

## Efficient Roads Policy

A close-up portrait of a man with short, light brown hair, wearing a dark suit, white shirt, and a red and blue striped tie. He is looking slightly to the right with a serious expression. The background is dark and out of focus, with some bokeh lights.

**RANN**  
Gets Results  
2006

# ROAD NETWORK

## Foreword

### A message from the Premier

Well-planned, well-constructed and efficient roads help develop the economic and tourism potential of our State, as well as improve the safety of all road travellers.

This is why the Rann Government has committed, through *South Australia's Strategic Plan*, to:

- reducing road fatalities by 40 per cent by 2010, with an ongoing focus on reductions in fatalities and serious injuries across all modes of road travel.
- increasing investment in strategic areas of infrastructure, including roads.

The Rann Government has been working hard over the past four years to achieve the objectives of the *Strategic Plan*, and to develop and begin implementing our vision for South Australia's road network. This vision is articulated in our strategic infrastructure plan, *Building South Australia*, launched in 2005.

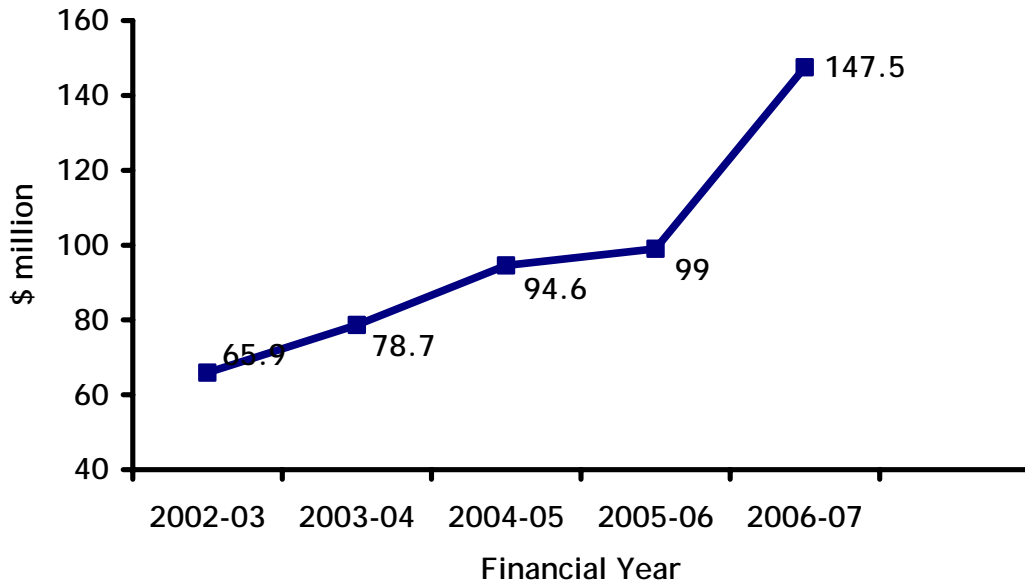
The implementation of this vision is a work in progress.

When we took office, we were faced with a road network neglected for years by the previous Liberal Government.

**Spending on roads has more than doubled under our Government.**

**In 2006-07, we will spend a record \$147 million to improve our road network.**

## \$147.5million on road investment 2006/07



This is just the beginning.

Over the next three financial years – 2006-07 to 2008-09 – we will spend more than \$600 million on improving the safety and efficiency of our metropolitan and regional roads, with particular focus on improving the North-South Corridor along South Road.

**Mike Rann**  
Premier

## ***Better, safer and more efficient roads***

### ***Our Achievements***

#### ***Making our metropolitan roads more efficient***

The Rann Government has embarked on a massive program of upgrading and expanding our metropolitan expressway network.

Particularly important initiatives are:

- the Port River Expressway
- the Northern Expressway
- the North-South Corridor development on South Road
- the Bakewell Bridge Upgrade.

#### *Port River Expressway*

The Port River Expressway project is one of the key elements in the State Government's strategic infrastructure plan, *Building South Australia*.

The project consists of: a 5.5km, four-lane Expressway link; the extension of Hanson Road from the Expressway to Cormack Road; a four-lane opening road bridge across the Port River; and an opening rail bridge.

The project has been co-funded by the Federal and State governments and is worth almost \$260 million.

The Premier opened Stage One of the Port River Expressway on 19 July 2005. Stages Two and Three are due for completion by the end of 2007.

The Expressway links the State's major port and rail terminals at the port of Adelaide directly with the national highway to Perth and Darwin via Port Wakefield Road, and the same highway to Sydney and Melbourne and the interstate main line.

These links vastly improve access to the port through Gillman and Wingfield, making it much quicker and easier to transport grain, livestock, wine, citrus and motor vehicles to the port for export.

