

Greater Adelaide Freight Bypass

The City of Burnside strongly advocates for a reduction in the volume of heavy vehicles on Portrush and Glen Osmond Roads that can be achieved through the Greater Adelaide Freight Bypass (GAFB) project.

Reinstate federal funding to the GAFB (including the Truro Bypass project) to achieve national productivity goals.

The GAFB will significantly reduce the volume of the 877,460¹ heavy vehicles that travel along Portrush Road and Glen Osmond Road on average per year.

Federal funding has been stripped from five prominent road projects in South Australia. One of these, the Truro Bypass, is a pivotal step toward the realisation of the GAFB project.

The GAFB will unlock higher productivity in the High Productivity Vehicle Network (HPVN) and thus national economic

growth with infrastructure that seamlessly connects key origin/destination ports with 'consumption' points and bulk storage facilities.

Adelaide is the only capital city in Australia where the National Heavy Vehicle Regulator's heavy vehicle network, the major arterial route, runs through the residential suburbs of a city - past schools, preschools, residential homes, aged care homes and churches, all places where children and vulnerable residents are present.

Overview

The Department for Infrastructure and Transport (DIT) developed a Strategic Business Case for a HPVN which encompasses a corridor stretching from the South Australian and Victorian border to the South Australian and Western Australian border, covering vital routes such as the Eyre, Sturt, Augusta and Dukes Highways, as well as connecting routes around Greater Adelaide and to Outer Harbor.

This initiative represents the culmination of four Strategic Freight Studies and Strategic Business Cases conducted in 2022. The specific projects under consideration were the Greater Adelaide Freight Bypass, Murray Bridge to South East Link, Swanport Bridge, and Eyre Highway Widening and Upgrade Planning Study.

Of particular significance is the GAFB project within the broader HPVN between Sturt Highway and the South Eastern Freeway, via Murray Bridge and Sedan, to form part of a broader freight network diverting heavy vehicles away from Adelaide and the South Eastern Freeway.

In November 2023, the Federal Government announced the removal of federal funding for five prominent road projects in South Australia following an infrastructure review including the Truro Bypass project – a pivotal step toward the realisation of the GAFB project. The Truro Bypass would begin at Murray Bridge and pass through Truro to Port Adelaide.

The planning study for the GAFB remains in progress and has not been discontinued. This affirmation is based on the understanding that the Federal Government's expenditure focus is strongly oriented towards productivity, and the GAFB aligns well with this overarching goal.

At its meeting held 23 January 2024, the City of Burnside Council Resolved (C230124/13609) to advocate to local state and federal MPs regarding the city's:

- continuing concerns about the safety of all road users (pedestrians, cyclists and drivers) due to large freight trucks utilising the South Eastern Freeway and subsequently navigating through local streets, notably Portrush Road and Glen Osmond Road;
- support for the renewed attention on, and funding for, the Truro Bypass project, advocating for a well-designed and shovel-ready solution that aligns with the essential needs of the region; and
- request for a commitment to the progression of the Greater Adelaide Freight Bypass as pledged, emphasising its priority status and acknowledging its substantial significance to the Burnside community.

The City of Burnside acknowledges that heavy vehicles will still need to travel through its city and service the metropolitan area as well as the Adelaide Hills and surrounds, which requires using the South Eastern Freeway. The GAFB would provide an alternative for most, but not all, heavy vehicles.



Key facts



2,404 heavy vehicles average each day on Portrush Road and Glen Osmond Road¹.



273 have lost their lives or were seriously injured as a result of a road crash on Portrush Road, Glen Osmond Road and South Eastern Freeway within the City of Burnside boundary².



Adelaide is the **only capital city** in Australia where the NHVR National Network, the major arterial route, runs through the residential suburbs of a city.



A heavy vehicle has a gross vehicle mass or aggregate trailer mass of more than **4.5 tonnes**, and is up to **26m long**. They include B-doubles, semi-trailers, vehicle carriers, livestock and other agricultural vehicles³.

¹ National Freight Data Hub 2018.

² The data presented obtained from the Department for Infrastructure and Transport Road Crash Database. The information was compiled from police reported road casualty crashes only 2017-2021.

³ NHVR.gov.au and sa.gov.au

How to measure success

Economic benefit – increased national productivity in the HPVN.

Economic benefit – create local jobs in Truro and all towns along the bypass route.

Economic and social benefit - decongest the South Eastern Freeway enabling faster freight travel.

Social benefit - reduction in the volume of B-double vehicles using Portrush Road and Glen Osmond Road.

Social benefit - reduction in the number of lives lost, or people sustaining serious injury on Portrush Road and Glen Osmond Road.

Social benefit - remove the conflict of vulnerable road users (cyclists) on routes approved for B-doubles in metropolitan Adelaide – all users should be able to travel safely.

Social benefit – reduction in the health impacts to Adelaide residents.

Environmental benefit – reduction in noise and pollution in residential areas.

Environmental benefit – reduction in greenhouse gas emissions due to free-flow of B-doubles compared to emissions from the slow 'stop-start' of the existing Adelaide section of the NHVR National Network.

Key issues

- Major traffic routes in the metropolitan Adelaide area with a speed limit of 60 km/h account for the highest traffic volumes and a large proportion of crashes occur on these roads. In addition, there is more congestion (especially during peak commuting times) and frequent intersections providing the opportunity for vehicles and other road users to come into conflict (Department for Infrastructure and Transport Annual Crash Factsheet Metropolitan Adelaide).
- The South Eastern Freeway is at capacity at peak times and sluggish in the event of a minor accident. This is a significant productivity loss constraint to the road freight sector.
- The opportunity for a Greater Adelaide freight route to emerge north of the city, close to rail yards for improved modal logistics, is smart design to get as much heavy freight as possible out of our suburbs, improving freight productivity.
- Opportunities arise for the health and safety of Adelaide residents where less traffic congestion enables people to better use active transport. In locations where there are frequent interactions between heavy vehicles and vulnerable road users such as pedestrians, cyclists and motorcyclists, there is an increased risk of serious consequences when a collision occurs. The routes taken for freight movement are significant drivers for urban development and factors in people's capacity – indeed willingness - to embrace active transport. Cycling or walking to one's destination should not require acts of bravery.
- Citizens who work, live and play along established transport corridors that are dominated by vehicles powered by internal combustion engines confront health impacts, with a correlation between living on or in the vicinity of major road transport corridors and:
 - middle age onset of asthma.
 - increased risk of heart attack.
 - as many as 11 per cent of dementia cases in those who live along these corridors.
 - increased instances of childhood asthma.

Opportunity

1. The planning study for the GAFB remains in progress and has not been discontinued.
2. The Truro Bypass issue is not just a localised issue and is seen as an important first step for the completion of the GAFB project. Funding the Truro Bypass project can be viewed as a pivotal opportunity for improving national freight productivity.



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