenities and investment in healthy transport choices.
	L2 Supporting inclusive travel for all	Create a transport system that puts users first by offering easy-to-use and inclusive options that meet a variety of needs.
Sustainable and resilient	R1 Transitioning the transport system towards net zero	Adopt a comprehensive approach to decarbonisation and environmental sustainability to achieve South Australia's emission reduction targets and net zero goals.
	R2 Providing a resilient transport system that adapts to change	Strengthen the transport system's resilience against major weather events and disruptions.
	R3 Prioritising asset optimisation and value for money	Ensure value for money is a primary focus, including how we build, manage and maintain the State's transport assets.


R3
C1
R2
C2
Sustainable and resilient
Connected and accessible
R1
C3
VISION
A transport system that **transforms** South Australia by **enabling prosperity, sustainability** and **connectivity.**
L2
S1
Liveable
Safe
L1
S2
Prosperous
P3
P1
P2

Strategic actions

How we will deliver

The following strategic actions will be outlined in an implementation plan to drive future initiatives and investments.

	Strategic responses	Strategic actions	
Connected and accessible	C1 Delivering an integrated multimodal system	C1.1	Provide an integrated 'one network' transport system that supports improved transport choice for people.
		C1.2	Integrate emerging transport choices.
		C1.3	Provide transport nodes and interchanges at key locations.
		C1.4	Use digital technology to improve connectivity and information delivery.
	C2 Enhancing regional connectivity	C2.1	Provide more inter-regional transport options, including to and from Adelaide, that are fit for purpose.
		C2.2	Provide more transport options within major regional centres and towns.
	C3 Delivering a connected and efficient freight network	C3.1	Support current and future freight needs through improved infrastructure, regulation and policy.
Safe	S1 Providing a safe transport system, working towards zero lives lost	S1.1	Improve safety across the transport system.
		S1.2	Enhance the safety of our road networks, working towards zero lives lost.
		S1.3	Minimise conflicts between freight and other transport users.
	S2 Ensuring people are safe and confident when travelling	S2.1	Promote safe behaviours.
		S2.2	Improve public transport safety so the community feels safe and secure when travelling at any time of day or night.
		S2.3	Safely integrate new transport technologies.

	Strategic responses	Strategic actions	
Prosperous	P1 Improving links to economic opportunity	P1.1	Ensure the transport system supports new and existing industries, tourism and future markets.
		P1.2	Improve transport options to major precincts and employment hubs.
		P1.3	Support South Australians to build a future-focused transport and logistics workforce.
	P2 Integrating transport with land use planning and growth trends	P2.1	Invest in the transport system to accommodate housing growth demands.
		P2.2	Support housing growth with public and active transport.
	P3 Improving transport productivity	P3.1	Improve the travel time and reliability of public transport routes.
		P3.2	Improve travel time and reduce variability along strategic road corridors.
		P3.3	Continue to promote initiatives that improve productivity along the freight supply chain.
Liveable	L1 Enabling local living and placemaking	L1.1	Minimise conflicts between communities and vehicles.
		L1.2	Enable healthy transport choices that enhance wellbeing.
		L1.3	Improve amenity outcomes when delivering transport infrastructure projects.
	L2 Supporting inclusive travel for all	L2.1	Improve transport affordability for households and businesses.
		L2.2	Address transport inequality.
		L2.3	Improve wayfinding and disability access for all mobility needs.
Sustainable and resilient	R1 Transitioning the transport system towards net zero	R1.1	Transition transport fleets to sustainable alternatives.
		R1.2	Support a shift to lower-emissions transport, reducing reliance on private vehicles.
		R1.3	Use low-emission technologies and minimise emissions when delivering transport infrastructure.
	R2 Providing a resilient transport system that adapts to change	R2.1	Strengthen the transport system's resilience against major weather events and disruptions.
		R2.2	Consider climate change impacts in all key decisions that affect the transport system.
	R3 Prioritising asset optimisation and value for money	R3.1	Leverage the government's procurement to promote innovation and ensure value for money.
		R3.2	Consider non-infrastructure and innovative solutions as alternatives to capital intensive solutions.
		R3.3	Optimise the maintenance and management of the State's transport system.

What you told us

Your insights and feedback are important to guiding future investment and improvements for our transport system.

We engaged over 6,000 community members and industry stakeholders to help shape this Strategy.

Who did we engage with?

Surveyed more than **5,300** people, including groups that rarely engage with the Department, such as young people.

Almost **40,000** page views on our Transport Strategy website.

Met face-to-face with community members in **26** locations across the State.

Created a virtual reality experience that allowed over **700** people to visualise the future of our transport system and provide feedback.

Engaged **75** industry stakeholders in roundtable discussions on key topics, including CEOs, executives, and subject matter experts.

Ran briefings with **275** stakeholders from government, industry and community groups.

Received **101** written submissions from local government, industry and community organisations.

What did we find out?*

Most South Australians (63%), particularly young people and metro residents, believe SA can achieve a better future for transport.

Car ownership is high among surveyed South Australians, with 94% having access to a vehicle. Only 19% use public transport, and just 6% rely on it as their main mode of travel.

People travel for various reasons, including shopping, work, and social connections. Most workers aged 18 to 54 travel mainly for work, while those aged 65 and over travel primarily for shopping and healthcare. People with disabilities are more likely to travel for healthcare needs.

More than two-thirds believe that integrating transport planning with urban growth is important. Stakeholders emphasise the need to support population growth with sustainable development and effective business operations.

Regional connectivity does not meet the needs of all residents, especially those with limited car access. Public transport usage is much lower in regional areas compared to metro areas.

Almost three-quarters (72%) of residents are willing to accept short-term disruptions for infrastructure improvements.

* Source of statistics: Community research survey, n=2026, conducted November 2024.

Artist's impression

Indicators show some appetite for change:

- 10% plan to use cars less
- 24% wish to use public transport more
- 44% want to walk, run, and cycle more
- 60% of respondents aged 18 to 24 are willing to accept short-term price increases for an environmentally sustainable transport network.

Stakeholders consider public transport a key issue, with 79% highlighting its importance. Both users and non-users agree that service frequency and travel time are critical to encouraging more people to use public transport. Direct routes and value for money are also major factors.

When commuting to work, South Australians tend to use one mode of transport rather than combining multiple modes.

While 90% of young adults aged 18 to 24 drive cars, they are the most likely to use multiple modes of transport.

Safety is important to South Australians, both physical safety and feeling safe.

Many stakeholders identified environmental sustainability as a key goal, with strong support for achieving better environmental outcomes and moving towards net zero emissions.

Freight and transport organisations highlighted the industry's vital role in the State's economic growth and prosperity. But, they identified barriers to a more efficient network, including an over-reliance on road freight.

Councils and organisations recognise the transport network's role in supporting economic growth, while community members believe prosperity will follow once safety and connectivity are addressed.

Aboriginal stakeholders highlighted the vital role of transport in connecting people to communities and Country, stressing the need for solutions that meet the specific needs of their communities. They also emphasised the importance of making the transport system more environmentally sustainable, with a strong commitment to achieving better environmental outcomes.

Virtual reality experience

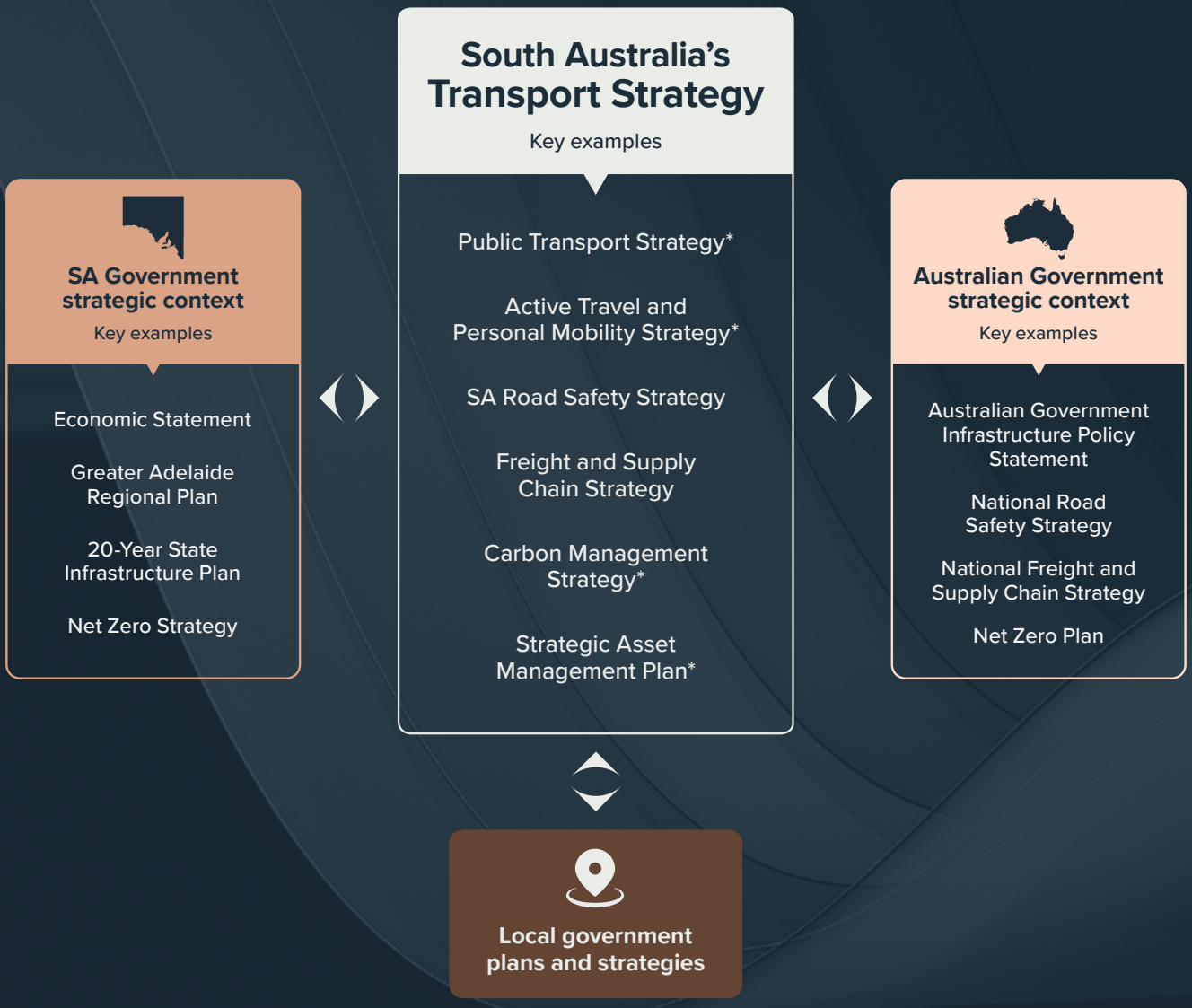
Strategic context

The Transport Strategy sits within a broader government planning ecosystem and guides the Department's suite of sub-strategies.

The transport system plays a key role in achieving broader State and national objectives. This Strategy aligns with those wider priorities and will guide future government planning, as well as industry and business planning across the State.

From a South Australian perspective, this Strategy is part of a set of key long-term planning documents that define the State's aspirations and future direction. These key documents include the South Australian Economic Statement, South Australia's Net Zero Strategy 2024–2030, the Greater Adelaide Regional Plan (GARP), and Infrastructure South Australia's 20-Year State Infrastructure Strategy.

From a national perspective, the Strategy will improve partnerships and cooperation with other governments by providing a clear vision and pathway for the evolution of the State's transport system.

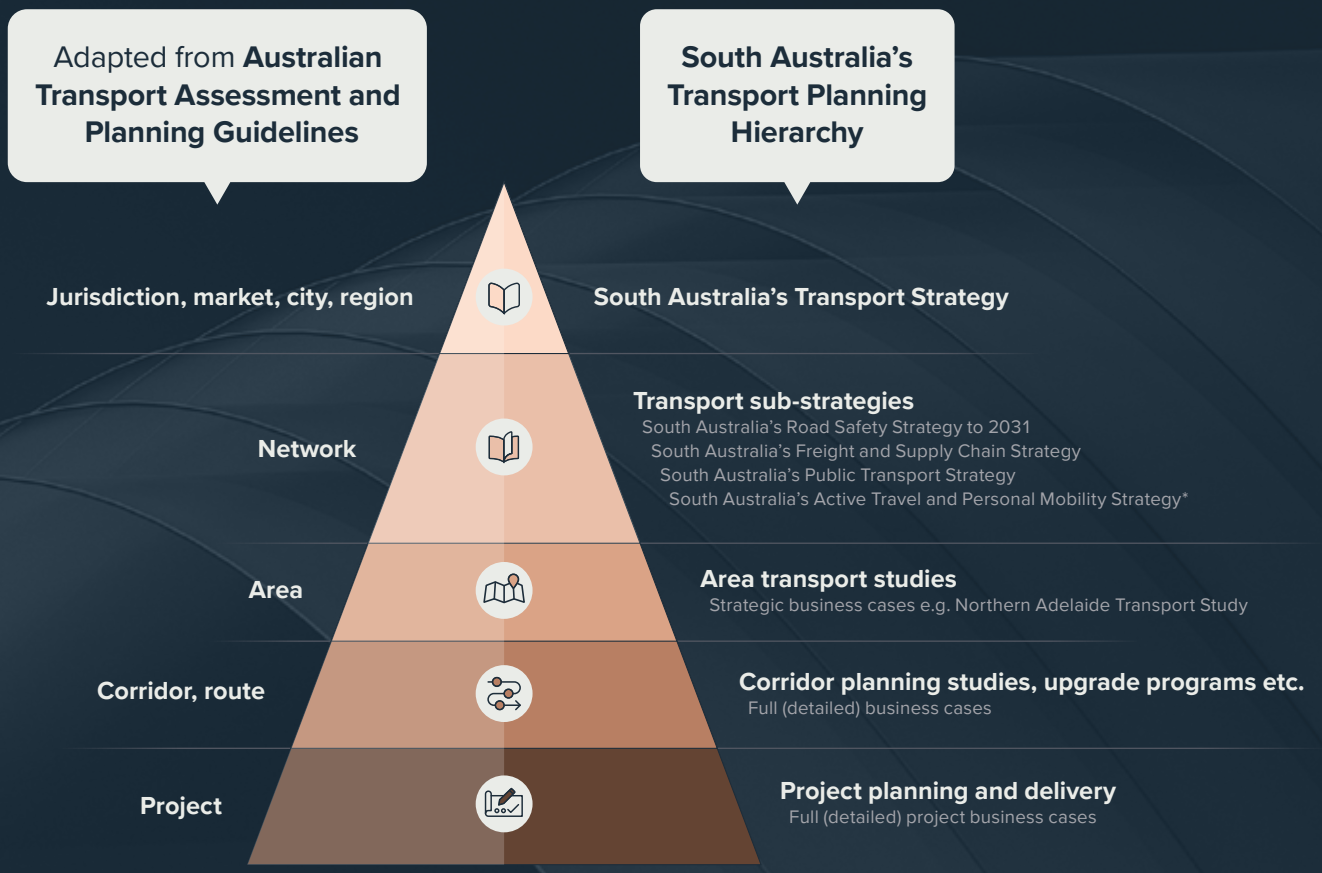


* Document under development at the time of publication.

