

## Cross Road as a Designated Freight Corridor?

- The Minister for Infrastructure and Transport Corey Wingard MP told ABC Radio listeners that the Greater Adelaide Freight Bypass “is something that Infrastructure South Australia and Infrastructure Australia have both been focussed on and it’s on our priority list with Infrastructure Australia, so they have identified this as a real key....we have got \$10m to look at the big master plan...to get the big trucks and get them around the back and get freight off the South Eastern Freeway”(Wednesday 7 July 2021, ABC Drive with Leigh Radford).
- Carolyn Power MP, in her flyer *Delivering the Greater Adelaide Freight Bypass*, states that the “Marshall Liberal Government, in partnership with the Federal Government, **is delivering the Greater Adelaide Freight Bypass**”.
- **To my knowledge no decision has been made by the South Australian Government or Federal Government to commit to the Greater Adelaide Freight Bypass, just as there was no commitment to GlobeLink before the 2018 state election.** Two studies are being undertaken by the Department for Infrastructure and Transport **to develop a business case for heavy road freight options and influence future government decisions:**  
*Greater Adelaide Freight Bypass – Business Case:*  
[https://dit.sa.gov.au/infrastructure/State\\_Budget\\_2021-22/greater\\_adelaide\\_freight\\_bypass](https://dit.sa.gov.au/infrastructure/State_Budget_2021-22/greater_adelaide_freight_bypass)  
 and *Cross Road Planning Study:*  
[https://dit.sa.gov.au/infrastructure/road\\_projects/transport\\_network\\_planning\\_studies\\_program\\_2020-21/cross\\_road\\_planning\\_study](https://dit.sa.gov.au/infrastructure/road_projects/transport_network_planning_studies_program_2020-21/cross_road_planning_study)
- Business SA in their *Pre-Election Charter 22* (Page 15), supports “a substantive Cross Road upgrade”, including “the grade separation at relevant intersections and the removal of the railway crossing at the intersection of South Road”.
- The Civil Contractors Federation South Australia (CCFSA) in their *Beyond 2020 – CCFSA Possible Future Projects*, propose that Cross Road becomes the connector between the South Eastern Freeway and the North South Corridor with “Two possible options; 1. Tunnel based 2. Major upgrade to Cross Road with grade separations of all major intersections”.
- Evan Knapp, Chief Executive of the South Australian Freight Council (SAFC), stated that Cross Road will be developed as the major freight connector between the South Eastern Freeway and the North South Corridor (Mitcham Historical Society meeting with Evan Knapp: meeting notes, Friday 3 September 2021).
- Steve Shearer, Executive Officer of the South Australian Road Transport Association (SARTA), while supporting the idea of a Greater Adelaide Freight Bypass, stated that Cross Road is likely to be the heavy road freight connector between the South Eastern Freeway and the North South Corridor (Steve Shearer presentation at Scotch College, 18 November 2021).
- Voters will not accept that the Truro Bypass and shoulder widening of an existing road constitutes a Greater Adelaide Freight Bypass or a commitment to delivering it.

Ron Bellchambers: Community Engagement Officer for Brownhill Creek Association (0427 718 106)

# Pre-Election Charter<sup>22</sup>

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## **Progress a meaningful solution to enable the efficient and safe passage of west-bound heavy freight vehicles through and around metropolitan Adelaide**

Once the North-South corridor is complete, feedback from the freight industry suggests the significant volumes of heavy vehicle traffic currently using Portrush Road to access Port Adelaide will seek to cut across to South Road via Cross Road. Anticipating the potential increase in traffic volumes along Cross Road, Business SA supports the State Government investigating the grade separation of relevant intersections and the removal of the railway crossing at the intersection of South Road in line with the Freight Council's proposal in Moving Freight 2019. We are also aware of another proposal by the South Australian Road Transport Association to more substantially upgrade the existing road from Murray Bridge to Annadale to improve the outer ring route for Adelaide. Presuming that the Short-South tunnel option outlined in the GlobeLink report is prohibitively expensive, Business SA supports a combination of other viable options to reduce the impact of heavy vehicles entering and traversing key arterial routes in Adelaide, including both a substantive Cross Road upgrade and a more material upgrade of the Murray Bridge to Annadale road to better enable high-capacity heavy vehicles.

## BEYOND 2020. CCF SA POSSIBLE FUTURE PROJECTS

PROJECT NAME	DETAIL
<b>Mount Barker Passenger Rail</b>	Construction of passenger rail system from Adelaide to Mount Barker. Predicted population growth driving potential need.
<b>South East Link</b>	Road network connectivity between South East Freeway and North South Corridor. Two options; 1. Tunnel based 2. Major upgrade to Cross Road with grade separations of all major intersections.
<b>Airport Connector</b>	Road or rail connectivity to the Airport (CBD – Richmond Road – North South Corridor).

### ABOUT US

*The Civil Contractors Federation South Australia (CCF SA) is the peak industry and business association representing, promoting, protecting, connecting and training civil contractors.*

The CCF SA has more than 500 Member companies and other organisations. These are both Contractor Members and Associate Members. Collectively CCF SA Members employ more than 25,000 South Australians.

Civil Construction is a discipline that deals with the design, construction, and maintenance of the physical and naturally built environment, including public works such as roads, bridges, dams, airports, drainage and sewerage systems, pipelines, structural components of buildings, and railways. CCF SA is a not-for-profit company, limited by guarantee.

### FURTHER INFORMATION

Civil Contractors Federation SA

**Rebecca Pickering**

Chief Executive Officer

Level 1 / 1 South Road Thebarton SA 5031

M: 0417 767 688

rpickering@ccfsa.com.au

[www.ccfsa.com.au](http://www.ccfsa.com.au)



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