The Expressway alleviates congestion on South Road, Cormack Road and Grand Junction Road, and it reduces the travel distance and time from Port Wakefield Road to Port Adelaide.

By 2011, this Expressway is expected to carry about 40,000 vehicles daily.

### *Northern Expressway*

The Northern Expressway will link the Sturt Highway and the Gawler Bypass to Port Wakefield Road.

This new expressway-standard freight link will allow the efficient, cost-effective and safe movement of road freight between the Barossa and Riverland regions, and from metropolitan Adelaide to Port Adelaide and Outer Harbour.

### *The North-South Corridor*

The Rann Government wants to improve the flow of traffic along the North-South Corridor. As a consequence, the Government has already committed:

- \$122 million to build a tunnel taking South Road under Grange Road, Port Road and the Outer Harbor rail line.<sup>1</sup>
- \$65 million to build an underpass taking South Road under Anzac Highway.<sup>2</sup>
- \$47 million to widen South Road between Port Road and Torrens Road.

These North-South Corridor projects were announced as the first stages of the Government's vision to transform South Road and create continuous, non-stop travel from the Southern Expressway at Bedford Park to the Port River Expressway at Wingfield.

These projects, when completed by the end of 2009, will:

- relieve the most congested bottlenecks on South Road
- improve safety for road users
- upgrade the only remaining unimproved section of South Road between Torrens Road and Port Road
- reduce travel times for commuter and freight traffic.

### *Bakewell Bridge*

The Rann Government has also committed to upgrading the Bakewell Bridge on Henley Beach Road, at a cost of \$30 million.

The upgrade of the Bakewell Bridge will improve traffic flows on West Terrace and on the Inner Ring Route. In addition, it will improve access for pedestrians, cyclists and the disabled.

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<sup>1</sup> Budget Overview 2005/06

<sup>2</sup> Budget Overview 2005/06

***Improving the quality and safety of roads***

Since 2001-02, the last year in office for the former Liberal Government, road maintenance expenditure has steadily increased.

In 2005-06, the State Government budgeted \$68.31 million in road maintenance expenditure Statewide.

To complement this maintenance commitment, a further \$22 million over three years, commencing in 2005-06, has been allocated to the Long Life Roads program to improve the condition of South Australian roads.

## ***Our Strategy***

This Government has committed, through *South Australia's Strategic Plan*, to:

- reducing road fatalities by 40 per cent by 2010, with an ongoing focus on reductions in fatalities and serious injuries across all modes of road transport.
- increasing investment in strategic areas of infrastructure, including roads.

The Rann Government has been working hard over the past four years to achieve the objectives of the *Strategic Plan* and to develop our vision for the road network. We articulated our vision in our strategic infrastructure plan, *Building South Australia*, which was launched in 2005.

In working towards this vision, we will spend more than \$600 million<sup>3</sup> on improving the safety and efficiency of our metropolitan and regional roads over the three years from 2006-07 to 2008-09, with particular focus on improving the North-South Corridor along South Road in Adelaide.

### ***The North-South Corridor – South Road***

The Rann Government has a vision for making South Road the city's main transport route for freight and commuters alike – a road:

- with limited interruption
- on which traffic runs smoothly
- which enables quick movement between key parts of the city
- which is free of bottlenecks.

South Road is one of the most important transport routes for the Adelaide metropolitan region. By linking the northern aspects of the city with the south, it provides a vital transport corridor for daily commuters, the freight industry, the taxi industry and business.

About 45,000 vehicles use South Road each day.

The Rann Government is committed to meeting the increased traffic demands and to continuing to improve the efficiency of traffic flow along South Road by removing bottlenecks.

The next step in achieving this vision is to build an underpass taking South Road under Sturt Road at Bedford Park at a cost of about \$140 million.

This upgrade will change the face of one of the worst intersections in the Adelaide metropolitan area.

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<sup>3</sup> Based on Department of Transport, Forward estimates.

It will improve the movement of people and goods, foster economic growth, and provide a better link between the north and the south.

The project follows on from the initial two South Road projects to which the Government is already committed: the tunnel under Port Road, Grange Road and the Outer Harbor rail line; and the underpass under Anzac Highway.

This additional underpass will bring the total spending by the Rann Government on building the North-South Corridor to more than \$350 million.

Construction work on the Sturt Road underpass will not commence until after the initial two projects are completed at the end of 2009, in order to minimise the impact on road users.

	2006-07	2007-08	2008-09	2009-10	4-year total
<b>Capital</b>			\$6m	\$35m	\$41m*
<b>Recurrent</b>					

\*The remaining \$99 million will be spent from 2010-11 onwards