The Strategy references our existing sub-strategies, including South Australia's Freight and Supply Chain Strategy and South Australia's Road Safety Strategy to 2031 (see icon). It will also incorporate future sub-strategies as they are developed.

South Australia's transport planning hierarchy

The Department's strategy and planning hierarchy aligns with the Australian Transport Assessment and Planning Guidelines[1] for best practice transport assessment and planning.



Overview of South Australia's transport system

Transport is the backbone of South Australia's economy and lifestyle. We use it every day to access jobs and services, support our businesses and their supply chains, and connect with friends, family and the unique destinations across our State.

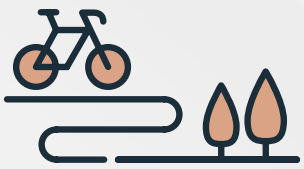
Key facts about our transport system

Our transport system is made up of a variety of transport modes that work together to move people and goods across the State and to our interstate and international ports and airports. The government invests in, operates, and maintains a range of road, rail, public transport, cycleway and marine networks.

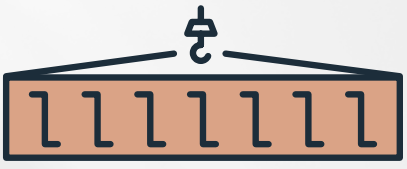
Our road network connected **1.8 million** South Australians who travelled 16.6 billion km throughout 2022 and 2023.[2]

More than **64%** of South Australians drive to work.[3]

In 2024, **91** lives were lost[4] and **841** seriously injured[5] on South Australian roads.



Only **12.7%** of South Australians ride a bicycle in a typical week.[6]



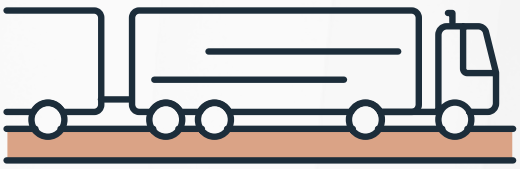
350,000 containers were exchanged via the Port of Adelaide during 2022 and 2023.[2]

South Australia has **133 km** of metropolitan train track and **17 km** of tram track.[7]

Transport is the largest source of greenhouse gas emissions in South Australia, making up around **39%** of total emissions.[8]

SA exports more than **$17.6 billion** in freight each year, mostly by sea through our ports.[9]

Prospect Road, Prospect



Our freight is mostly transported by road, making up **77%** of total freight movements in 2024.[10]

Buses are the most used form of public transport, making up **77%** of boardings. Trains accounted for **19%**, while trams carried **4%** of passengers (2022).[11]

In 2024, our road network included **13,000 km** of sealed roads and **10,000 km** of unsealed roads.[12]

Adelaide Airport is a key hub for tourism and high-value freight, handling more than **8 million** passengers each year.[13]

Road

Our road network plays a major role in everyday life for South Australians, connecting them to jobs, services, education and leisure, while facilitating a significant proportion of freight movements around the State.

While roads are used by private vehicles, they are also used by buses and active transport modes, such as cycling.

The government manages an extensive road network across the State, including strategic, arterial, and regional roads. Strategic roads are key freight and transport routes that connect major economic hubs, ports, and industrial areas. Major arterial roads carry high traffic volumes, linking metropolitan centres and regional communities. These roads support travel within South Australia and provide essential links to interstate destinations.

Managing this network is a significant task, with around 44 km of roads for every 10,000 people in South Australia – close to the highest nationally, second only to Western Australia. In comparison, New South Wales and Victoria only have around 20 km of roads for every 10,000 people[2] due to higher population density.

Figure 1: Road network overview[14]

The State road network is supported by a wider network of local roads, which are typically managed by local government. These networks carry smaller traffic volumes but also provide important connections between key locations, including residential areas and community facilities.

An overview of South Australia's road network based on the National Service Level Standard (NSLS) is provided in Figure 1.

The road network in metropolitan Adelaide

Our metropolitan road network supports social and economic activity in and around Adelaide's urban areas. It mostly follows a grid structure that has adapted well as the city has grown, providing multiple route options to key destinations.

The metropolitan road network extends north and south, shaped by Adelaide's coastline, hills, and natural settlement patterns. This creates unique challenges, as most traffic is concentrated on key north-south corridors. The North-South Corridor is the busiest, carrying nearly 70,000 vehicles per day in both directions.[15]

The regional road network

Our regional road networks are vital for our economy. They link between the State's key production hubs and export gateways by facilitating local and interstate travel and freight movements.

Regional towns and centres rely heavily on our road networks to access goods and services and connect to Adelaide and other parts of the State.

Our regional roads are a combination of sealed and unsealed roads. They are also vulnerable to major weather events, which can cause damage and closures during floods or fires. Key routes include the Eyre Highway, Augusta Highway, Stuart Highway, Dukes Highway and Sturt Highway.

The regional road network also relies on ferry services to connect key routes along the River Murray at 12 locations.

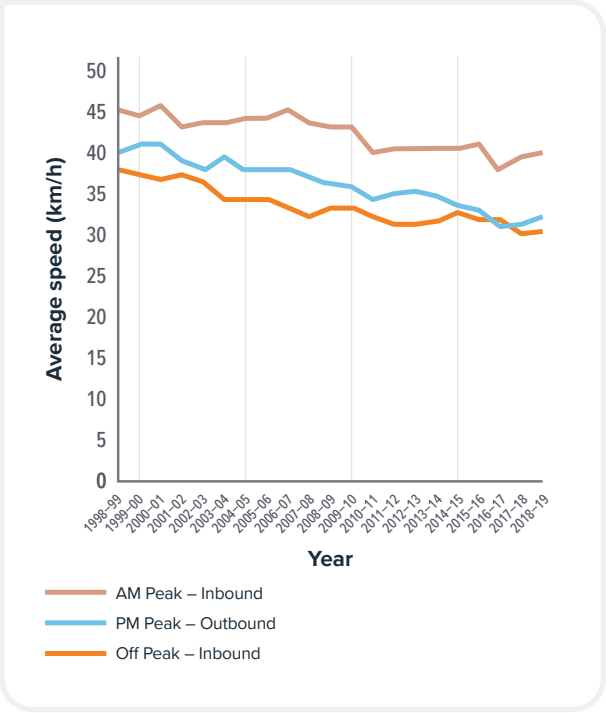
Road performance

Adelaide's CBD and inner suburbs face the most significant congestion challenges now, and over the next 30 years. Key arterial roads and intersections are particularly vulnerable to bottlenecks during peak hours.

The 2019 Australian Infrastructure Audit estimated that the cost of congestion in Adelaide was expected to increase from $1.44 billion in 2016 to $2.6 billion (with a 24% increase in car usage) by 2031 if no significant changes were made to reduce car-based travel.[16]

In the 20 years leading up to 2019, average speeds on key routes reduced by almost 10 km/h during morning and afternoon peak periods (see Figure 2).[17]

Figure 2: Average speed on selected routes[17]

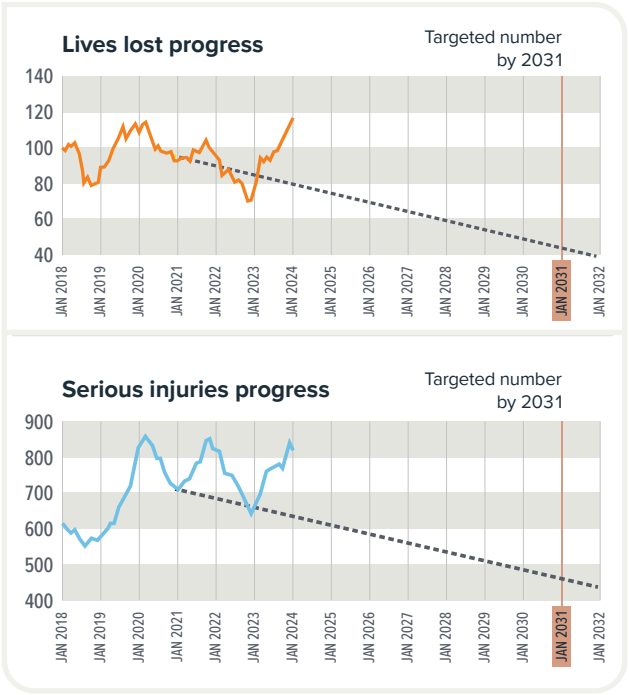


Liveability and cost, individual preferences, and the availability and accessibility of competitive alternatives have, and will continue to be, the main cause of congestion. South Australia has the second-highest rate of car ownership in the country (0.64 passenger vehicles per person in 2021)[18] and without significant change and investment in the network or a shift away from car travel, road performance will continue to fall.

There are also many challenges associated with expanding the road network, including cost, available land, disruptions during construction, community severance and environmental conditions.

Road safety

We have consistently prioritised road safety with considerable efforts in recent years to reduce serious injuries and lives lost on our roads. Since 2011, the rate of lives lost and serious injuries in South Australia (per 100,000 population) has been decreasing as a result of continued investment in road safety improvement and through advances in vehicle safety like automatic emergency braking and lane departure warnings.[19]



Metropolitan Adelaide road safety

Road safety risk and incidents on the metropolitan network typically arise due to congestion, high traffic volumes and mixed-use transport modes.

Regional and remote road safety

Regional and remote roads see a disproportionately high number of serious accidents and fatalities with regional and remote road users twice as likely to be killed or seriously injured on the roads as those in metropolitan Adelaide.[19] More than half of crashes where lives are lost occur on regional and remote roads.[19]

Speed is a major risk factor on regional and remote roads, with 71% of crashes that result in death or serious injury occurring on roads with a speed limit of 100 km/h or higher.

Public transport

Our public transport system is essential for efficiently moving large numbers of people. This is particularly important during peak commute times, facilitating journeys to work, school, and other key destinations. Beyond reducing traffic congestion, public transport also lowers carbon emissions, supports economic growth by connecting communities, and provides an affordable, accessible travel option for all.

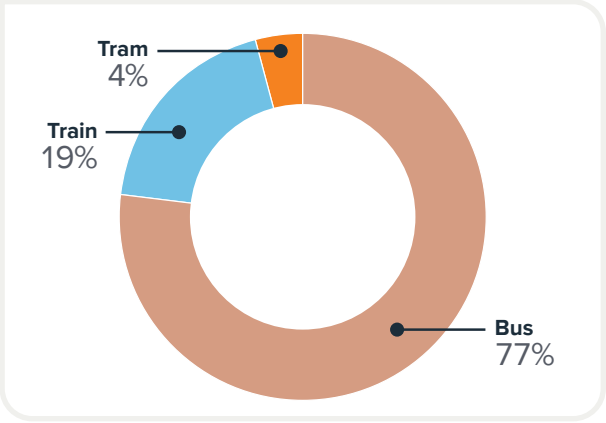
Public transport in metropolitan Adelaide

Our public transport network is focused on metropolitan Adelaide, with buses, trams, and trains operating in an integrated 'hub and spoke' model that connects to the Adelaide CBD. In outer areas, buses link to train services. This structure provides limited options for travel between suburbs without passing through the city.

Buses

Buses are the most used mode of public transport, accounting for over 77% of all boardings. Trains account for around 19% of boardings, while trams account for around 4% (see Figure 3). The dominance of bus travel over rail reflects that the rail network does not service all areas of the metropolitan region, with no rail coverage in the east, northeast, and hills areas. As a result, many commuters find it more convenient to take buses, which offer a wider range of routes into the heart of the CBD. However, uptake can still be limited by the frequency and availability of bus services in some areas, as well as security and safety concerns.

