

**ACTION**  
*in Adelaide.*

**VOTE 1**



*Mark Hamilton*

*2014 Lord Mayoral Election Key Dates*

Electoral roll closes	8 Aug
Ballot paper mailed out	20-24 Oct
Get your vote in by mail by	5pm, 5 Nov
Or hand in your vote by	5pm, 7 Nov
Voting closes	5pm, 7 Nov
Vote count	9am, 8 Nov

*Councillor*  
*Mark Hamilton's*  
*13 Point*  
**CAR FRIENDLY**  
**CITY**  
**ACTION PLAN**



*Mark Hamilton for Lord Mayor Adelaide 2014*

*Sound policies | Long term North Adelaide resident | Long term CBD commercial solicitor  
Master of Laws (Commercial) and Master of Business Administration (MBA)  
Founded and runs two successful businesses | Extensive capital city council experience | Raring to go*

*Mobile: 0475 072 468 Email: [Mark@hamiltonforlordmayor2014.com.au](mailto:Mark@hamiltonforlordmayor2014.com.au)*

*Website: [www.hamiltonforlordmayor2014.com.au](http://www.hamiltonforlordmayor2014.com.au)*

*Office: Level 2, Old Farmers' Trustee Building, 15 Bentham Street, Adelaide, SA 5000*

If you would like to discuss Mark's 13 Point Car Friendly City Action Plan or other Council issues, contact Mark on **0475 072 468** or email him on **mark@hamiltonforlordmayor2014.com.au**



## *Councillor Mark Hamilton's 13 Point* **CAR FRIENDLY CITY ACTION PLAN**

- CAP ON-STREET CAR PARKING FEE INCREASES IN LINE WITH INFLATION.
- REVERSE THE CURRENT COUNCIL POLICY OF REMOVING ON-STREET CAR PARKS AND INCREASE AVAILABLE SPACES ACROSS THE SQUARE MILE AND NORTH ADELAIDE.
- STOP FURTHER U-PARK SELLOFFS.
- INTRODUCE A YEAR LONG MORITORIUM ON THE CREATION OF MORE BIKE LANES.
- OPPOSE THE INTRODUCTION OF PERMANENT 40KPH ZONES IN HUTT ST AND THROUGHOUT THE CITY
- REVIEW AND REDUCE THE NUMBER OF EXISTING BIKE LANES TO END UP WITH A TIGHTLY DEFINED, SAFE, BIKE LANE NETWORK THAT DOESN'T CONFLICT WITH CITY TRAFFIC.
- IDENTIFY OPPORTUNITIES FOR COUNCIL TO BUILD THE NEXT GENERATION OF U-PARKS IN THE SQUARE MILE, AND IN HUTT, MELBOURNE AND O'CONNELL STREET PRECINCTS.
- FIGHT THE STATE GOVERNMENT CAR PARK TAX.
- SCRAP CITY BUS LANES.
- REDUCE THE NUMBER OF EMPTY AND "NOT IN SERVICE" BUSES CLOGGING CITY STREETS AND CAR PARKING SPACES.
- STOP THE DEPARTMENT OF TRANSPORT USING KING WILLIAM STREET NORTH (FROM THE CATHEDRAL TO NORTH TERRACE) AS A BUS DEPOT.
- RETURN INTERSTATE PASSENGER TRAIN SERVICE DROPS OFFS TO ADELAIDE RAILWAY STATION.
- INSTALL TAXI INFORMATION SCREENS TO HELP TOURISTS DISCOVER ADELAIDE'S ATTRACTIONS.

*"I will put an end to the great Yarwood anti-car stance."*

Council's present stance is championed by the anti-car mission of Lord Mayor Yarwood. On-street car parking spaces are disappearing at an alarming rate. Right hand turns are to the point of near extinction in the pursuit of channelling traffic. Adelaide is hardly congested, in fact, we used to continually (and proudly) boast to interstate and overseas visitors that we can get anywhere in just 20 minutes.

Although the population has grown little, peak hour traffic has ground to a halt due to the proliferation of bus lanes and bike lanes, the removal of on-street car parks, the channelling of traffic, the 'dead' running of buses (not in service) in the city streets and the use of city streets as a bus depot. These policies have been a disastrous failure.

If we want to revitalise our city we need to stop Council each year removing on-street car parks. People need to feel they can duck into the city and find a street park to support local business and retailers.

Mark wants to bring back the days when we all had the chance of getting that 'rock-star' car park out the front of restaurants, shops and businesses. Plus, maximising the number of street car parks helps our local city businesses and traders.

Mark will also fight the State Government's proposed car parking tax. His view is that it is a cash grab, which is entirely inconsistent with the government's policy of giving our city more vitality. This car park tax will hit everyday workers hard as the \$750 per car park per annum is passed on.

