

ADELAIDE AIRPORT MASTER PLAN 2019

RAA SUBMISSION

October 2019



INTRODUCTION

RAA welcomes the opportunity to provide comment on Adelaide Airport's Draft Masterplan 2019.

RAA is South Australia's largest membership organisation, representing the interests of more than 750,000 South Australians. Through our diverse range of motor, home and travel products and services, we interact with our members in a range of ways that provide unique insight into the services and public policy settings South Australians want and need.

RAA has had a trusted advocacy role in transport and mobility for more than 115 years. We have also been providing South Australians with travel services for more than 50 years, meaning we have a unique understanding of South Australia's transport and travel infrastructure requirements.

In this submission, RAA has provided comment in relation to the economic significance of Adelaide Airport (section 3) and on transport/mobility issues (section 10).

We look forward to further opportunities to engage with Adelaide Airport through its planning processes.

SECTION 3 – SIGNIFICANCE OF THE AIRPORT

RAA sees Adelaide Airport as not only a critical piece of the state's infrastructure, but also a key economic driver in South Australia. It has an important role to play in supporting growth in the visitor economy and exports. A key focus of RAA's tourism advocacy is in supporting growth in the state's visitor economy for the benefit of the state.

Tourism provides a significant economic contribution to South Australia:

- Tourism-related jobs represent around 7.3% of the state's total employment; and
- South Australia receives around 6.5% of the total visitors travelling in Australia, including 5.4% of total international visitors, 7.8% of total interstate visitors and 6.5% of daytrips (South Australia's population is around 7.14% of Australia's total population).

It is RAA's view that the state should be aiming to increase its share of the visitor economy to support jobs growth and economic development. Adelaide Airport's investments in terminal upgrades, attracting international services and provision of an enhanced retail offering are welcomed, as they support these important goals.

The focus on improving and expanding Adelaide Airport's international arrivals/departures area is also strongly supported, as it will encourage growth in more international services to and from Adelaide.

We note the masterplan highlights that growth in international visitor numbers can be correlated to the introduction of new routes (e.g. Cathay Pacific's direct scheduling to Hong Kong, which enabled same-day connecting flights to and from mainland China coincided with growth in Adelaide's in-bound China tourist market by 20%).

The introduction of new routes will also result in key export market opportunities for South Australian businesses, noting modern aircraft have greater capacity for concurrent cargo and passenger storage.

An increase in international services (particularly direct flights) is a critical component in growing South Australia's visitor economy, and is also a priority for RAA's members. Our member research reports that direct flights facilitate more convenient and frequent recreational and business travel opportunities for South Australians.

Further, an increase in direct flights can also play a critical role in attracting more international visitors for major conferences and events, which has important economic multiplier effects for South Australia's economy.

SECTION 10 – GROUND TRANSPORT PLAN

RAA's mobility public policy is underpinned by our three overarching priorities to help keep our members moving safely, accessibly and sustainably:

- **Safe:** We advocate for a mobility system that not only achieves, but outperforms, national and international safety benchmarks. It encompasses safer drivers, in safer transport, on safer roads, at safer speeds.
- **Accessible:** We advocate for a cost efficient, convenient and reliable transport network as an essential part of personal mobility.
- **Sustainable:** We advocate for the mobility needs of current and future generations, encompassing financial, societal and environmental factors.

Passenger pick up and drop off

RAA members report that dropping off and picking up passengers at Adelaide Airport can be difficult at certain times due to the high volumes of traffic and the interaction with other vehicles, such as taxis.

The recent provision of a separate drop off area for taxis in Atura Court is a welcome move, as is the proposal to subsequently move the taxi and ride sharing pick up to this area as a means of providing a convenient and readily identifiable location for patrons.

The proposed duplication of the drop off and pick up area below the multi-level car park is also supported to improve movement and reduce congestion during busy periods.

Richmond Road

The proposal to introduce access to the eastern side of Adelaide Airport via the western end of Richmond Road for taxis and commercial vehicles is supported. This change will segregate what is a significant proportion of airport traffic from Sir Donald Bradman Drive.

For this to work effectively, it is RAA's view that a review and upgrade of the intersection with Marion Road is required. The intersection currently favours north-south traffic movements on Marion Road and westbound traffic from Richmond Road turning north onto Marion Road.

With a significant increase in eastbound traffic on Richmond Road from the eastern airport access, the allocation of traffic lanes and signal timing at the intersection with Marion Road will need to be reviewed in order to ensure traffic leaving the airport precinct and travelling east is not unduly delayed.

The increased traffic will put pressure on both eastbound and westbound movements on Richmond Road, particularly on the approach to the intersection with South Road.

The connection with South Road will therefore be a key part of the North-South Corridor design to ensure this route will be able to support the increased vehicle movements on Richmond Road, due to the activation of the eastern access to the airport in the medium term (and the projected growth of the precinct over the next 20 years).