Figure 3: Public transport patronage[20]

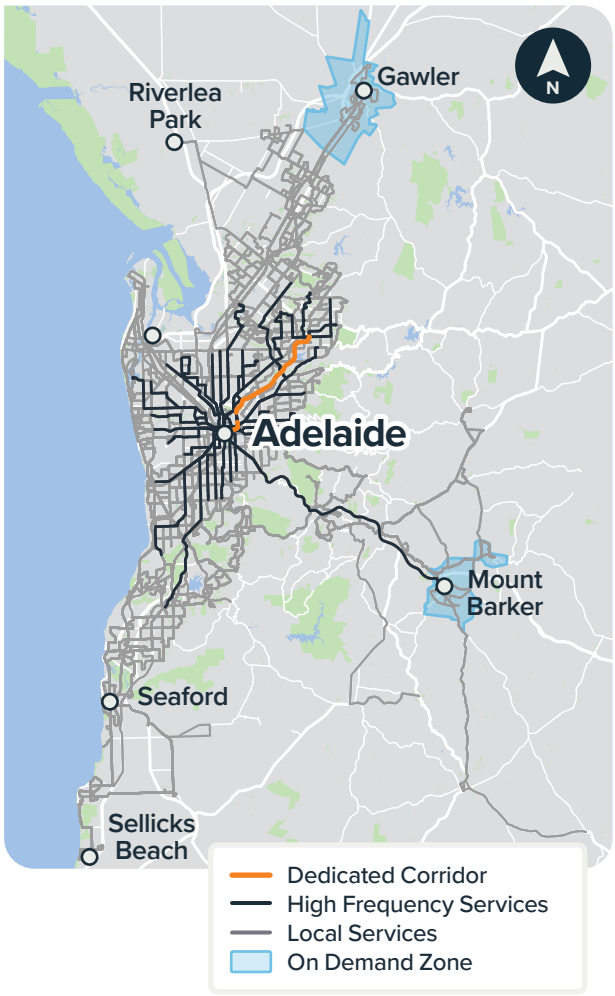


One of the key features of Adelaide's bus network is the O-Bahn, a guided busway linking northeastern suburbs with the CBD and carrying 35,000 people every weekday.[18]

A supporting network of local bus routes connects residential areas and other centres of activity to more rapid or frequent networks, such as those on Brighton Road and Regency Road.

An overview of the bus network is provided in Figure 4.

Figure 4: Adelaide Metro bus network



Passenger rail

The Adelaide passenger rail network is an essential part of the urban public transport system, serving Greater Adelaide through four primary corridors: north (Gawler), south (Seaford/Flinders), south-east (Belair), and north-west (Outer Harbor/Grange/Port Dock). These lines connect outer suburbs to the Adelaide Railway Station, the central terminus for all rail services (see Figure 5).

Driven by demand, the Seaford and Gawler lines offer more frequent and higher-capacity services than the Belair and Outer Harbor lines.

There are also a number of unused regional rail lines and branches across the State. Many were branch lines or old interstate connections intended to primarily transport freight but also serviced passenger trains. These lines were closed between 1965 and 1995 due to declining demand for rail services, driven by increased private vehicle ownership, and road freight deregulation and productivity improvements from the 1950s.

Figure 5: Adelaide Metro train network[21]

Adelaide Railway Station is the hub of the Adelaide passenger rail network, located in the northern Adelaide CBD. Part of the fabric of our capital city, with its neoclassical architecture and designated as a State Heritage Place, it is a drawcard for commuters, city workers, tourists and event-goers alike.

Our central station at its North Terrace location has served Adelaide well for over one hundred years but now presents a number of constraints for rail network operations. For example, the terminus design of the Adelaide Railway Station significantly limit the capacity of the station, creating a critical bottleneck for the network. In addition, the northern CBD location of the station limits the appeal for people wanting to access destinations in the south of the CBD.

Trams

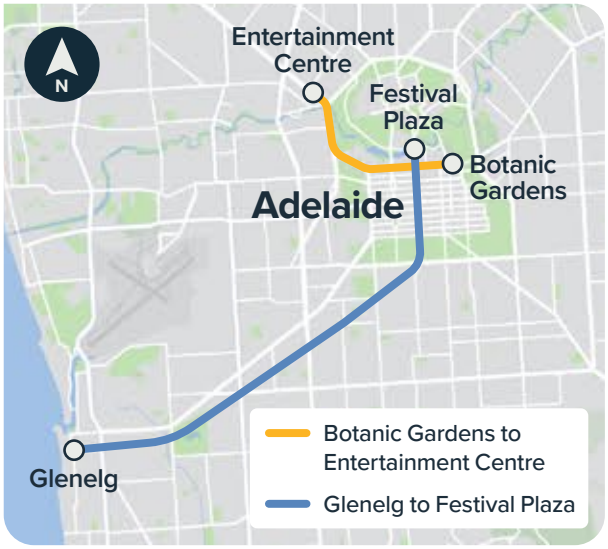
Adelaide's tram network services the south-western corridor of Adelaide, with a primary service connecting Glenelg to Adelaide CBD. A second line connects key CBD locations from the Botanic Gardens to the Entertainment Centre.

The tram system also includes services within the CBD, offering short-distance travel connecting key locations, such as the Adelaide Entertainment Centre, the Central Market, and the Rundle Mall shopping precinct.

The tram network is an important historical element of metropolitan Adelaide's transport infrastructure, with the Glenelg route being one of the oldest electric tramways in the world still in operation.

An overview of the tram network is provided in Figure 6.

Figure 6: Adelaide Metro tram network[21]



The regional public transport network

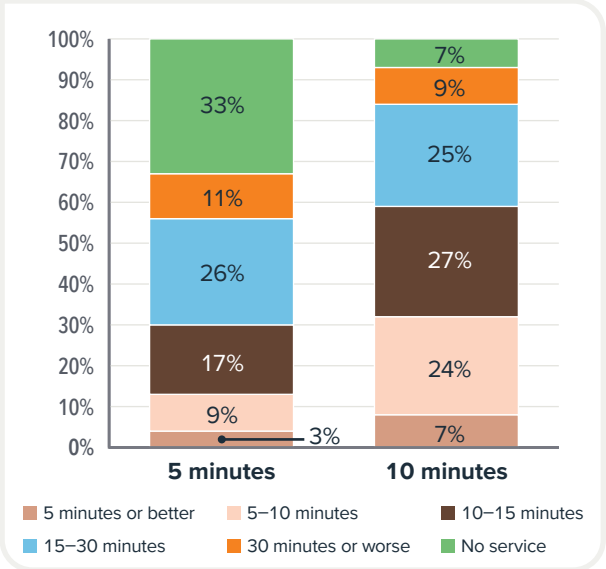
Outside of Adelaide, public transport options are more limited. Regional public transport is only serviced by buses. These services mainly connect regional towns to each other and Adelaide. Local bus services also operate in major regional cities like Murray Bridge, Victor Harbor, Mount Gambier, Port Pirie, Port Augusta and Whyalla.

To supplement the regional bus network, on-demand services like our Community Passenger Networks (CPNs) operate in some areas. CPNs coordinate transport services for people who are unable to access regular public transport due to distance, mobility issues, or other limitations.

Public transport usage

How easy and convenient public transport is to access affects how many people use it. Around 3% of people living within Greater Adelaide have access to a turn up and go service within a five minute walk from their home, 33% have no access to a public transport service within five minutes, and around 70% have to wait over 15 minutes for a service[22] (see Figure 7).

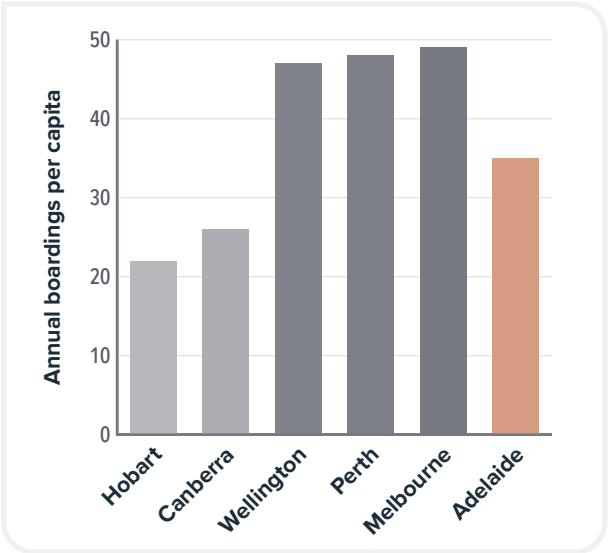
Figure 7: Public transport service access (2023), Greater Adelaide[22]



People are more likely to use public transport if they don't have to make many transfers or if transfers are easy. A well-connected system with smooth transfers at key interchanges can make travel more convenient, increase service frequency, and improve access to more destinations.

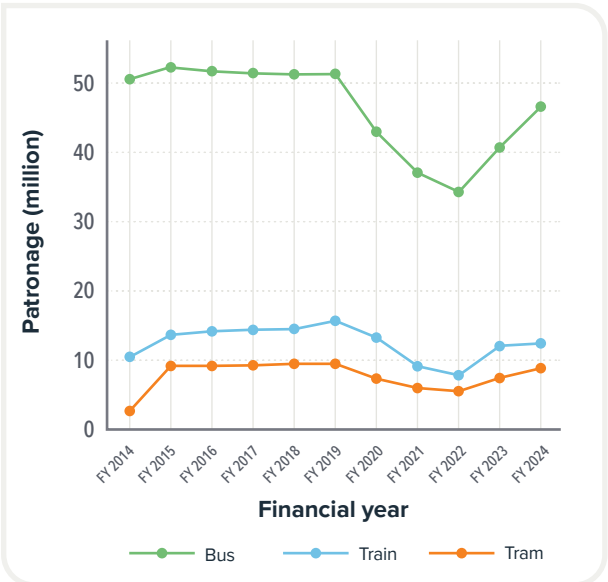
The number of times a person uses public transport each year shows how much they rely on it and how well the system meets their needs. Adelaide has fewer trips per person than other major Australian cities. For example, people in Perth and Melbourne take around 50 trips per year, while in Adelaide, the average is only 35, showing a lower uptake of public transport (see Figure 8).[22]

Figure 8: Annual public transport boardings per capita (2022)[22]



COVID-19 and the impact of lockdowns, remote working, and changes in commuting behaviour had a major impact on public transport patronage in Adelaide. As shown in Figure 9, public transport has seen some recovery in recent years. However, it has not yet returned to pre-COVID levels, indicating ongoing hesitancy or a shift in travel preferences as South Australia continues to recover and adapt from the pandemic's disruption.

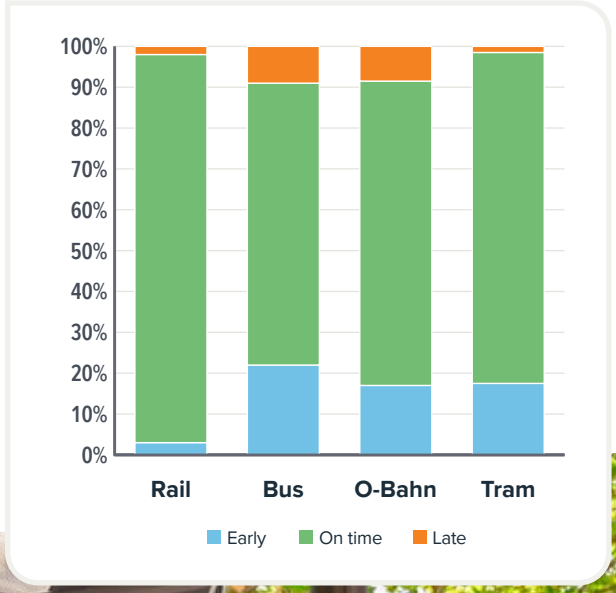
Figure 9: Public transport patronage over time[20]

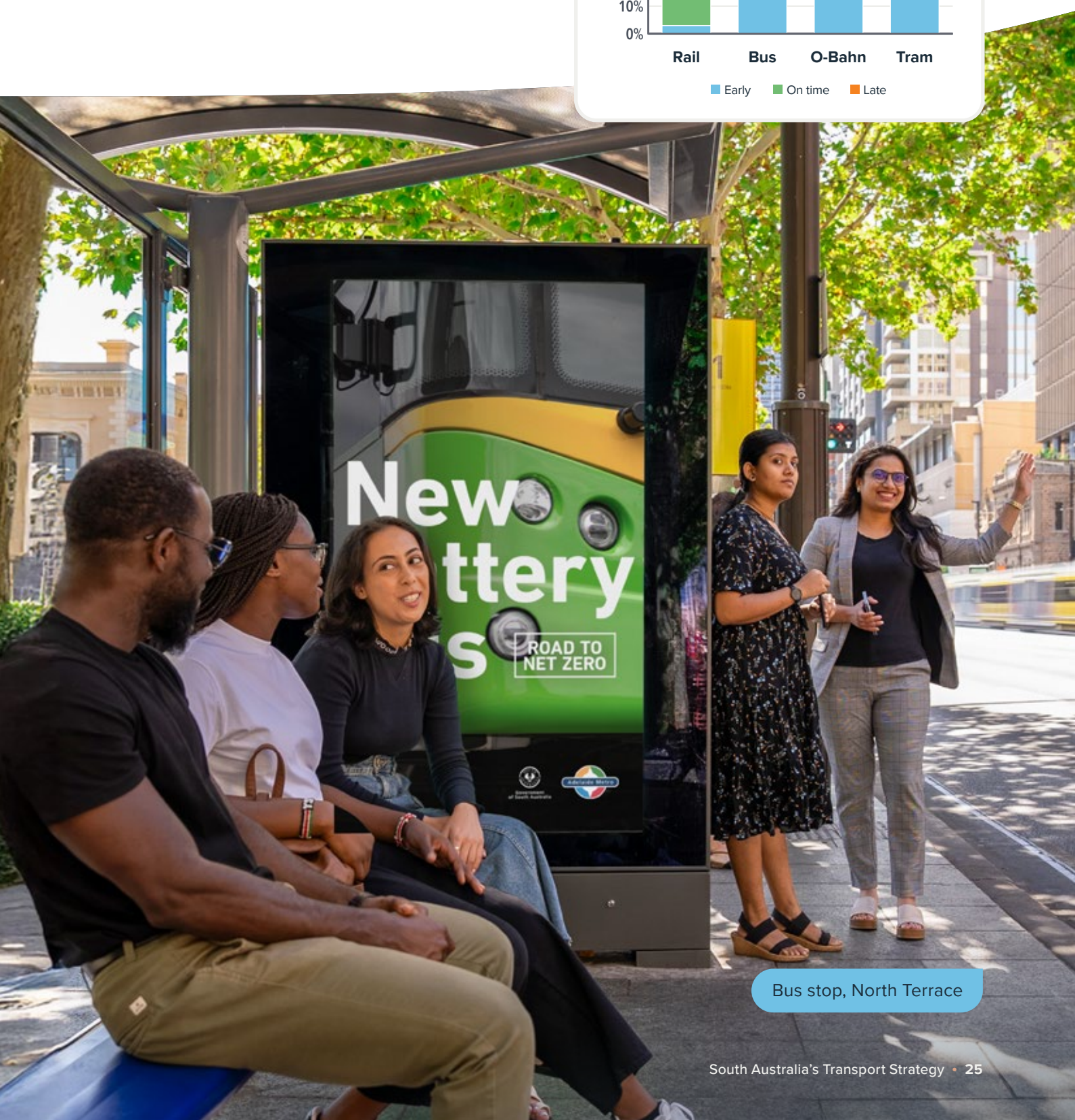


Public transport performance

Service reliability and on-time performance are also key drivers of public transport usage. Adelaide's rail, tram and O-Bahn services are usually on time and considered reliable. Buses, however, are more affected by traffic conditions, including congestion, roadworks, and accidents, leading to greater delays. On-time performance across the network is summarised in Figure 10.

