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**Title:**  
Statement from the Premier - Transport

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# STATEMENT

from the Premier

Date 1/7/75.....

Embargo.....

State Administration Centre,  
Victoria Square, Adelaide,  
South Australia 5001  
228 4811

Capital costs for the development of Adelaide's urban transport system over the next five years are expected to total \$130 million - or some \$26 million annually. These figures were given today by the Premier, Mr. Dunstan, in a statement on transport policy.

He said that the money would be needed largely for -

the extension and improvement of the M.T.T. services, including the provision of new buses and new bus services;

\* the upgrading of the Glenelg tram service;

\* the electrification of the Christie Downs line, with the associated signalling work and the purchase of rolling stock; and

\* the electrification of the North Gawler line.

"Before the 1973 elections, the Labor Government had set an unprecedented record in planning for improved urban public transport in South Australia," the Premier said. "Former Liberal Governments had devoted little finance or effort to improving and planning Adelaide's urban public transport, and all systems had been run down over a long period. Much careful planning was needed."

One of the first major projects to be undertaken was the Christie Downs rail extension, which began in 1973 and involves the duplication of the existing track from Brighton to Port Stanvac at a cost of some \$13 million.

The whole line will be electrified, and it will be the first electrified line in South Australia.

.../2

It is hoped to have the first diesel train on the line late this year, and to have the first electric train running in 1977. "The construction of the Christie Downs line has special significance, as it is the first rail line in South Australia to be built primarily for passenger transport this century" Mr. Dunstan said.

#### CENTRAL CITY UNDERGROUND LINK.

The Government believes that if a rapid transport system of world standard is going to be developed for Adelaide, then it is necessary to investigate the costs and benefits of an underground link.

Studies being made into the economic justification for the project as well as the best alignment through the City, linking the Adelaide railway station and the Modbury Corridor with the south lines at Goodwood.

#### ADELAIDE RAILWAY STATION.

Planning is going ahead for the re-development of the Adelaide Railway Station site on North Terrace, as a focal point of transport.

It is planned to have a fully co-ordinated transport interchange using the most modern technology available. Bus services would be scheduled to integrate with train arrivals and departures.

The preliminary plan for the 14½-acre site envisages:

- \* a modern administrative building for the State Transport Authority;
- \* commercial development;
- \* an international hotel;
- \* restaurants;
- \* retail and service shops;
- \* bistros;
- \* residential development;
- \* a large stadium to seat about 8,000.

.../3

MUNICIPAL TRAMWAYS TRUST.

The expansion and development programme for the Municipal Tramways Trust is estimated to cost about \$47 million. Part of it involves the establishment of new bus centres south and north of the City, as well as in the Hills.

Other proposals to improve the M.T.T. services are:

- \* Upgrading the existing Fort Adelaide depot and depots recently acquired from private bus operators at St. Agnes and Elizabeth;
- \* The establishment of new workshop facilities;
- \* New administrative headquarters to replace the existing facilities at Hackney;
- Establishment of a day parking area for buses in the central City area in Wakefield Street.

NEW BUSES.

The Government has placed a \$10 million order with Volvo in Sweden for 310 bus chassis, renowned for their smooth ride and low noise and air pollution levels.

As the new buses are delivered, the Government will introduce a new, circular suburban bus route to allow easier flow between the suburbs, without going into or through the City centre.

● Based on experience with the first Bee-Line free bus service between the Glenelg tram terminus and the Adelaide Railway Station, the Government will introduce a similar Bee-Line route running west-east across the City.

Surveys show that about 43,000 people a week are using the Bee-Line buses.

The State Government is seeking funds from the Australian Government to buy several electric buses for use on that service.

### MODBURY RAPID TRANSIT.

Among long-term projects, the Government has listed the development of a rapid transit line to Modbury, as a high priority.

The Government considers it necessary to consider the potential developments of new technologies between now and the beginning of the 1980s, and for this reason has commissioned a comparative study of alternate systems for the corridor.

### CYCLE TRACKS.

Cycle tracks are to be established through the City parklands on an experimental basis, following a report prepared by the Director-General of Transport.

