



COMMITTEE FOR
ADELAIDE

**A 20-YEAR INFRASTRUCTURE
PLAN FOR SOUTH AUSTRALIA**

INTRODUCTION

As advocates of an independent approach to infrastructure planning and an organisation that actively advocated for the establishment of Infrastructure SA, the Committee for Adelaide welcomes the opportunity to contribute to the 20-year infrastructure plan being prepared by Infrastructure SA.

This submission includes some high-level thoughts and ideas and we look forward to contributing more detailed information as work on the 20-year plan continues to unfold.

In addition, as an independent, a-political organisation with a broad cross section of members, we are well placed to assist Infrastructure SA as it tests and refines strategies, able to draw on a broad cross section of input from businesses and community groups.

Given this, we would welcome the opportunity to support and help inform the decision-making process as Infrastructure SA begins its vital work.

WHAT INFRASTRUCTURE INVESTMENT WOULD MAKE THE BIGGEST IMPACT TO UNLOCKING ECONOMIC GROWTH IN SOUTH AUSTRALIA IN THE NEXT 0-5, 5-10 AND 10-20 YEARS?

Rather than a specific piece of infrastructure, some of the largest changes that can be made in South Australia to unlock economic growth over the short, medium and longer terms include cross-government collaboration, a clear delineation between the role of governments and private enterprise (including value capture and private-public partnerships) as well as future proofing infrastructure planning.

- **Cross government collaboration:**

All tiers of government – federal, state and local – need to work together to ensure a cohesive and integrated approach to infrastructure planning.

Infrastructure policy and planning decisions at federal, state and local levels need to be complementary and coordinated with a shared vision for growth for Adelaide.

For example, PWC's City Pulse report identifies challenges in key western and northern suburbs - which are likely to support the estimated 8,000 direct and indirect roles created by the shipbuilding and defence program - where accessibility to amenities such as schools, child care and aged care are issues.

It identified Adelaide as a "stand-out in housing affordability" that provides our city with a competitive advantage but calls for greater connectedness and access, citing opportunities to enhance light transport options.

Complementing this, completion of the north-south corridor is vital to allow the greater and more efficient cross movement of people across the metropolitan area.

The issues raised in the report touch on areas of responsibility that cross over all three tiers of government.

For example, while the Federal Government needs to invest in major road networks, State and local governments need to address issues around public transport, schools, housing capacity, recreational areas, shopping precincts and more.

It is essential that none of this planning is done in isolation and that masterplans are created so that a coordinated approach can be adopted. Such masterplans - whether for suburbs, streets or entire precincts - allow private enterprise to understand the vision for a precinct or region allowing them to better identify and capitalise on investment opportunities that help build vital infrastructure for the State.

The 20-year plan should not only address infrastructure planning, but ways to achieve better cooperation between all tiers of government to create a vision for our entire State that everyone can buy into and support.

- **Delineation between the role of government and the private sector:**

In some cases governments not only plan infrastructure but build and then operate it, even though they may not be best placed to do so.

Being clear about what pieces of infrastructure should be government owned and run and where the private sector needs to be involved provides certainty for the private sector and clears the way for investment.

In addition, there is the potential for public-private partnerships to be used more broadly while value capture strategies need to be considered as part of any strategy for infrastructure planning in South Australia.

- **Future proofing infrastructure**

planning: With changes in technology, the ability to move swiftly can provide cities with enormous economic advantages. The quick take up and rollout of high-speed internet speeds to help drive business growth is a good example of this.

To ensure South Australia takes full advantage of opportunities, it is essential that as a city we keep across global innovations and create a 20-year plan that has enough flexibility to adopt emerging technologies that provide our State with a competitive advantage.

This is essential in all aspects of infrastructure planning whether considering energy, transport, communication, business, recreational or any other type of infrastructure. For example, hydrogen, mobility as a service (MAAS) and 5G are issues we need to factor in now while understanding that the world will look very different in another 20 years.

While governments by their nature can be conservative, a more nimble approach to infrastructure planning within a clearly defined framework **can reap enormous dividends.**

HOW WOULD ADELAIDE'S INFRASTRUCTURE NEED TO CHANGE IF ITS POPULATION HITS TWO MILLION?

An overarching South Australian population strategy needs to be developed that informs and supports infrastructure planning across the State.

Without this, Adelaide will be forced into a position of playing “catch up”, much like Sydney and Melbourne, where infrastructure projects are being “retro fitted” to cope with unplanned and increasing population growth.

As part of this, urban consolidation will continue to be vital but the quality of options needs to improve so that Adelaideans not only accept, but embrace and become advocates for change. Planning that allows streets to be filled with rows of double garages flanked by a doorway is not the way to endear people to urban consolidation.

A greater focus will be needed on public transport to free up traffic congestion with planning taking into account initiatives such as bike super highways particularly as e-bikes, e-scooters and other forms of transport start to gain traction as a serious mode of transport, rather than a novelty.

Education and health facility planning will present greater challenges particularly in built up areas, resulting in a greater need for vertical solutions. **However, technology will also present solutions allowing more health care and education and training to occur in home or other environments, including regional and remote areas.**

Without a clear understanding of how Adelaide's population will continue to develop over the next 20 years, it is impossible to begin the sensible infrastructure planning that is necessary to underpin this growth.



COMMITTEE FOR
ADELAIDE

COMMITTEE FOR ADELAIDE

89 King William Street
Ground Floor (Box 14)
Adelaide SA 5000

P +61 (0) 8 8410 5301

E info@committeeforadelaide.org.au

committeeforadelaide.org.au

MEMBERS

Our members represent a broad cross-section of South Australian businesses and organisations with a stake and belief in the future of South Australia.

GOLD MEMBERS



SILVER MEMBERS



BRONZE MEMBERS



CONTACT US

If you would like to know more about any of the suggestions made in this document, we encourage you to contact:

James Blackburn

Chair
Committee for Adelaide

T: [DELETED]

M: [DELETED]

E: j[DELETED]

Jodie van Deventer

Chief Executive Officer
Committee for Adelaide

T: [DELETED]

M: [DELETED]

E : [DELETED]