Figure 10: On-time performance by mode (2022)[22]





Bus stop, North Terrace

Active transport

Our active transport network serves many roles in our transport system. It supports short trips, recreation and tourism, and health and wellbeing for everybody, everyday. Active transport has expanded from cycling and walking to include new forms of transport including e-scooters and e-bikes.

Cycling

Our cycling network includes strategic and local routes that connect key centres and destinations. There are some off-road shared paths, but mostly they're painted cycle lanes on our roads. This limits uptake for a lot of people who might cycle if they felt safer and were separated from other vehicles.

Our network includes trails like the Coast to Vines Rail Trail, which supports tourism and recreational activities throughout the McLaren Vale wine region.

Many cycle paths also run alongside other modes of travel, such as the Mike Turtur bikeway, which follows the Glenelg tramline and links Adelaide to Glenelg.

Cycling infrastructure that runs alongside other transport routes is a key feature of many transport projects, including major road upgrades. We've seen a considerable increase in usage when we invest in dedicated cycle facilities.

There is opportunity to improve upon the 1% of people who cycle to work[3] through increased investment in our network.

Currently, around a third of people ride at least once a year[23], and 44% of people told us they want to cycle and walk more often. We can improve the health and wellbeing of our community by providing attractive and safe cycle routes to get people where they need to go.

Walking

Walking is an important way to get around that also supports health and wellbeing. It offers many benefits, including creating vibrant public spaces, reducing costs, promoting sustainability, improving transport efficiency, strengthening communities, and supporting equality.[24]

A network of local footpaths and shared-use paths support active travel including walking. These paths are mainly used for short trips and provide links to parks and green spaces. Local councils are usually responsible for managing them.

South Australia's Active Travel Design Guide supports walking and other active transport by setting consistent design standards across the State. It includes guidelines for walking and cycling and promotes greener streets to encourage active travel.[25]

Frome Street, City of Adelaide

Freight

South Australia's freight network connects businesses, industries, and communities to local, regional, and global markets. Freight moves through intrastate, interstate, and international supply chains, with most transported by road, followed by sea, rail, and air.

The State's geographic size and its reliance on agriculture, mining, and manufacturing make freight transport essential for economic productivity. Freight demand in Australia is expected to grow by 26% by 2050.[26]

An overview of our freight network is provided in Figure 11.

Figure 11: Freight network

In recent years, demand for freight services has been driven by strong export activities nationwide to locations like China, the United States and Malaysia. Agriculture and metal commodities are key export products. Imports are mostly sourced from China, Singapore, Malaysia and Japan and include petroleum and passenger motor vehicles.[27] Demand for consumer goods is growing due to the rise in online shopping. At the same time, consumers increasingly expect more flexibility in when, where, and how their purchases are delivered.[10]

Road freight

Road freight dominates South Australia's freight task, making up about 77% of freight movements in the State by volume.[10] Key road freight links shown in Figure 11 include the Eyre, Stuart, Augusta, Dukes, Sturt, Princes, Riddoch and Outback Highways, as well as the North-South Corridor, South Eastern Freeway and Port River Expressway, servicing road freight in and around Greater Adelaide.

These routes provide important linkages to key intermodal and export hubs connecting South Australian producers and consumers with interstate and international goods and markets.

Rail freight

Rail freight is essential for long-haul interstate freight and transporting large volumes of bulk commodities. Similar to road, the State's rail freight network is at the centre of the transcontinental east-west and north-south corridors, also supporting key industries such as agriculture and mining. It facilitates the export of grain, iron ore, and gypsum and is critical to the national freight task, linking the east coast, Western Australia and the Northern Territory.

Ports

South Australia has a significant network of ports that serve as essential gateways for exporting and importing goods. Sea freight is the preferred mode for all imports and exports, except for high-value, time-sensitive commodities.

Port of Adelaide is the State's largest port, handling a wide variety of bulk and containerised freight, and is located just 14 km from the Adelaide CBD. Seven other ports support bulk export trade across the State, serving mainly grain and mineral exports.

Air

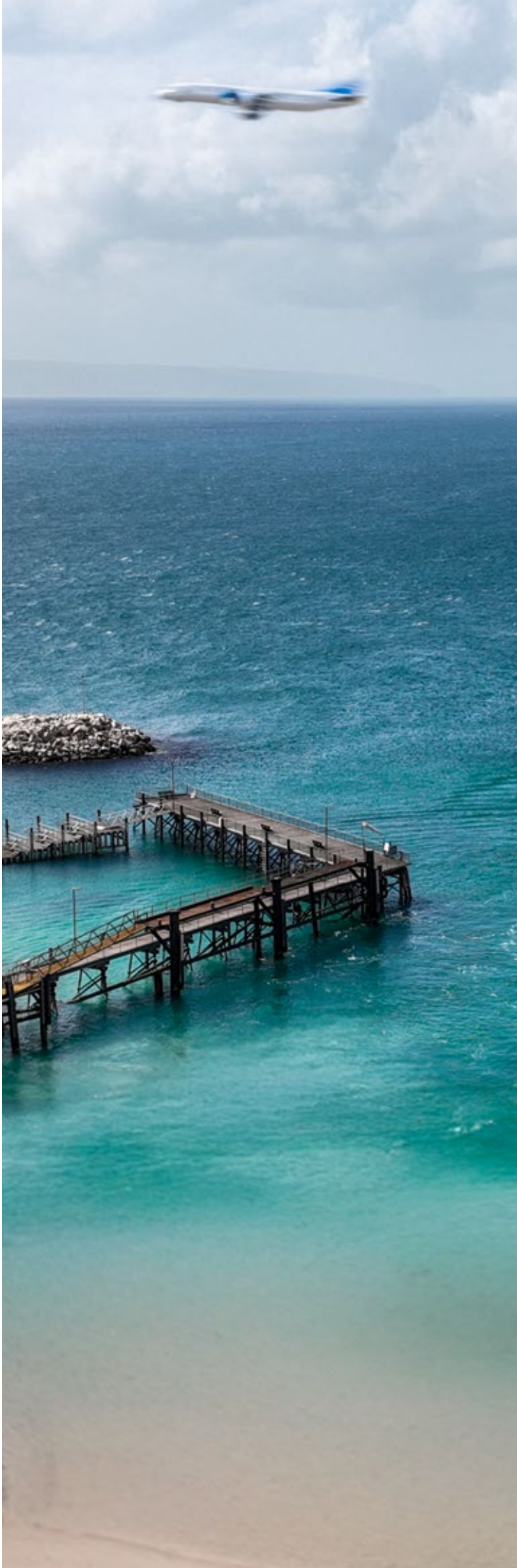
Aviation plays an important role in South Australia's transport system for both passenger and freight movements.

Adelaide Airport is the State's major international gateway and connects the State to domestic and global destinations and markets. Internationally, key cities are directly connected to Adelaide, including Auckland, Denpasar, Doha, Dubai, Guangzhou, Kuala Lumpur, Nadi and Singapore.

In addition to passenger services, Adelaide Airport operates as a significant freight hub, particularly for the export of time-sensitive, perishable and high-value goods.[28] About 60% of air freight is transported directly from Adelaide to international markets, with key destinations including Singapore, Guangzhou, Kuala Lumpur, Dubai, and Doha.

Air travel is particularly important for remote and regional residents who rely on it as a primary transport connection to Adelaide and other key centres. Many remote communities depend on it for access to essential services, including healthcare, education, and economic opportunities. In addition, many small air strips throughout the State serve local needs and provide emergency access in remote areas.

Adelaide Airport



Penneshaw Port

Image credit: South Australian Tourism Commission

SA'S TRANSPORT SYSTEM

Marine

South Australia's vast coastline and rich marine environment are serviced by a network of jetties, wharves, recreational boating facilities, marinas, and ferries.

This network of infrastructure underpins a range of recreational and commercial boating activities, offering mooring facilities, marinas, maintenance services, and safe access to coastal waters. Marinas and coastal areas are crucial hubs for the recreational boating community and provide infrastructure that supports tourism and local businesses in coastal regions.

Jetties are a much-loved feature of our South Australian coastline. The South Australian Government owns around 75 jetties, with 35 leased long-term to local councils.[29] There are also more than 305,000 South Australian boat licence holders and about 60,000 registered boats, with 56% of these mainly used for fishing-related activities.[30]

Ferries

Ferries provide connections across our waterways for both people and goods. The Kangaroo Island ferry, operated by SeaLink with government support, provides essential transport for people, goods, and services to the island. The ferry's reliability and efficiency support the island's economy and keep it connected to the rest of South Australia.

The Wallaroo to Lucky Bay ferry transports vehicles and passengers across the Spencer Gulf. It improves connections between communities and supports tourism.

The ferry services along the River Murray have been discussed earlier as part of the regional road network.

The outlook for South Australia's transport system

National and global trends and drivers of change will present challenges and opportunities for the way people and goods move over the coming years.

To create a better future for all South Australians, we must have a clear plan for how we will respond to changes and disruptions that come our way. This allows us to prioritise investment where it's needed most and will have the greatest impact. Our role is to make sure the transport system supports communities and improves lives for generations to come. Getting it right is essential for our State.

There are seven key trends that will shape our transport future. These are:

A changing economy

Our economy is evolving, with new industries emerging. A well-planned transport system is needed to support sustainable growth and enable these industries to thrive.

A growing and changing population

South Australia's population is changing, with some regional centres growing quickly while others are shrinking.

Reaching net zero emissions

Climate change is increasing the urgency to achieve net zero emissions and strengthen our transport system to withstand more frequent extreme weather-related events.

Supporting regional connectivity

South Australia's regional areas are important to the State's economic and social fabric. Many regions face challenges related to transport connectivity.

Responding to advancing technology

Rapid advancements in technology are shaping transport systems globally and changing how people and goods move.

Safety in everything

Our communities value safety across the entire transport system. Safety has a major impact on their decisions to choose public and active transport.

A growing and ageing asset base

We have a large and growing network of transport assets that need more maintenance and management each year.

Marion Railway Station

TREND 1

A changing economy

South Australia's economy is evolving, with defence, space and renewable energy emerging as key economic sectors for our future. To make the most of this transformation, our transport system will need to adapt and support these sectors.

New and evolving industries

The South Australian Economic Statement outlines a bold vision for growth that connects the State's economy to global opportunities. Our industry strengths and natural resources will continue to frame our role in the global economy (see Table 1).

Over the last decade, South Australia's renewable energy share has increased from 1% in 2007 to 74% in 2023[31] and continues to make excellent progress towards our target of 100% net renewable electricity generation by 2027. [32]

Transitioning to renewable energy creates important economic development opportunities for South Australia. This is particularly true in areas suited for renewables, like hydrogen. It also increases opportunities for the State's mineral resources that support decarbonisation, including copper and magnetite iron ore.

Emerging industries present new employment opportunities for us all. To maximise public and private sector investment in our economy, the transport system must adapt to enable the efficient movement of goods and workers across our State.

Opportunities to process or manufacture our raw materials locally before exporting them can also reduce the overall freight task and associated emissions, while adding value and jobs to the economy.

Connecting people to opportunity

As South Australia's economy grows, we expect thousands of jobs to be created.[33] [34] In line with current trends, new jobs are expected to be located in our regions and outside Greater Adelaide, where about 80% of our workforce currently lives.[35]

This will need to be facilitated by a transport system that connects communities and workplaces, linking people to jobs across South Australia.

Table 1: South Australia's economic foundations[33]

	Research and innovation: we have world-class research capability and globally recognised innovation districts.
	Industrial capability: our State has a strong manufacturing history, which puts us in a great position to strengthen our industries and meet the evolving needs of global markets.
	Progressive and forward-thinking: we embrace change, with a proud history of being early adopters and leaders in innovation.
	Energy potential: we have significant potential to increase our renewable energy generation.
	Stable democracy and strong institutions: our stability provides confidence as a place for investment and production.
	Liveability: our quality of life is internationally recognised and attracting more people to our State.
	Natural resources: our diverse microclimates allow us to produce a wide range of food and fibre products, critical to the prosperity of our food, wine, tourism and agricultural sectors.

TREND 2

A growing and changing population

Over the next 30 years, South Australia's population could reach 2.5 million people, alongside an increasingly ageing population. To maintain the liveability of our State, our transport system will need to adapt to support this growth.

Growing demands on our transport system

South Australia is growing. Over the next 30 years, our population could increase by 731,000, exceeding 2.5 million people. Most of this growth will follow existing patterns and take place within Greater Adelaide.[36]

Our population is also ageing, with the number of people over 80 years of age expected to more than double by 2051.[36]

Over the next 30 years, we will need to build an additional 315,000 homes to meet forecast demand.[37] Future growth will include a mix of development types. It will involve redeveloping underused or abandoned land, building along major roads, adding housing near shops and transport hubs, and expanding into Adelaide's outer suburbs.