The tracks will be located to the north-east and south of the City. Work is expected to get underway in August. A further study is now examining cycle tracks within the City proper to connect those parkland cycleways with activities in the City.

### HIGHWAYS.

Work is about to start on Stage One of the new Swanport Road bridge across the Murray near Murray Bridge.

This stage covers the construction of a solid base for the bridge's superstructure at a cost of \$1,750,000. The entire project, costing million, should be completed in the latter half of 1978.

Almost \$120 million was spent on extending and improving South Australia's road network in 1973-75, enabling the Government to push on with many important projects such as the South Eastern Freeway and the Eyre Highway.

Both of these roadworks have shown that the Highways Department is a highly capable road construction Authority, probably the most effective in Australia.

.../5

CLEARWAYS.

More clearways will be introduced in metropolitan Adelaide. Those now in use have significantly reduced congestion on the roads, increased the traffic flow, and improved bus running times.

PRIORITY ROADS.

A system of priority roads to help make the roads safer will come into effect in early July, following amendments to the Road Traffic Act.

The system gives priority to all road users travelling along designated routes. Motorists on a minor or side road on reaching a Priority Road must give way to all traffic within or approaching the particular intersection or junction.

ROAD SAFETY.

The Government has continued to stress the importance of proper road safety among all sections of the community.

Increasing numbers of school children are being instructed in correct road behavior, more matriculants are being taught under the student driver education scheme, and more adults are undergoing the one-day intensive driving course at the Road Safety Instruction Centre at Oaklands Park.

In 1974-75 a total of seventeen and a half thousand children attended the Centre - an increase of one thousand on the previous year - in addition to two and a half thousand at the recently opened Road Safety Centre at Elizabeth.

In 1974-75 a total of 5,300 people undertook the various courses available at the Road Safety Instruction Centre at Oaklands Park, compared with 4,000 in 1973-74.

There were also substantial increases in the numbers of children who attended road safety lectures in schools, and in the speaking engagements undertaken by officers of the Road Safety Council with service clubs, church groups and the like.

MOTOR CYCLE SAFETY.

The Government is particularly concerned at the injury and death rate among motor cyclists, and is exploring ways of reducing the accident rate.

One aspect being considered by the special Road Safety Committee is the merit of relating provisional and restricted licences to the age of the rider and the power of the machine. Besides this, the Road Safety Council has launched a rider-improvement course, specially constructed at the Road Safety Centre. Conducted twice monthly, it is fully booked each time.

MOTOR REGISTRATION DIVISION.

The Government has continued its policy of decentralising the work of the Motor Registration Division to provide a better service and to meet the convenience of local people in making registrations, licensing and renewals.

Branch offices have been established at Mount Gambier, Whyalla, Port Pirie and Berri.

Branch offices will open at Port Lincoln and Murray Bridge between August and October, 1975. Accommodation has been obtained, staff is being selected, and equipment bought. These will be followed within the next eighteen months by branches at Kadina and Nuriootpa.

Other places under consideration, depending on growth, include Clare, Port Augusta, Naracoorte, Monarto and Victor Harbor,

The success of the country branches has given impetus to the setting up of branches in the metropolitan area.

The first has opened at Elizabeth, and within the next six months others will open at Tranmere, Morphett Vale and Marion. It is anticipated that a branch will be opened at Modbury early in 1976.

These metropolitan offices are being established in or near major shopping centres for the convenience of the public, so that they can obtain all services at the one centre.

.../7

Within the next two years, other branches are expected to be opened at Port Adelaide, Enfield, Mitcham and Fulham, as accommodation and finance become available.

Besides providing all the usual Motor Registration Division services, these branches will be driver-testing centres, thus relieving Police of that task.

The new head office building under construction at the corner of Wakefield Street and Gawler Place is scheduled for completion in November, 1976, and to be occupied by the Division early in 1977.

#### CONCESSICNS.

Pensioners were exempt from the higher registration and licence fees which came into force on October 1, 1974. This means that they receive a 30% rebate on registrations and 60% on licences.

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