**Mark will stop the U-Park selloff**

During the 1970s council had the foresight to develop our valuable city car parking assets – U-Parks - enabling the Council to influence the availability of affordable car parking to give incentives for people to park and shop and do business in the city.

But in 2010 the Grenfell Street U-Park was sold. There's been some discussion about Council selling off more U-Parks which makes Mark's blood boil and has his father-in-law, former Lord Mayor John Roche AM (Lord Mayor in the mid 1970s) turning in his grave.

Mark sees this as selling off the family silver and it will not occur while he is Lord Mayor. He'll fight tooth and nail to keep these assets to help support our city's business and residents.

## CYCLING LANE POLICY

*"It's insane giving a staggeringly small 0.8% of people 20% of the road space."*

### **The proliferation of cycling lanes is out of control.**

Everyday 130,000 workers commute into the city, predominantly by car (91%), by public transport (8%), and by bicycle, (a staggeringly small 0.8%).

Cycling lanes take up around 20% of effective roadway and numerous on-street car parks have been removed to make them. How did we end up with so many cycling lanes in Adelaide where there is clearly not the demand. The current Lord Mayor is driving this agenda at the expense of easy car access to the city.

The Australian Bicycle Council's survey shows that in Adelaide, bike use has actually decreased. The number of people who have ridden in SA in the past week, month and year has dropped by a 'statistically' significant 5 per cent.

Yet the current Lord Mayor keeps wanting to increase the number of bike lanes. He thinks that will increase cycling use by 10 per cent in 10 years. Mark Hamilton regards this as fanciful. No amount of painting cycling lanes on city streets is going to reverse the downward trend of SA bike riding participation.

Mark wants to see a rationalisation of these cycling lanes. He'll promote a moratorium and a year long review with a view to maintaining only cycling lanes on limited numbers of streets where there's sufficient safe usage.

Turning Frome Street into one lane only for cars - to accommodate an extra-wide cycling lane is equally ridiculous. Mark is completely against it as motorists won't be able to turn right into major street, resulting in traffic congestion. Mark will seek to reopen the city and untangle the current gridlock.

Finally, Mark Hamilton supports the helmet law and won't allow it to be rolled back in the future if he's Lord Mayor.

*"Just 8% of people use public transport.  
This will not change for generations.  
The rest must suffer inconvenience."*

## **CAR FRIENDLY CITY ACTION PLAN**

### **BUS LANE POLICY**

The vast majority of people in Adelaide don't use public transport and they aren't going to use it anytime soon because it's sub-standard. The Department of Transport claimed a statistical insignificant 4% increase of the use of buses since the bus lanes were introduced. The RAA reported a ten minute increase in commuting time due to the bus lanes. This bus lane policy has failed.

Adelaide roads are not clogged with car traffic – but the State Government is adding to congestion with what are crazy plans to entice people onto public transport. The Government seems to have bought every old bus it owns out of retirement to saturate the city with buses, in an attempt to increase the number of people using public transport. These extra buses create congestion particularly when there are numerous 'not in service' buses laying over on Adelaide's busiest streets (see more on this below).

As Lord Mayor, Mark Hamilton will work hard to have bus lanes abolished. He thinks that dedicating 1/3 of our major city streets to bus-only lanes, 12 hours a day is insane and only adds to motorist confusion and traffic congestion.

Council has created these lanes at the request of the Department of Transport and can enter into discussion to remove them. But if it is proven absolutely beyond any doubt, contrary to Mark's heartfelt views, that any particular bus lane is needed, then Mark will fight to keep their operating times down to a total of 4 hours a day.

### **STOP "LAYING OVER" BUSES USING UP CAR PARKING SPACES**

The Department of Transport is using King William Street north (between the Cathedral and North Terrace) as a bus depot. Mark wants this stopped. At peak hours it's not uncommon for more than 50 buses to be parked on King William Street, taking over valuable car parks. Mark will push for bus schedules to be reviewed to reduce the need for layovers. As Lord Mayor, he will also look into the possibility of quietening bus exhaust systems to reduce noise pollution.

### **RETURN INTERSTATE PASSENGER TRAIN SERVICES TO THE CITY**

Arriving at Keswick doesn't do anything to instill a feeling of vitality in our city. Imagine all the footy fans arriving on the Overland and walking straight to Adelaide Oval. What a wonderful advertisement for Adelaide's ease of access.

### **TAXI INFORMATION SCREENS**

Just like in New York, Mark would like to see tourist information screens in taxis to encourage and help visitors discover Adelaide's brilliant entertainment, cultural and heritage attractions.