



# An introduction

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# Why we need an infrastructure plan

The quality of SA's infrastructure is critical to its economic performance and social capital.

Yet there is no long-term integrated infrastructure strategy for SA at present.

We must have the **right economic and social infrastructure** in the **right places** at the **right time** to ensure our prosperity into the future.

# Funding gaps & emerging trends

All States have a gap between infrastructure demand and available funding. New funding and financing models are key.

Global pressures and megatrends: climate change, digital disruption, aging and urbanised populations.

A more considered, holistic approach towards infrastructure planning is needed.

# An expansive road network

SA has over 100,000 km of sealed and unsealed roads.

South Australia has 11% of Australia's local roads, and 7% of its population, but only receives 5.5% of the Identified Local Roads component of Commonwealth Financial Assistance Grants.

# Adelaide's roads

Congestion on urban roads during peak times has real productivity and quality of life impacts.

Adelaide has the lowest average speed during peak periods of all capital cities' major arteries (54.3km/h)\*.

Low rate of public transport use (8% of metro weekday passenger vehicle travel) despite heavy rail, light rail, O-Bahn and buses — places greater pressure on our road network.

\* Road Congestion in Australia (2018) Australian Automobile Association

# Adelaide's roads

In 2015, Infrastructure Australia estimated the cost of delays on the urban transport network will increase from \$1B in 2011 to \$4B by 2031.

The National Transport Commission recently identified that nationally, domestic freight will continue to grow strongly (26% over the next 10 years).

With continued population growth leading to a 1% p.a. increase in car travel, infrastructure and non-infrastructure solutions will be necessary to help manage congestion.

# Regional roads

Transport infrastructure is critical to supporting resources and agriculture (which account for about 85% of our merchandise exports), getting export commodities to market and improving productivity.

Roads are the only way to transport goods in most regional areas but much of the existing network doesn't allow for High Productivity Vehicles.

Need to address first and last mile and pinch points.

Road maintenance must be resourced, not just new roads.

Safer roads will help address the disproportionately high road toll in our regional areas — double that of metropolitan areas (DPTI, 2018).



# Asset lifecycles versus political cycles

Assets often have a life of over 50 years, yet planning tends to occur along budget or political cycles.

This puts effective economic, social and environmental outcomes at risk, and damages business and consumer confidence.

# Infrastructure SA

**ISA operates independently to provide strategic advice that integrates planning and development.**

Established 26 November 2018 under the *Infrastructure SA Act 2018* as a key commitment of the Government.

Infrastructure SA Board established under the Act as the governing body, combining expertise from public and private sectors.

Reports directly to the Premier.

# Four key functions

**Develop  
20-Year State  
Infrastructure  
Strategy.**

**Prepare an annual  
Capital Intentions  
Statement  
(5-year timeframe).**

**Develop project  
assurance framework  
and evaluate projects.**

**Advise the Premier  
on infrastructure  
planning, delivery  
and use.**

# Scope of Strategy

ISA's definition of infrastructure:

The physical assets and structures that enable the services necessary to sustain or enhance the economy and liveability of South Australia.

That includes the following sectors:

- Transport
- Energy
- Water supply & waste
- Health
- Education & training
- Culture, Sports & Tourism
- Justice
- Housing
- Digital & technology
- Key industries

# Strategy outcomes

Identify the challenges and opportunities for infrastructure provision and management.

Make recommendations to optimise existing infrastructure.

A path to having the right infrastructure at the right place at the right time.

# Holistic approaches to urban planning

Higher amenity, medium-density living in our urban areas maximises access to and use of infrastructure services and combats costly urban sprawl.

Requires integrated planning that considers multifaceted nature of residents and visitors.

Traditional project planning approaches must be replaced by place-based precinct planning.

# Holistic approaches to urban planning

Strong governance is needed for effective collaboration across the various infrastructure providers across the full range of services

- public (local and state governments), and
- private providers.

Business and community users should inform planning through wide-ranging and detailed consultation that informs a multifaceted approach to place.

# A different approach to roads

The transport system is fundamental to a functioning, liveable and productive city and calls for a systems-based approach to:

- provide the critical non-stop North-South connectivity for business and people, facilitating efficient access to the major international gateways of Port Adelaide and Adelaide Airport
- undertake targeted upgrades to strategic corridors (e.g. inner and outer ring routes) to support population growth in urban areas
- resolve freight issues with the South-Eastern Freeway, and
- support use of an integrated public transport system.



# Future transport

What role can intelligent systems play in maximising the utilisation of our transport system?

How will technology change our transport system over the next 20 years?

What should we do to prepare our infrastructure for future technologies?

# Capital Intentions Statement

ISA has a legislative obligation to prepare an annual Capital Intentions Statement (CIS).

Major government infrastructure projects to be undertaken in the State as a priority within five years.

- anticipated capital expenditure of greater than \$50 million
- not already included in the State budget forward estimates.

Consistent with the objectives and recommendations articulated in the 20-Year State Infrastructure Strategy.

# Project assurance

- ✓ Independent assurance over public sector projects to provide confidence the capital program delivers value for money.
- ✓ High value, high risk framework to focus effort.
- ✓ Monitoring of projects over their lifecycle but with a focus on the front-end business case stage.

# Questions welcome.



# Thank you

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