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Title:

Statement from Breuning & Kettaneh of Social Technology Systems - Transport in
Adelaide Metropolitan Area

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PRESS STATEMENT: 25/8/70.

FROM: DR. S. BREUNING AND MR. A. KETTANEH OF SOCIAL TECHNOLOGY SYSTEMS.

SUBJECT: TRANSPORT IN ADELAIDE METROPOLITAN AREA.

Following on from our four week study of transport planning in the metropolitan area we have given the Government a verbal interim report.

There are, however, a number of particulars which we intend to study further and revise when we get home, prior to sending in our final report in about a month's time.

But with regard to our general findings in particular we feel that a freeway building programme at this stage would be premature. The upgrading of arterial roads has been in progress since 1947 and is now one-third completed, and since this can do a great deal for traffic circulation within the city and metropolitan area it should be completed.

We have also found that public transport as it exists has performed some effective functions, but has done and is doing so within certain limitations.

We intend therefore to suggest a series of programmes to strengthen public transportation, especially in those areas where it has been proved to be marginally viable.

We intend to recommend that the combined effect of upgrading and improving transportation be undertaken through a series of specially designed programmes, and this together with the progressive completion of work on arterial road improvements, will, we believe, take care of transport needs in the city for some time to come.

Furthermore, we intend to recommend a reorganisation of the public transport structures with a view to achieving much closer co-ordination on all levels. This should lead towards the setting up of permanent government staff with the competence to innovate and experiment with new transport developments. This organisation will be able to ensure that Adelaide can take advantage of any major transportation breakthrough anywhere in the world.

We believe that we are in fact on the brink of some very significant changes in transportation, and that it will be Adelaide's good fortune to be able to take advantage and lead in these.

Finally, it seems clear that Government activity in new transportation developments should be related to academic research and to complementary industrial activities.

Our recommendations will deal in detail with the development of such a concept.

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