The inclusion of Transport Avenue as part of the B-double route to provide access to the eastern side of the airport precinct is also supported.

Tapleys precinct – Tapleys Hill Road

Tapleys Hill Road is a major arterial road under the care and control of the Department of Planning Transport and Infrastructure. It carries an average of 48,700 vehicles per day between Sir Donald Bradman Drive and Anzac Highway.

The 8-Year Ground Transport Plan proposes an upgrade of the existing signalised intersection on Tapleys Hill Road and Sir Reginald Ansett Drive (north), together with signalisation of the southern intersection of these two roads.

This is supported as a means of managing demand on the other access points from the expansion of the internal road network and reducing interaction with commercial and private vehicles. Coordination with the two sets of signals will be important in minimising disruption to the flow and capacity of traffic using Tapleys Hill Road.

Sir Donald Bradman Drive

The proposed upgrade of the intersection of Sir Donald Bradman Drive with Sir Richard Williams Avenue is supported given the volume of traffic (35,400 vehicles per day) that use this section between the airport access and Marion Road (combined with the need to increase capacity through the intersection). Provision should also be made for a priority signal for public transport through this intersection, if not already part of the project to improve reliability of the service.

The proposed signalised intersection with Vimy Drive, together with the removal of the existing signals at the intersection with Fred Custance Drive is also supported, as these measures will not only allow the separation of fuel trucks and light vehicles, but also provide an increase in capacity to meet predicted growth. Further, the establishment of a one-way traffic network is seen as an effective solution to managing traffic flow, particularly during the busiest periods.

While these projects will assist traffic movement in and out of Adelaide Airport, the capacity of Sir Donald Bradman Drive, particularly at the intersection with Marion Road, must be reviewed as part of this project to ensure that it will be sufficient to meet future demand and does not negate the proposed improvements to other intersections along the corridor.

Internal airport road network

RAA supports the proposed introduction of a one-way access loop with entry from Sir Donald Bradman Drive via Sir Richard Williams Avenue, exiting via a new signalised intersection between Frank Collopy Court and Fred Custance Street.

The proposed new internal road links connecting the Tapleys Hill Road precinct to the eastern side of the airport will improve circulation and access within the precinct without impacting on the performance of the adjacent arterial roads.

The proposed new internal airside and landside road network that forms part of the Airport East development is also supported. While the proposed road linking the Airport East precinct with the Morphett Road precinct is supported to manage internal vehicle movements, consideration needs to be given to the impact of additional traffic at the intersection with Tapleys Hill Road and Warren Avenue, together with any increase in traffic on James Melrose Road to Morphett Road.

The overarching point of concern with the development of an internal connecting road network is that it should be designed to discourage the internal road network as being used as a means of avoiding congestion points on the adjacent arterial road network.

Consideration should therefore be given to establishing a lower speed limit than the default limit of 50km/h on the internal road network within the airport precinct as a means of managing traffic and discouraging through travel by vehicles that do not require access to the airport precinct.

Public and active transport

While private vehicle access to Adelaide Airport is likely to remain the dominant mode of transport for the foreseeable future, the role of public transport will continue to increase in response to demand. The proposed improvements to public transport servicing the airport precinct, as identified in the 8-Year and 20-Year Ground Transport Development Plan, are supported to ensure people have access to a reliable, convenient system.

The provision of a public transport corridor on Sir Richard Williams Drive is considered important by RAA in ensuring that reliable access can be provided, particularly during busy periods. If not already included as part of the project, consideration should be given to the inclusion of a priority traffic signal phase at the intersection of this corridor with Sir Richard Williams Drive to reduce waiting times for public transport services.

In the longer term, consideration should be given to the provision of a public transport service that provides a connection to the city centre along a corridor that does not reduce road space on the arterial road networks that service the airport precinct.

The proposed completion of the cycle loop of the perimeter of Adelaide Airport would be a welcome inclusion to encourage active transport through a separated cycling network. As part of the future development of the road network within the airport precinct, consideration should also be given to accommodating cycling or other forms of personal mobility devices on the internal network to reduce reliance on conventional vehicles for short journeys within the airport's growing precinct.

Opportunities to use autonomous vehicle technology in providing a shuttle service between the terminal, carparks, public transport services and other key locations within the airport precinct should also be considered as part of future development. It would present an opportunity to showcase development while linking a range of facilities and public transport corridors together.

Car parking

RAA supports the proposed strategy to provide additional car parking through a combination of at-grade facilities coupled with a future expansion of the multi-level car park to meet projected demand.

As outlined earlier, there is an opportunity to establish an autonomous shuttle system to link car parking, terminal and public transport infrastructure, and RAA encourages consideration to incorporate future mobility technology of this kind.