Looking ahead, we must ensure new growth areas are connected to employment, services and leisure opportunities. Coordinated transport infrastructure and land use planning will be key to ensuring that the transport system effectively supports high-quality places and urban design outcomes for all South Australians. We are already working together to deliver the priorities identified in the Greater Adelaide Regional Plan to ensure land use and transport planning are aligned for Greater Adelaide. Key growth areas will include the Outer North, Northern Plains and Barossa, Adelaide Hills, Murray Bridge, Outer South and Fleurieu Peninsula.

Mode shift for liveability and economic prosperity

A growing and changing population will generate new demands for the transport system, placing more pressure on our existing transport assets. Our current reliance on cars is already causing more congestion and longer travel times. This reduces the reliability of our journeys, makes it harder to access jobs and services, and reduces freight efficiency. Without action, this will have impacts for our economic growth potential and quality of life.

It is increasingly difficult to continue to widen roads in key locations without compulsory land acquisition and significant community disruption. As our population grows, congestion will affect the liveability we value, so there is a need to provide convenient alternatives to the car and support a transition toward public and active transport. The benefits of more of us choosing public and active transport will be transformative and long lasting.

Our choices now will ensure that future generations of South Australians can enjoy the high standard of living that our State is known for.

Reducing road congestion

Think of how it feels to drive around during school holidays. No endless queues, no frustration — it's as if the roads breathe a sigh of relief.

Did you know it would only take 1 in 10 people in the traffic in front of you to choose public or active transport for it to reduce congestion?

During peak hours, most cars carry just one person. That means every time someone switches to public transport, it's like removing a car from the road.

Now imagine a single bus with 50 people on board. It clears space for 50 cars. A train? Over 100.

Imagine if every day felt like the school holidays. It starts with one person — maybe you.

TREND 3

Reaching net zero emissions

Transport plays an important role in South Australia's ambitions for decarbonisation, and the transition is well underway.

Our net zero targets

In line with national commitments and South Australia's Net Zero Strategy 2024–2030, South Australia is actively working towards reducing emissions across all sectors. The State Government has set a target to reduce greenhouse gas emissions by more than 60% by 2030 (from 2005 levels) and achieve net zero emissions by 2050.[32] This transition will need everyone to work together, including government at all levels, the private sector, and our community.

The transport sector is the State's largest contributor to greenhouse gas emissions and will need to transform to achieve these targets. Transport sector emissions are generated by the direct combustion of fuels on road, rail, domestic flights, and maritime transport. Building transport infrastructure also creates a lot of emissions, which can be challenging to reduce.

In the next 30 years, the transport sector will need to do more to reach net zero emissions by 2050. This means decarbonising public transport fleets, supporting the uptake of electric vehicles, transitioning to sustainable infrastructure, adapting construction processes and materials, and prioritising and minimising environmental impact. Most importantly, we will need to transition away from internal combustion engine vehicles towards zero emission alternatives such as electric vehicles, and public and active transport.

Work already underway

South Australia's Net Zero Strategy 2024–2030 outlines a pathway to achieving the State's emissions reduction goals. It includes nine actions that cover the electric vehicle transition, decarbonisation of the bus and rail fleet, sustainable fuels and promoting active and public transport.

Work is also underway to reduce emissions associated with the construction, operation and maintenance of transport infrastructure. This starts with improved methods to assess the carbon impacts of potential projects so we can make informed investment decisions. The government also supports national research and collaboration on low-carbon materials to reduce emissions.

Opportunities to reduce our transport emissions will continue to arise. We must be ready to embrace these opportunities and integrate them within our transport system.

Recycled glass

The Victor Harbor Road duplication project, south of Adelaide, involved duplicating about four kilometres of road between Old Noarlunga and McLaren Vale to improve road safety, improve traffic flow and increase capacity.

Ten percent of the asphalt used is made up of recycled wine bottles from nearby McLaren Vale. This is the equivalent of 459 wine bottles in every tonne of recycled asphalt in the base layer and 115 bottles in every tonne of the top layer.

The glass was collected from recycling bins and local councils in the region, with the crushed glass supplied by a local recycling business.

The top asphalt layer also contains at least 10% recycled asphalt, with the base layer containing at least 30%.

TREND 4

Supporting regional connectivity

South Australia's regional areas are a key driver of the State's economy.

Transport plays an important role in connecting our regions and enabling the movement of goods and people in these areas. Across South Australia, we rely on our regional transport networks to connect us with employment, industries, townships and essential services.

Regional areas have relatively small populations where people often need to travel long distances to access services and job opportunities. This can create challenges for the economic viability of transport investments. Since the transport system is essential for delivering economic and social benefits, we must keep supporting the transport needs of regional residents and businesses.

Unlocking regional economies

Our regions play a pivotal role in our State's economy, and most agricultural and resource products come from outside Adelaide. Ensuring our products are connected to key domestic and global export gateways – such as ports and airports – is essential for the ongoing success of these industries and our regional economies. This includes ensuring year-round accessibility, especially in areas prone to seasonal disruptions like fire and flood.

Our regions are also home to State significant growth opportunities, including minerals, renewables, hydrogen and green steel. Infrastructure improvements are needed to enhance the productivity of our freight and supply chains so that we can get products to market more efficiently.

Driving the visitor experience

Connectivity to and within our regions will remain central to the State's tourism sector. Supporting economic prosperity for South Australians, the government has ambitions to grow regional tourism to $5.1 billion by 2030, up from $2.8 billion in 2018.[38]

Transport will help us achieve this growth ambition, particularly via road networks, cycle paths, and airports. Integrated transport solutions that connect various modes of travel across our regions can enhance the convenience and comfort of tourists, encouraging longer stays and repeat visits. This will continue to benefit tourism regions, such as the Barossa Valley, Clare Valley, Adelaide Hills, Eyre Peninsula, Fleurieu Peninsula, Kangaroo Island, Limestone Coast, Riverland, Yorke Peninsula, and the Flinders Ranges.

By continuing to invest in transport infrastructure and services, we can boost the tourism potential of our regions, leading to increased economic activity, job creation and sustainable development.

Image credit: South Australian Tourism Commission

TREND 5

Responding to advancing technology

Rapid advancements in technology are reshaping the transport sector globally.

Technological innovation and digitisation are transforming how people and goods move globally and disrupting well-established transport service delivery methods.

Increasing use of technology and data in the transport system is optimising movements around our network as well as the ability to predict maintenance requirements for our assets. We can now access more information and data than ever before, including information on how our transport system operates and the desires and expectations of our community.

Emerging transport technologies

Technology is also influencing transport services. New payment methods such as digital payments, subscription models, and journey planning functions make it easier for customers to travel around the transport system. Customers are also increasingly demanding these features from transport service providers.

New technologies offer opportunities for innovative and improved ways of working, but their implementation often presents challenges. The speed of innovation increasingly exceeds the rate at which traditional regulatory systems and policies can adapt, presenting a challenge for transport regulators and operators. Regulatory frameworks and policies must be dynamic to respond to new technologies to ensure safe, controlled, seamless experiences and emphasise customer-friendly design.

Harnessing partnerships

Collaboration between industry and government will be important as we introduce new technologies into the transport system. We must work together to take advantage of new technologies and minimise potential challenges.

We are already seeing emerging technology have an impact on our transport system. Some key technologies include:

Table 2: Considerations for new technology for our transport system

	Connected and automated/ autonomous vehicles: to enhance safety and improve the efficiency of our road networks.
	Alternative fuel vehicles: to support decarbonisation and our transition to net zero emissions.
	Artificial intelligence: to enhance the use of transport data and information.
	Real-time data: to enhance the operation and maintenance of our networks and respond to incidents quickly.
	Digitisation of transport services: to enhance customer experiences with digital licensing and digitally enabled ticketing.
	Personal mobility devices: to enhance start and end transport journeys and provide more flexible travel options.
	Mobility as a Service: to streamline journeys and payments e.g. through subscription-based models, and give people more options to personalise their journeys.

TREND 6

Safety in everything

Safety is a priority for all aspects of our transport system.

Safety is at the forefront of transport planning, delivery and operations. Over the last 20 years, innovation in technology, systems, and regulation has led to steady improvements in the safety of customers and operators across aviation, maritime, rail, and road transport.[39]

These improvements create broad social benefits and strengthen the economy. They help reduce demand on services like hospitals and prevent productivity losses from avoidable incidents.

A long-term commitment to safety

South Australia's Road Safety Strategy to 2031 sets a long-term vision to see zero lives lost on roads by 2050. This sub-strategy has adopted national road safety targets to halve the total number of lives lost and reduce the total number of serious injuries by 30% by 2031.

Focus areas include safer roads, safer vehicles and better protection for vulnerable road users, such as pedestrians, cyclists and motorcyclists. There is also a focus on groups who are overrepresented in road trauma, including people living in regional and remote South Australia, young and old road users, and Aboriginal people.

We also need to consider how the community uses the transport system, and new travel options. It's important to ensure everyone feels confident and safe, no matter how they choose to travel.

Safety and mode shift

We know we need to reduce our reliance on private vehicles and transition to more sustainable modes of travel. However, safety concerns often discourage people from trying new modes of transport. For cyclists, common concerns include interactions with other vehicles, and lack of lighting and security along cycle paths.

For those wanting to shift to public transport, feeling unsafe when waiting at stations and interchanges, or concerns over travel particularly at night may discourage take-up.

Public transport has a lower risk of crashes and injuries compared to private vehicle travel.[40] We are committed to enhancing safety across the transport system as a whole. This includes ensuring that all transport modes are safe for all users.

Table 3: Safety considerations for future transport

	Testing and trials: stringent testing will ensure new transport options and supporting technology are safe before they are integrated into our transport system.
	Regulatory frameworks: strong regulations will ensure safety standards are met, helping to reduce risks and manage human error when using new transport options and technologies.
	Data and privacy: new technologies collect and use personal transport data. Appropriate regulations will protect users and their information.
	Supporting infrastructure: new transport options and technologies such as connected and autonomous vehicles need the right supporting infrastructure to operate safely. We have a role to play in ensuring this infrastructure is in place.

Safely integrating new technologies

We know technology is evolving at a rapid rate. Emerging travel options, including new vehicle types and transport technology, will continue to change the way people and goods move around our State. As these technologies emerge, we must ensure they are safe for everyone and properly integrated into our transport system.

Regional and remote road safety

The majority of lives lost on South Australian roads occur in regional and remote areas.

Regional and remote road users often travel at higher speeds and over longer distances.

The 10-year trend shows the number of fatal crashes on regional and remote roads has increased slightly with little change in the average.

Programs and initiatives that improve road safety outcomes in regional and remote areas will remain a priority in the future.

Rider Safe

The Rider Safe program prepares novice motorbike riders for the road. This program is the practical training component of South Australia's Motorcycle Graduated Licensing Scheme.

In December 2024, a restructured Rider Safe program was introduced as part of major reforms to motorbike licensing in South Australia.

Key improvements include new online training modules and booking system, on-road assessments and an expanded safety curriculum.

More training, coaching and personalised feedback help riders develop their skills before taking the motorbike licence assessment.

The revised program better prepares novice riders to ride and navigate our roads safely.

Umawa-Chandler Road, APY Lands

TREND 7

Our asset base is growing and ageing

Maintaining and sustaining our transport assets will ensure longevity, safety and efficiency of the system, enhancing user experience and value for money.

Our transport network includes approximately $50 billion worth of transport assets across South Australia. These assets need ongoing maintenance. We also need to upgrade and create new assets to meet the demands of our growing State. Every year, new assets are delivered to support South Australia's development and growth, which continually increases our asset base.

New transport investment

South Australia is experiencing record investment in transport infrastructure to make sure our system is future-ready. Major projects like the River Torrens to Darlington motorway within the North-South Corridor are reshaping the transport system.

As we build new infrastructure, the demand for maintenance increases.

To support our future economy and population, we must continue investing in new infrastructure as well as non-infrastructure solutions, such as policy changes and optimisation, educational campaigns, and technological enhancements.

Getting more from our transport assets

To optimise our investments, strong asset resilience and maintenance planning is essential. This will ensure our infrastructure lasts longer and supports sustainability, safety, and performance.

Road condition impacts vehicle operating costs, travel times, safety and reliability, particularly in areas prone to extreme weather events like flooding.

Our Department continues to identify and deliver road network improvements, including road pavement, rehabilitation or resurfacing works, intersection upgrades, drainage improvements, kerbing and shoulder sealing. Effective asset management enhances user experience, reduces safety risks and minimises disruptions to economic and social activities.

It is important to recognise that construction works cause short-term disruptions to our networks, whether this be to public transport services or our road networks.

Striking a balance between making the most of our existing assets and investing in new assets is important to ensure the transport system continues to meet user needs into the future

Ageing infrastructure assets

The State Government's transport assets are getting older, and they are wearing out faster than they are being renewed. Although some new projects replace existing assets, our current maintenance program is not keeping up with the rate of asset wear and tear.

As assets age and their condition deteriorates, the extent and cost of repair increases over time.

Road maintenance backlog

Maintaining our road network is an increasing challenge, with a backlog of work needed across the State-owned roads. Factors adding to this maintenance pressure include:

- increased freight movements driven by population and economic growth
- on average, road assets are approaching or exceeding their useful life, which increases the extent and cost of treatment
- emerging vehicle technologies like electric heavy vehicles that have heavier axle loads
- more climatic events causing damage to assets.

iPAVe technology

The Department uses state-of-the-art technology (Intelligent Pavement Assessment Vehicle, or iPAVe) to collect about 13,000 km of sealed road asset data. This technology collects data on pavement strength and improves how we forecast and prioritise renewal and maintenance activities.

Strategic outcomes – realising our vision

Our vision is for a transport system that transforms South Australia by enabling prosperity, sustainability and connectivity.

There are five strategic outcomes that are important to achieve our vision:

Each of these outcomes will be achieved by focusing on a suite of strategic responses and related actions.

