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Email - dpti.communityrelations@sa.gov.au

Department of Planning, Transport and Infrastructure (DPTI)

Re: Portrush and Magill Road Intersection Upgrade

Thank you for the opportunity to provide feedback on the changes being proposed for the Portrush Road and Magill Road Intersection.

Walking SA notes the cost of the project is identified as \$98 million dollars and that additional impacts include the loss of 38 homes and 9 businesses. Given the widespread anxiety, social isolation, health impacts and financial repercussions for the community as a result of the impacts of COVID-19, it would be highly irresponsible of the government to place additional burdens on everyday Australian families and businesses, as would occur with the forced acquisition of property proposed through this plan.

Walking SA strongly discourages any forced acquisitions and suggests that all such plans should be placed on hold for at least the duration of 2020.

Irrespective of the this, Walking SA strongly opposes this design, which fails to think beyond a transport engineering solution, and is not future-proofing our city to meet the project aims of:

- improved travel times
- improved safety for all users
- improved network reliability, and
- improved economic productivity

Walking SA recognises the complexity of transport planning and urban design, and the balancing act between reacting to existing conditions and future planning. The intersection at Magill and Portrush is one of several 'upgrades' that have all been proposed, which are largely focussed around increasing vehicular capacity and speed. This includes the Fullarton Road and Cross Road Intersection Upgrade at a proposed budget of \$61 million and the Glen Osmond and Fullarton Roads Intersection at a proposed budget of \$35 million. From a strategic perspective, expending almost \$200 million for these three projects alone is a significant budget, and based on previous travel time research, will be unlikely to meet the stated objectives.

We have identified both strategic and operational/technical issues which demonstrate the lack of alignment between goals and likely outcomes.

1. **Improve travel times:** the most significant improvement to travel times will occur when significant travel mode shift takes places. At present, the vast majority of people in metropolitan Adelaide drive. Most people are pedestrians at some point in their travel journey, and a relatively small number of people (relative to other states and countries) use public transport, ride a bike or walk

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their entire journey. To encourage a mode shift, the transport upgrades being undertaken need to focus on moving the highest number of people in the most efficient method. This means enabling people to get out of their cars and utilise public transport, bikes or walking. We know from the repeated studies undertaken relating to the Jevons Paradox that making roads wider and improving traffic flow means more people will choose to drive. This may provide a brief period in which travel time is improved, but it rapidly leads to worse travel times for all. The same paradox applies to public transport, walking and cycling – when those methods of transport are improved, more people will choose them, thereby decreasing congestion and overall travel times

2. **Improve safety for all users:** faster flowing traffic provides worse safety for all users, especially pedestrians. Pedestrians also lose out in this proposal with slip lanes. Your Department has recently removed slip lanes at a number of intersections in Adelaide due to this known hazard. Pedestrians will also likely suffer the consequences of effectively having less available footpath as more people on bikes choose the footpath due to the design changes for people on bikes. Very few people who enjoy riding would choose a stand-up bike lane with two lanes of traffic on either side (as is proposed by these changes).
3. **Improved network reliability:** hopefully this intends to refer to an improvement in reliability for all road users, not only vehicular traffic. However, this does not support the network reliability of public transport as it will not enable the mode shift to higher uptake of public transport (which then supports system improvement); it decreases the network reliability for people on bikes (prioritising additional vehicular lanes instead of a separated bikeway which would increase the mode shift to people choosing to ride and thereby decrease congestion); and it decreases pedestrian network reliability through the inclusion of unsafe slip lanes at major intersections (prioritising vehicular flow over pedestrian safety), and decreases the likely available footpath for pedestrians.
4. **Improve economic productivity:** Walking SA requests a copy of the analysis that has been undertaken that demonstrates any overall uplift in economic productivity. Countless studies have been undertaken locally and internationally that indicate when vehicular traffic is prioritised to the detriment of active transport modes and public transport, it comes at a net loss to the economy (see the Heart Foundation's discussion paper, "Good for Business" for a summary of relevant research). Typically, any studies that are contrary to this well-established business case only consider a small selection of variables and are therefore misleading in the outcomes presented.

Walking SA has received community feedback on the difficulty of road crossings in this area due to the high flow and speed of traffic in this area. There are few signalised pedestrian crossings, forcing people to either walk for long distances to find a safe crossing point, or to attempt to cross multiple lanes of traffic in between the signal points. This problem will be compounded by adding additional lanes of traffic, especially if the traffic is moving more quickly.

The Office of Recreation, Sport and Racing has recently completed a significant project including an extensive consultation process, that resulted in eight priority themes being identified for action to improve community physical activity participation. One of those eight priority areas was Active Transport. Active Transport is not a stand-alone process or project, it must be considered within every planning, transport and infrastructure project being undertaken by DPTI.

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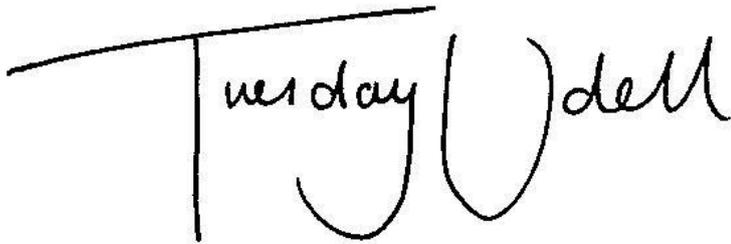


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Walking SA strongly encourages you to reconsider the expenditure of these funds, and to reallocate the funding toward projects that will meet the aims you have identified. This would include projects to improve infrastructure for walking, riding a bike and using public transport.

Please do not hesitate to contact me for clarification on any of these points. Walking SA would be pleased to be part of further discussions to ensure the best solution and the best outcome for all members of the community.

Yours Sincerely

A handwritten signature in black ink that reads "Tuesday Udell". The signature is written in a cursive style with a large, prominent 'T' at the beginning.

Tuesday Udell
CHAIR, WALKING SA

Contact: Helen Donovan, Executive Director, helen.donovan@walkingsa.org.au

About Walking SA

Walking SA is the not-for-profit peak body that leads, promotes and supports all forms of walking in South Australia, including walking for recreation, transport, health, wellbeing, organised events, adventure, environmental appreciation and fun experiences. Our vision is to see more people walking more often. Our members include walking clubs, informal groups, individuals and organisations whose aims and objectives align with those of Walking SA.

We provide leadership by:

- Promoting opportunities to improve the health and lifestyle of South Australians through walking.
- Offering expertise, guidance and advocacy for the development and maintenance of safe and supportive walking environments throughout South Australia.

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