Main South Road duplication project

STRATEGIC OUTCOME

Connected and accessible

Our transport system is accessible and connects people and goods to where they need to go.

This means:

- integrating and prioritising key transport functions across the different modes of transport to ensure a balanced transport system
- ensuring transport users can easily travel around the State using a variety of transport options
- supporting greater transport choice, particularly for public and active transport journeys
- providing regional residents with more choice in how they travel and ensuring they are connected to major centres
- efficient freight and supply chains.

Why focus on connectivity and accessibility?

The transport system exists to provide connectivity and accessibility. It needs to accommodate evolving travel patterns and emerging economic needs.

> An integrated system is fundamental to seamless journeys, as it provides our community with greater options for how and when we travel.

An integrated transport system is one where multiple modes of transport (for example car, rail, bus, bikes, and walking) can be easily combined to get us to where we need to go. It results in an easy and efficient journey for everyone.

To encourage more public and active transport journeys, we need to develop an integrated transport system that allows for easy transfers between services and modes. This can be facilitated through better route planning and scheduling, improved interchange infrastructure and journey planning technology.

Improving start and end connections to major public transport will also be important for encouraging mode shift. For example, providing facilities like bike storage at train stations will support a more integrated journey for customers.

> New mobility options and technology are reshaping the way people travel and we must be ready to respond.

New mobility options and innovative technologies are changing how people and goods travel. Within the next 30 years, new technologies like connected and automated/autonomous vehicles and drones will change how our transport system operates. E-bikes, e-scooters and other micromobility options will continue to provide convenient travel options for customers supporting start and end transport connections. The government will need to play an increasing role as an enabler and regulator of new technology, supporting their safe integration into the transport system and ensuring they are accessible for everyone.

> Regional populations have unique transport needs and priorities that the transport system must support.

Our regional communities depend on our transport system for access to essential services and jobs, both within and between major towns and centres.

Accessibility concerns for people in the regions differ to those in metropolitan areas. For example, long journeys are often needed to access services like driver's licence testing and health support.

Regional communities tend to have more limited choices in how they travel around their local area. They need a combination of regular and flexible services that meet their specific transport needs.

There is more to do to improve connections in regional communities and to ensure that they are reliable and safe. This will be key to ensuring that regional residents have access to a high standard of service.

> Improving freight connections will support our economic transition.

Freight and supply chain connections enable products to get to market and ensure we have the goods we need to live our daily lives. From healthcare to weekly groceries, the daily lives of South Australians are a core driver of freight demand.

Nationally, the freight task is projected to grow by about 26% between 2020 and 2050.[10] In South Australia, agriculture, resources and other major industries will continue to drive freight demand as well as parcel delivery. However, the rise of new industries, such as renewable energy, hi-tech, defence and hydrogen, will introduce new freight requirements to and from new locations.

As South Australia transitions toward a new economic future, the freight and supply chain network must also adapt. Optimising connectivity for existing industries while supporting the growth of new sectors will be needed to ensure a robust and efficient freight system for the future.

The government is already working to address these evolving demands through the South Australian Freight and Supply Chain Strategy. This sub-strategy will guide future policy, planning, and investment for our freight networks and will continue to be reviewed and updated.

STRATEGIC RESPONSE

What we will prioritise

C1 Delivering an integrated multimodal transport system.

C2 Enhancing regional connectivity.

C3 Delivering a connected and efficient freight network.

STRATEGIC RESPONSE C1

Delivering an integrated multimodal transport system

Create a transport system where various modes of transport are seamlessly connected to provide efficient and accessible transport options for all.

To improve connectivity, we need to create a transport system where different modes of transport are integrated, providing accessible end-to-end journey options for everyone. There is also an opportunity for South Australia to reduce car dependency by developing and promoting more attractive and competitive alternative transportation options.

What does success look like?

- The public transport system is integrated, and journeys are seamless and easy when switching between transport modes.
- People have greater choices in how they travel to where they need to go.
- New mobility options are supported through regulation, policy and infrastructure.
- Customer experiences and journeys are improved, with customers easily able to find the best route for their journey.
- Active transport infrastructure that connects to key transport interchanges and hubs is enhanced.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

C1.1 **Provide an integrated 'one network' transport system that supports improved transport choice for people.** This will involve planning to integrate and prioritise the different modes of transport movement and infrastructure so there are more travel options to get people where they need to go.

C1.2 **Integrate emerging transport choices.** This will need policy, regulation, and where relevant, new infrastructure to support emerging transport options like electric and autonomous vehicles, Mobility as a Service and personal mobility devices.

C1.3 **Provide transport nodes and interchanges at key locations.** This will involve identifying and improving key interchanges where we transfer between modes or services.

C1.4 **Use digital technology to improve connectivity and information delivery.** This will focus on leveraging data to analyse and enhance customer experience, as well as improving journey planning for users.

STRATEGIC RESPONSE C2

Enhancing regional connectivity

Enhance regional connectivity by improving the quality of services and providing greater choice in how people travel.

To improve regional connectivity, we need to focus on creating better connections between regional centres, improving the quality of service on regional road networks, and offering greater choice.

What does success look like?

- Major regional towns and centres are well connected, and regional users have improved choices in how they travel.
- There are travel options for people to move around regional towns and centres.
- Industry and community collaboration enables new regional mobility options like public transport, micromobility, taxis or rideshare alternatives.
- Quality inter-regional public transport.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

C2.1 **Provide more inter-regional transport options, including to and from Adelaide, that are fit for purpose.** Key focus areas include providing transport options to underserviced locations and enhancing key corridors.

C2.2 **Provide more transport options within major regional centres and towns.** This will include providing more public transport, micromobility and rideshare or taxi options.

Old Murray Bridge refurbishment project

STRATEGIC RESPONSE C3

Delivering a connected and efficient freight network

Develop a fit-for-purpose multimodal freight and supply chain network that provides efficient connectivity to serve an evolving freight task in South Australia.

Keeping our freight moving relies on efficient freight connections between our regions and export gateways.

What does success look like?

- The freight network continues to evolve with the economy, providing efficient services to key economic growth hubs.
- The freight network connects goods to local, interstate and global markets.
- Emerging technologies are supported and integrated into the freight network.
- Long-term planning ensures freight solutions are future focused and fit for purpose.
- Workforce gaps and shortages are addressed.
- Data sharing between industry and government is supported.
- Regulation and policy facilitate a connected and safe freight network.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

C3.1 **Support current and future freight needs through improved infrastructure, regulation and policy.** Meet the challenge of an evolving freight task including addressing constraints, increasing skills, decarbonisation, new technologies, data and regulation.

Refer to South Australia's Freight and Supply Chain Strategy (actions 1.2, 2.2, 2.3, 3.1, 5.1, 5.2, 6.2, 6.3, 7.1, 7.2, 7.3, 8.1, 8.2).

Port Adelaide Container Terminal

STRATEGIC OUTCOME

Safe

Our transport system is safe, and we feel confident and secure when we travel.

This means:

- improving the safety of the transport system
- integrating new technologies that improve safety into the transport system
- ensuring people feel safe and secure while travelling across all modes, focusing on the safety of vulnerable groups.

Why focus on safety?

There is a clear mandate from the community, industry and government at a local, national and global level to prioritise safety across the transport system.

> Ensuring we reach our destination and feel safe while getting there is essential for achieving our vision for the transport system.

A safe transport system reduces the social and economic burden of injuries and lives lost, and ensures people have confidence when travelling to where they need to go. Prioritising safety creates an inclusive environment where everyone feels secure and protected, no matter how they choose to travel.

> Road safety will continue to be a priority.

Road safety is a critical concern for South Australia's transport system with significant efforts being directed toward reducing road fatalities and serious injuries. This focus has reduced lives lost on our roads to a yearly average of 94 between 2020 and 2024. The number of lives lost can be volatile, with 2022 seeing the lowest number in decades followed by a record high in 2023. Although overall we are heading in the right direction, there is still more we can do to reduce the impact of road trauma on the South Australian community.

There is also a disparity between regional and metropolitan road safety. In 2023, 44% of fatalities happened on regional roads in South Australia, despite 78% of the population living in Greater Adelaide. This shows an overrepresentation of fatal and serious injury crashes in regional areas.[41]

The government has committed to a vision of zero lives lost on the road network by 2050, alongside a 50% reduction in lives lost and a 30% reduction in serious injuries by 2031.

Regional and statewide opportunities that improve road safety and reduce road trauma have been identified and progressed through South Australia's Road Safety Strategy to 2031. Implementing initiatives from this sub-strategy will be crucial for enhancing safety across the entire road network. These initiatives include coordinated enforcement and education campaigns as well as road safety upgrades and treatments like overtaking lanes, pedestrian crossings and roadside barriers.

Level crossings are also a safety concern within the transport system where trains, cars, buses, trucks, cyclists and pedestrians interact. It is essential to address priority level crossing locations across the State to improve safety and make travel easier.

> Minimising safety challenges from the interaction between vehicles, cyclists and pedestrians will be important for promoting mode shift.

To encourage an increase in public and active transport use and healthier lifestyles, we need to better manage the interface between vehicles and active transport users so we feel safe. Only 4% of South Australians feel safe cycling along direct routes, and safety concerns similarly affect pedestrians.[23] Poor lighting, unsafe crossings, and inadequate footpaths, particularly in suburban and rural areas, are significant deterrents to active travel.

The State Government has already started improving safety on State roads. The 40 km/h School Speed Limit Program will improve safety for children and encourage more kids to walk or ride to school. To assist enforcement of the reduced speed limits, 15 new speed cameras will be installed at pedestrian crossings near schools.

Delivering programs, such as the Road Safety School Program, will continue to be important for enabling and encouraging the uptake of active transport.

> We need to do more to prioritise safety across the whole transport system.

Transport users need to feel confident and trust that the transport system will get them to their destinations safely. We all have unique transport needs depending on our location and lifestyles. For example, shift workers at a regional hospital need different transport options than accountants working in the Adelaide CBD. The transport system needs to equitably support all of these transport needs.

We know that some users feel and are more vulnerable when travelling, especially outside of peak times. Developing initiatives to ensure that users feel safe to use the transport system at all times of the day in all locations is a key priority.

> We must be ready to integrate new technologies into our transport system to improve safety outcomes.

We can use new technologies to improve safety across the transport system. Increased automation, intelligent transport systems and smart technology are already being implemented, but more can be done to leverage these technologies more widely across the transport system.

For example, the River Torrens to Darlington upgrade along the North-South Corridor will include multiple intelligent transport systems to improve safety. These include automatic incident detection, dynamic variable message signs, and lane use management systems to control and optimise speed limits based on traffic conditions.

The pace of technological progression can make it difficult to maintain appropriate legislation that supports the safe uptake and use of new technologies. We need to be ready to harness new technology through appropriate regulatory frameworks and safety guidelines.

STRATEGIC RESPONSE

What we will prioritise

S1 Providing a safe transport system working towards zero lives lost.

S2 Ensuring people are safe and confident when travelling.

40 km/h school speed zones

The Department is improving children's safety by introducing a 40 km/h time-of-day speed limit for South Australian schools on busy arterial roads and some council roads.

The new speed limit will apply on weekday mornings and afternoons, when children are dropped off and picked up. These measures will complement existing 25 km/h school zones on local streets and improve children's safety when they travel to and from school.

STRATEGIC RESPONSE S1

Providing a safe transport system working towards zero lives lost

Deliver a transport system that focuses on the safe movement of people, reduces risk to users, and minimises harm from accidents.

To provide a safe transport system, we need to deliver network-wide improvements and support the uptake of new safety technologies. We can also do more to protect vulnerable users of the transport system through targeted programs.

What does success look like?

- People feel and are safe across every mode of transport, at any time of day or night.
- Technology is used effectively to improve safety and reduce risk.
- It is safe for kids to walk and ride their bikes to school.

Majors Road Interchange

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

S1.1 **Improve safety across the transport system.** Key focus areas include making our public and active transport networks safer.

S1.2 **Enhance the safety of our road networks, working towards zero lives lost.** Improve roads, vehicles and behaviours with a focus on those at highest risk.

This action includes delivering South Australia's Road Safety Strategy to 2031.

S1.3 **Minimise conflicts between freight and other transport users.** Key focus areas for freight include road user behaviour, road infrastructure, vulnerable road users and workplaces.

This action includes delivering South Australia's Freight and Supply Chain Strategy (action 1.1).

STRATEGIC RESPONSE S2

Ensuring people are safe and confident when travelling

Prioritise personal safety and security to create an environment where all transport users feel safe, equally protected, and assured.

We need to protect people using the transport system, which includes prioritising their physical safety, sense of security, and privacy.

What does success look like?

- People feel safe and are safe when travelling at any time, day or night.
- South Australians value and practise safe behaviours when travelling.

South Terrace Tram Stop

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

S2.1 **Promote safe behaviours.** A focus on community education, targeted safety campaigns, and ongoing updates to key transport policies.

S2.2 **Improve public transport safety so the community feels safe and secure when travelling at any time of day or night.** Collaboration between law enforcement, community groups, and government will be crucial to improve safety outcomes.

S2.3 **Safely integrate new transport technologies.** Integrating data management and privacy protection is essential to safely implement new technologies and maximise their benefits.

STRATEGIC OUTCOME

Prosperous

Our transport system supports economic growth, productivity and prosperity.

This means:

- enhancing South Australia's transport and logistics competitiveness within domestic and global markets
- supporting future markets, emerging industries and employment hubs with efficient transport connections
- providing transport services that respond to and embrace growth demands and opportunities
- improving the efficiency, travel time and reliability of our transport systems
- supporting an evolving, future-focused workforce
- well-coordinated transport and land use planning to align with population growth and economic objectives
- facilitating a productive freight network that efficiently supports the State's current and future economy
- industry has confidence the transport system will continue to support and activate business and market opportunity.

Why focus on prosperity?

South Australia is entering a new era of growth – both in terms of our economy and population. Our transport system will need to support this growth while also remaining productive and efficient.

> Our economic evolution must be supported by efficient transport connections.

To get the most out of the State's major economic investments, we need to develop a transport system that enables efficient connections for people and freight. This means reliable and fast connections that allow our populations to access jobs. It also means ensuring these locations are linked to our existing freight and supply chain networks.

> To support population growth, we need to ensure well-integrated transport and land use planning.

Our economic future will rely on our ability to effectively connect goods, services and people with opportunities. Achieving this will rely on long-term planning and collaboration across government.

Plans for our residential and industrial growth are actively being considered as part of land use planning through the Department of Housing and Urban Development. This includes regional plans, the Housing Roadmap, and other State planning documents.

> We need to minimise capacity constraints and improve the reliability of our public transport system to prepare for a growth in services.

Constraints at the Adelaide Railway Station are a major barrier to increasing the number of services on our rail network. The location of the station on North Terrace, on the edge of the CBD, means it is not centrally located for commuters. This impacts ease of access and discourages commuting by rail. The station's configuration, which requires services to turn back rather than pass through, reduces the terminal's capacity and limits the overall network efficiency.

Alleviating congestion will remain critical to productivity.

Congestion is increasingly affecting productivity. The 2019 Australian Infrastructure Audit estimated that the cost of congestion in Adelaide was expected to increase from $1.44 billion in 2016 to $2.6 billion (with a 24% increase in car usage) by 2031 if no significant changes were made to reduce car-based travel.[42]

Improving the efficiency of our networks through managing congestion enables people and goods to move more quickly and reliably around our State. For businesses, this means reduced transport costs. For commuters, this means more time for leisure or other activities.

Alleviating congestion, particularly on our road networks, will be important as our population and economy grow. We are investing $15.4 billion to upgrade the River Torrens to Darlington section of the North-South Corridor. This will help to improve the efficiency of our busiest road corridor,[43] with positive flow-on effects for the rest of the network.

Supporting the efficiency of our freight and supply chain networks will boost our global competitiveness.

Improving the efficiency of our road and rail freight connections to strategic export hubs, like our ports and airports, is important for boosting our global competitiveness. Constraints exist in efficiently transporting goods to the Port of Adelaide and Adelaide Airport due to their location within the metropolitan area. Alleviating key constraints by removing or reducing the interface between heavy vehicles and cars on our inner metropolitan roads can improve productivity.

We are working to improve our State road network to accommodate larger heavy vehicles by developing the High Productivity Vehicle Network program. We are investigating the upgrades of key freight routes to accommodate longer, more productive, heavy vehicles. This will present a range of cost, workforce and environmental efficiencies for our State.

What we will prioritise

P1 Improving links to economic opportunity.

P2 Integrating transport with land use planning and growth trends.

P3 Improving transport productivity.

STRATEGIC RESPONSE P1

Improving links to economic opportunity

Improve links to places of employment and economic opportunities, including emerging industries such as tourism, technology, defence, hydrogen and renewable energy.

Everyone should have an opportunity to capitalise on our evolving economy. Our transport system needs to support connections between housing, jobs, and economic growth regions with our key interstate and international export gateways.

What does success look like?

- Employment hubs are vibrant, thriving, and well-connected to communities.
- Emerging industries stimulate economic growth and are supported by a skilled workforce.
- Our transport workforce shortages and gaps are addressed.
- There are strong transport links to markets, supporting both new and existing industries.
- Our tourism industry is supported by an easy-to-use transport system that connects key tourism hubs.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

P1.1 **Ensure the transport system supports new and existing industries, tourism and future markets.** This will involve a proactive approach to delivering transport infrastructure to support the growth of these key sectors.

P1.2 **Improve transport options to major precincts and employment hubs.** Planning and delivering upgrades and connections to key precincts and the Adelaide CBD to enhance thriving employment hubs will be key.

P1.3 **Support South Australians to build a future-focused transport and logistics workforce**. We must attract and retain new talent through collaboration with the private sector and provide training programs that support career development. These initiatives will help adapt to future opportunities and sustain our transport system.

STRATEGIC RESPONSE P2

Integrating transport with land use planning and growth trends

Plan and develop transport infrastructure in line with urban growth planning to ensure a fit-for-purpose transport system.

Our population is growing and so are the demands on our housing and supporting infrastructure. We need to integrate transport and land use planning to ensure we are connected to jobs, services and recreation, and to avoid overburdening the transport system.

What does success look like?

- Land use and transport planning are integrated so that people, including those in growth areas, have genuine choice in how they connect to jobs, recreation and services.
- Development is concentrated around transport hubs and high-frequency transport corridors.
- Transport connections are established from the outset to promote desired behaviours, such as greater reliance on active and public transport.
- Consideration is given to higher-density living around key routes and public transport hubs.
- More people living close to fast and frequent public transport corridors.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

P2.1 **Invest in the transport system to accommodate housing growth demands.** A key focus will be improving public transport services and corridor infrastructure to connect new growth areas. This will ensure people can easily access jobs, recreation, and essential services from where they live.

P2.2 **Support housing growth with public and active transport.** This will require collaboration between State and local governments to enhance and expand the active and public transport networks.

Tonsley Railway Station

STRATEGIC RESPONSE P3

Improving transport productivity

Develop an integrated, efficient transport system that increases capacity, reduces disruption, and boosts productivity across the State.

We know that the demand for freight across Australia is increasing, and we recognise the benefits of increased public transport use. We need a productive transport system, including efficient public transport, that focuses on reliability and reducing travel times to support economic growth.

What does success look like?

- Public transport provides fast and frequent connections between populated areas and employment and education opportunities.
- Travel times and reliability are improved on strategic road corridors and public transport routes.
- Faster interchange times and better end-to-end journeys.
- Appropriate technology is integrated to manage congestion and interruptions for more efficient transport movements.
- Freight movements are more productive and internationally competitive, helping to drive the State's economy.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

P3.1 **Improve the travel time and reliability of public transport routes.** Improving public transport scheduling and journey planning, and exploring new cross-suburb transport options like rapid buses and trams, will be a key focus.

P3.2 **Improve travel time and reduce variability along strategic road corridors.** This will focus on reducing congestion and enhancing key routes.

P3.3 **Continue to promote initiatives that improve productivity along the freight supply chain.** This includes improving intermodal, interstate and international connectivity, and expanding the use of higher-productivity road freight vehicles on major interstate routes where viable.

This action includes delivering South Australia's Freight and Supply Chain Strategy (actions 1.3 and 1.4).

Road freight depot, Wingfield

STRATEGIC OUTCOME

Liveable

Our transport system supports wellbeing, inclusivity and quality of life.

This means:

- encouraging healthy transport journeys through better active transport options
- improving transport affordability for everyone by addressing disadvantage in underserviced areas of the State
- ensuring that all mobility needs are catered for, so everyone has a choice in how they travel
- reducing the conflict between place and transport to ensure communities remain highly liveable.

Why focus on liveability?

South Australia is known for its liveable communities. Our transport system has a role to play in enhancing liveability by creating amenity and providing healthy and inclusive travel options for all.

As our population grows and changes, we need to ensure our transport system enables communities to remain liveable, accessible and equitable for all.

> Removing conflicts between movement and place will improve liveability.

Great transport design will underpin the future success and liveability of our cities and regions. It is essential to recognise the intrinsic value of places and the critical role transport plays in connecting them. However, there is often a conflict between creating connectivity and preserving the unique character of these places. Thoughtful design can often overcome these challenges and can help balance these needs by creating vibrant, connected and liveable spaces.

Our most valued places can be enhanced through infrastructure upgrades and policy decisions that reduce noise and air pollution, improve pedestrian safety, and create more pleasant and liveable environments.

> Our transport system must serve the needs of everyone, no matter their mobility requirements, for an inclusive and equitable State.

It is vital that we can all access services, jobs, recreation and amenity, regardless of our mobility needs. Improving the accessibility of transport stops, stations and interchanges, as well as providing innovative mobility solutions, will support equality in our communities.

Including people living with a disability in the transport design process assists in clearly identifying and removing barriers that impede people's ability to fully participate in society. We are committed to building an inclusive network, as demonstrated by the release of the State Disability and Inclusion Plan 2019–2023 and the Department's Disability Access and Inclusion Plan 2020–2024. These plans are living documents that guide policy, planning, and investment for improving accessibility, and will be regularly reviewed and updated.

> Encouraging active transport is essential for promoting healthy lifestyles.

STRATEGIC RESPONSE

What we will prioritise

L1 Enabling local living and placemaking.

L2 Supporting inclusive travel for all.

In 2020, only 65% of South Australian adults met the physical activity requirements of at least 150 minutes of physical activity per week and only 29% of children do seven days of at least 60 minutes.[44] Promoting the uptake of active transport will increase physical activity participation in our communities and support healthier lifestyles. It will also result in lower transport costs for users.

Active transport can be encouraged by creating more liveable communities with convenient and attractive active transport infrastructure. This could include additional greening along walkways and cycleways, end of trip facilities, and other improvements.

Active transport uptake has the additional benefit of supporting lower-emissions transport and our transition to net zero.

> Transport affordability remains a key consideration when choosing how we travel.

We want everyone to be able to travel around our State, regardless of their financial situation. We also recognise that some may require assistance to achieve the same mobility outcomes as others. We need to continue to review transport services and costs to ensure that all users have equitable access to transport options. This means that we have transport services that are available and affordable for everyone, including pensioners, school-aged children and other concession holders.

STRATEGIC RESPONSE L1

Enabling local living and placemaking

Create local environments that enhance community wellbeing and quality of life through improved shared amenities and investment in healthy transport choices.

Our transport system should enable local living and placemaking by minimising conflicts between movement and place, promoting active transport, and enhancing amenity.

What does success look like?

- Conflicts between movement and place are minimised, with an emphasis on ensuring our places remain liveable and attractive to live, work, and play.
- Communities maintain healthy lifestyles and routinely incorporate active transportation options into their daily lives.
- Transport networks in our cities, suburbs and towns are designed to not only facilitate movement but also enhance the character and identity of the areas they connect.
- Our important public places are more attractive, comfortable and greener.

Festival Plaza

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

L1.1 **Minimise conflicts between communities and vehicles.** This could include removing interfaces between heavy vehicles and community infrastructure like schools.

L1.2 **Enable healthy transport choices that enhance wellbeing.** Understanding and addressing barriers to active travel will deliver health and other benefits associated with increased active mode choices.

L1.3 **Improve amenity outcomes when delivering transport infrastructure projects.** This will include public realm, increasing tree canopy, and other green infrastructure improvement projects.

STRATEGIC RESPONSE L2

Supporting inclusive travel for all

Create a transport system that puts users first by offering easy-to-use and inclusive options that meet a variety of needs.

To support inclusive travel, we need to improve transport affordability, provide more choices for underserviced areas, and ensure our services support all mobility needs.

What does success look like?

- The transport system is inclusive. All users can easily move around the State, regardless of mobility needs.
- There are many mobility options for all users like public transport, micromobility, taxis or rideshare alternatives.
- Infrastructure and wayfinding are designed to meet all mobility needs.
- Transport is affordable for households and businesses throughout the State.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

L2.1 **Improve transport affordability for households and businesses.** Ensuring that our pricing systems are reviewed and targeted transport subsidies for specific user groups are investigated.

L2.2 **Address transport inequality.** This includes improving transport access for marginalised groups, such as offering a variety of transport options that meet their needs.

L2.3 **Improve wayfinding and disability access for all mobility needs.** This will focus on ensuring all infrastructure meets the standards set out in the Disability Inclusion Act 2018.

North Terrace, Adelaide CBD

STRATEGIC OUTCOME

Sustainable and resilient

Our transport system is environmentally and financially sustainable as well as resilient.

This means:

- delivering a shift to a low emissions transport sector
- promoting sustainable modes of transport and a shift away from private vehicle use to help preserve the environment for future generations
- investing in asset resilience to reduce travel disruptions and quickly restore networks after major events, such as flooding
- considering climate change mitigation and adaptation and environmental sustainability in transport planning, design, construction and operation
- improving the maintenance and management of our assets to ensure smoother and safer journeys
- building a financially sustainable transport system by focusing on better-use investment before new infrastructure investment.

Why focus on sustainability and resilience?

A focus on environmental, asset, and financial sustainability is critical to ensuring the longevity of our transport system.

> South Australia is committed to a net zero future.

In line with South Australia's legislated commitments and South Australia's Net Zero Strategy 2024–2030, the State is actively working towards reducing emissions across all sectors.

There is an opportunity for the transport sector, being the largest emitting sector, to be a major contributor to the transition. To meet our targets, we must embed emissions reduction goals and considerations in all transport and infrastructure planning and investment decisions.

> Climate change is impacting the environment and our transport assets and operations.

With the increasing impact of climate change, transport infrastructure will need to be more robust and adapt to change. Climate change is driving extreme weather patterns, with longer and more severe fire danger seasons expected, and more frequent and extreme rain events. Long duration events, such as flooding, can cause significant disruption. Ensuring that transport routes connecting people and goods to key locations remain operational is critical, particularly for those in our regional and remote areas.

> A strategic approach to asset sustainment and maintenance is needed to support increased demands on the transport system.

STRATEGIC RESPONSE

What we will prioritise

R1 Transitioning the transport system towards net zero.

R2 Providing a resilient transport system that adapts to change.

R3 Prioritising asset optimisation and value for money.

Increasing demands on our transport system will continue to challenge our ability to sustainably maintain our assets. We will take a holistic approach to asset sustainment to ensure disruptions are minimised and our assets continue to serve the transport needs of our community. Adopting new technologies will help streamline the asset maintenance process and inform prioritisation of efforts.

> We need to prioritise financially sustainable transport solutions to ensure we get the most value from our transport system.

We must manage the growth and improvement of our transport system in a financially-sustainable and responsible way. This means considering non-infrastructure and better-use solutions before committing to building something new.

STRATEGIC RESPONSE R1

Transitioning the transport system towards net zero

Adopt a comprehensive approach to decarbonisation and environmental sustainability to meet South Australia's emission reduction targets and net zero goals.

Transitioning our transport system to net zero is crucial for achieving our targets and ensuring a sustainable future for our communities. We need to transition the State's transport fleets to zero emission, make public and active transport more appealing, and decarbonise the construction, maintenance and operation of transport assets.

What does success look like?

- South Australia's emissions reduction targets are achieved, with the transport sector playing a major role in the transition.
- Zero emissions vehicles are widely used across the transport system.
- The transport system is well supported by essential infrastructure to enable a seamless and effective transition to net zero.
- Low-carbon design for new transport infrastructure projects.

Electronic vehicle recharging station

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

R1.1 **Transition transport fleets to sustainable alternatives.** Accelerate the transition to low and zero tailpipe emissions vehicles and fuels, and develop zero carbon fuel production in South Australia. This applies to all vehicles operating in South Australia.

This action includes delivering South Australia's Net Zero Strategy 2024–2030 (policy priority 7).

R1.2 **Support a shift to lower-emissions transport, reducing reliance on private vehicles.** Align transport and urban planning with low-emissions transport outcomes, and support a shift to lower-emissions modes of transport, including public transport and active travel.

This action includes delivering South Australia's Net Zero Strategy 2024–2030 (policy priority 8 and 9).

R1.3 **Use low-emission technologies and minimise emissions when delivering transport infrastructure.** Decarbonise our transport system with carbon-sensitive and low-carbon design.

This action includes delivering South Australia's Freight and Supply Chain Strategy (actions 2.1, 3.1 and 3.2).

This action includes delivering South Australia's Net Zero Strategy 2024–2030 (action 11.2).

STRATEGIC RESPONSE R2

Providing a resilient transport system that adapts to change

Strengthen the transport system's resilience against major weather events and disruptions.

A resilient transport system that adapts and responds to disruptions is needed on our transport system now and in the future. Appropriate planning and investment will minimise the impact of disruptions and uncertainties, such as severe weather events, pandemics and geopolitical conflicts.

What does success look like?

- The transport system is resilient to climate-related events, including flooding and bushfire, and adapts to major weather events or disruptions efficiently to keep people and goods moving.
- We manage risks through transport planning and design, and asset management and maintenance to optimise the transport system and maximise its performance.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

R2.1 **Strengthen the transport system's resilience against major weather events and disruptions.** Identifying and addressing major vulnerabilities will help safeguard economic stability and protect the wellbeing of South Australians.

This action includes delivering South Australia's Freight and Supply Chain Strategy (actions 4.1, 4.2 and 4.3).

R2.2 **Consider climate change impacts and environmental sustainability in all key decisions that affect the transport system.** This approach will embed climate change and environmental impacts into all key decision-making, such as incorporating sustainable materials, climate resilience in design and alternative infrastructure solutions.

Adelaide Metro battery electric bus

STRATEGIC RESPONSE R3

Prioritising asset optimisation and value for money

Ensure value for money is a primary focus, including how we build, manage and maintain the State's assets.

The cost of sustaining and maintaining assets is rising. Ensuring value for money in infrastructure investment is now more important than ever. By enhancing our processes, we can optimise existing assets and reduce costs for our users.

What does success look like?

- Non-infrastructure and innovative solutions are more commonly considered as an alternative to capital-intensive solutions to reduce transport constraints.
- We maximise value for every dollar spent.
- The transport network is cost-effectively maintained to an acceptable level of service.
- Procurement processes are streamlined and follow best practices.
- Government and industry collaborate to enhance market participation and secure value for money in future procurement.
- Technology and real-time insights are leveraged to improve maintenance efficiency.

Strategic actions

The following strategic actions will inform future initiatives outlined in the implementation plan.

R3.1 **Leverage the government's procurement to promote innovation and ensure value for money.** This will include updating procurement processes, prioritising value for money and innovation, and enhancing market participation.

R3.2 **Consider non-infrastructure and innovative solutions as alternatives to capital intensive solutions.** This will involve considering innovative solutions, such as policy changes and educational campaigns, and making the best use of existing assets before investing new capital for infrastructure delivery.

R3.3 **Optimise the maintenance and management of the State's transport system.** This will include using digital insights and industry best practice to get the most out of every dollar spent on the transport network.

Augusta Highway pavement rehabilitation

Key result areas

To ensure the Strategy supports our vision for the State's transport system, we need to track what works and what doesn't.

We will use a performance management framework that includes **key result areas (KRAs)**, which align with the Strategy's five strategic outcomes. KRAs represent what we aim to achieve for our State's transport system through the implementation of the Strategy. The table below summarises the KRAs aligned to each strategic outcome. Some outcomes aim to deliver on multiple KRAs.

Indicative key result area (KRA)	Strategic outcomes: Connected and accessible	Safe	Prosperous	Liveable	Sustainable and resilient
1. Percentage of South Australians able to access high-frequency public transport (increase)	●		○	○	○
2. Public transport mode share (increase)	●	○		○	○
3. Number of fatalities and serious injuries on the transport system (decrease)		●		○	
4. Customer perception of personal safety when using public transport (increase)		●		○	
5. Employment supported by transport projects within the South Australian economy (maintain or increase)			●		○
6. Freight capacity and reliability (increase)			●		
7. Percentage of green canopy cover on Department managed land (increase)				●	○
8. Active transport participation (increase)	○	○		●	○
9. Reliability of transport networks, measured by service disruptions and downtime (increase)	○		○	○	●
10. Net greenhouse gas emissions from the movement of people and goods (decrease)				○	●

● Primary alignment ○ Secondary alignment

Key performance indicators (KPIs) that are precise and measurable will also be used, including within different sub-strategies, to track the performance of the actions delivered over time.

Measuring our performance allows us to:

- **Track progress:** Evaluate and monitor how the Strategy achieves its outcomes over time.
- **Adapt to change:** Use insights to refine initiatives and respond to evolving community needs and emerging trends.
- **Demonstrate accountability:** Ensure transport investments and initiatives deliver value.

As we continue to advance data capture and analysis, we will gain deeper insights into transport trends, customer behaviour, and the network performance. This will allow us to refine our measures and better align them with community expectations and evolving technologies.

Jeffcott Street, North Adelaide

Delivering South Australia's Transport Strategy

Practical steps to achieving our vision

South Australia's Transport Strategy is about building a transport system that keeps our State moving, thriving, and connected for generations to come. The Strategy sets clear priorities for the future, identifying the outcomes we want to achieve, the directions we'll take to get there, and the initiatives that will drive change.

Delivering the Strategy is not just about implementing projects. It is about taking thoughtful, deliberate steps to improve how we connect people, places and opportunities. Key initiatives are being delivered today, and more are in the pipeline to ensure that we have access to safer, smarter, and more sustainable ways to travel.

The Strategy will be complemented by a suite of sub-strategies that will focus on specific aspects of South Australia's transport system. The sub-strategies include:

- South Australia's Road Safety Strategy to 2031 (published)
- South Australia's Freight and Supply Chain Strategy (published)
- South Australia's Public Transport Strategy (in development)
- South Australia's Active Transport and Personal Mobility Strategy (not commenced)
- Strategic Asset Management Plan (in progress)
- The Department's Carbon Management Strategy (in progress).

To support the Strategy's delivery, a detailed implementation plan is under development and will be developed in collaboration with government and industry. The implementation plan will include:

- key initiatives already underway and those planned for the future
- the principles and frameworks that will guide decision-making and ensure consistent delivery
- a monitoring and evaluation framework to track progress, ensure accountability, and adapt to changing conditions.

The sub-strategies will include specific outcomes and actions that will contribute to the Strategy's overall success, which will be measured via regular monitoring of their KPIs.

Six key principles will guide the Strategy's implementation, ensuring it's inclusive, adaptable and efficient. The six principles are:

- Inclusivity through collaboration across communities, industry and government.
- Adaptability to external challenges and opportunities.
- Optimising existing infrastructure.
- Exploring non-infrastructure solutions through a systems approach.
- Transparency through performance reporting.
- Ensuring effectiveness in delivering outcomes.

Staying responsive in a changing world

The implementation plan will be adaptive and responsive, allowing us to seize opportunities and tackle challenges as they emerge.

While the Strategy's five outcomes – connected and accessible, safe, prosperous, liveable, and sustainable and resilient – are enduring, we live in an ever-evolving world. Therefore, it is important to have an open and agile approach to adapt to changes effectively, ensuring that we can successfully implement the Strategy.

To ensure it remains relevant we will undertake the following:

- Four-year renewal period: The Strategy will be formally reviewed and updated every four years. This cycle ensures alignment with the latest policy priorities, infrastructure demands, and technological developments.
- Annual horizon scanning: The implementation of the Strategy will continue to leverage strategic foresight thinking. We will monitor our critical uncertainties for emerging changes and trends that trigger the need to adjust our actions so they better match our desired future state. We will monitor things like economic data, changes in population policies, and changes in consumer preferences during this process.
- Continuous improvement: Formal reviews, ongoing monitoring and evaluation will identify lessons learned from implementation, providing opportunities to refine objectives, initiatives, and performance metrics.

By embedding these review and update cycles, the Strategy supports a culture of continuous improvement, ensuring South Australia's transport system evolves with changing circumstances.

Ensuring success: A shared effort

Delivering the Strategy is not something we can do alone. It will require close collaboration between government, industry and the community.

We will work with stakeholders across South Australia to ensure our transport system reflects the needs of everyone who uses it – whether you are commuting to work, visiting friends, or transporting goods to market.

All South Australians have a role to play in achieving the outcomes we are seeking for our transport system, particularly our transition to net zero. We will support you to choose more sustainable modes of travel and ensure that these options are attractive, reliable and efficient.

Building South Australia's future, together

This Strategy is about more than transport – it is about supporting communities, driving economic growth, and protecting our environment. It is about making South Australia one of the most liveable, connected, and innovative places in the world.

Together, we are creating a transport system that meets today's needs and addresses tomorrow's challenges. It is a bold, ambitious plan – but one that is grounded in action and accountability. We are not just planning for the future, we are building it now.

Glossary

Term	Definition
AI	Artificial intelligence (AI) is the technology that enables machines and computers to perform tasks that typically require human intelligence, such as learning, reasoning, problem-solving, and understanding language.
Adelaide Metro	Adelaide Metro is Adelaide's public transport network that operates around Adelaide using buses, trains and trams.
CBD	Central business district
EV	Electric vehicle
Freight and Supply Chain Strategy	The Freight and Supply Chain Strategy outlines the vision for the commercial freight and supply chain sector and the strategic outcomes that are key to the future success of the sector in supporting the South Australian economy. It provides a suite of strategic responses and actions that will guide policy, planning and investment over the coming decades.
GARP	The Greater Adelaide Regional Plan (GARP) is a plan that identifies long-term urban land and infrastructure needs to support sustainable growth over a 15 to 30 year period.
Greater Adelaide Planning Region	Greater Adelaide represents the urban and suburban area around and including Adelaide and aligns to the planning region used to develop the GARP. The regions within the Greater Adelaide Planning Region Metropolitan Adelaide, include Yankalilla, Victor Harbor, Alexandrina, Murray Bridge, Barossa, Light and Adelaide Plains.
Greenfield	An area where development does not currently exist.
Green infrastructure	Includes trees, parks, reserves, wetlands, roadside verges and water sensitive urban design, all of which provide environmental, economic and social benefits such as urban cooling, enhancing biodiversity and improved liveability.
Interchange	Facility where passengers can transfer between different transportation modes, such as buses and trains.
Infrastructure South Australia's (ISA) 20-Year State Infrastructure Strategy	A statewide, long-term strategic direction and priorities for infrastructure development in South Australia.
Integrated 'one network' transport system	An integrated transport system that combines multiple modes, like cars, rail, bus, bikes and walking, to create seamless journeys. This design ensures efficient and straightforward travel for everyone, even when switching between different modes of transport is necessary.

Term	Definition
KPI	Key performance indicator
KRA	Key result area
Metropolitan Adelaide	Greater Adelaide Capital City Statistical Area as defined by the Australian Bureau of Statistics. The area is made up of the Adelaide – North, Adelaide – West, Adelaide – Central and Hills and Adelaide – South Statistical Area Level 4's (SA4).
Mobility as a Service	Mobility as a Service (MaaS) is a subscription-based transport service that will provide highly personalised and integrated journey planning, booking and payments across different transport services to meet their travel needs and suit their lifestyles.
Mode	A method or means of travel, such as cars, buses, trains, and cycling.
Net zero	Net zero emissions means reducing greenhouse gas emissions as much as possible and balancing any remaining emissions by removing an equivalent amount of carbon through additional storage or carbon credits from emissions reduction activities.[32]
Node	A point in the network where passengers switch between different routes of the same mode of transport.
Place	Where a road or geographical area is a destination in its own right: a location where activities occur on or adjacent to the road, and where the buildings and spaces may have a social or cultural significance in their own right.
South Australia's Road Safety Strategy to 2031	South Australia's Road Safety Strategy to 2031 sets out the South Australian Government's agenda for reducing lives lost and serious injuries on our roads. The Strategy sets ambitious targets for reducing lives lost and serious injuries between now and 2031 in line with the National Road Safety Strategy 2021-30.
Start and end connections	Initial and final segments of a journey that connect travellers from their starting location to major transit systems, and from transit systems to their destination. For example, the walk from the bus stop to a home residence.
State Prosperity Project	The State Prosperity Project aims to leverage the Upper Spencer Gulf's unique convergence of renewable resources like sun and wind, alongside significant mineral resources, to drive the global energy transition, stimulating economic activity and creating jobs.
Transport system	The full collection of relevant transport networks, user, regulatory, management subsystems, transport operational environment, and physical and social environments.[45]

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