

# Greater Adelaide Freight Bypass

## *Safety concerns for all road users*

Adelaide is a national hub, connecting commodities, equipment and products from Western Australia to the East Coast and vice versa. Trucks and vehicles that freight goods from regional South Australia or interstate visit Adelaide's distribution centres and seaports daily with the primary routes accommodating these movements through Adelaide's eastern suburbs including Portrush and Glen Osmond Roads.

The City of Norwood Payneham & St Peters is concerned about the safety of all road users due to the ever-increasing number of large freight vehicles using the South-Eastern Freeway and subsequently, Portrush, Glen Osmond and Cross Roads.

The Council supports a renewed focus on the creation of the Greater Adelaide Freight Bypass (GAFB), to reduce the volume of heavy vehicles on Portrush and Glen Osmond Roads.

The Council also supports calls for the reinstatement of Federal funding to develop the GAFB, including the Truro Bypass project, to achieve national productivity goals.

Implementation of the GAFB would also form an important part of creating a High Productivity Vehicle Network (HPVN) across South Australia, which seeks to maximise the efficiency of South Australia's freight network and improve interstate supply chain connectivity.

### **Federal funding cuts jeopardise safety**

In November 2023, the Federal Infrastructure Priority Review Project resulted in Federal funding being withdrawn from five critical road projects in South Australia. Among these, the Truro Bypass stands as a vital component in advancing the GAFB initiative.

The withdrawal of Federal funding represents a missed opportunity to improve residential amenity and safety for motorists, cyclists, pedestrians and our most vulnerable

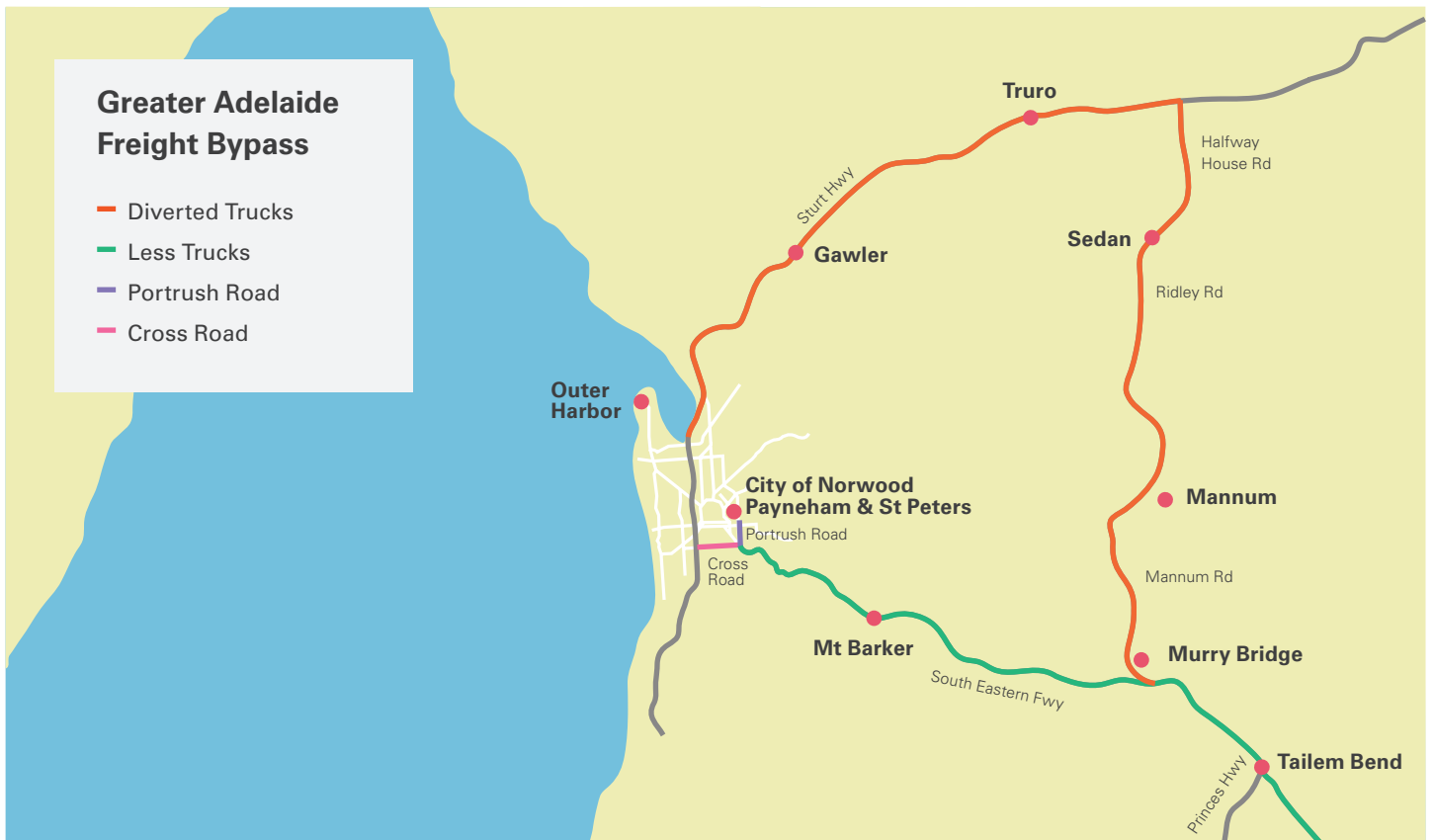
citizens, including children and the elderly, by substantially decreasing some of the 877,000<sup>1</sup> annual heavy vehicle movements on Portrush and Glen Osmond Roads.

Each day, more than 3,000 children attend schools in the City of Norwood Payneham & St Peters located immediately adjacent to Portrush Road, unnecessarily exposing them to high heavy freight vehicle volumes as well high levels of air pollution and noise.



## Actions to date

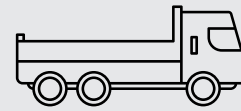
- The Department for Infrastructure and Transport (DIT) is developing a Strategic Business Case for a High Productivity Vehicle Network (HPVN), comprising a corridor across South Australia from the Victorian border to the Western Australian border.
- DIT recognises that demand for freight across Australia is increasing and that by improving our road network to accommodate larger heavy vehicles and creating strategic by-passes, there can be fewer larger vehicles on our roads and less heavy vehicle movements in residential areas.
- The HPV Network project seeks to identify the improvements necessary to allow heavy freight vehicles to operate safely and efficiently on the identified routes.
- Despite the lack of Federal funding, the Truro Bypass project remains in DIT’s Strategic Business Case for a High Productivity Vehicle Network, so it can be considered for future funding. The Planning Study for the GAFB remains in progress and has not been discontinued.
- At its meeting held on 2 September 2024, the City of Norwood Payneham & St Peters resolved to:
  - Advocate to local, state and Federal MPs regarding the City’s ongoing concerns about the safety of all road users due to the ever-increasing number of large freight vehicles using the South-Eastern Freeway and subsequently, Portrush Road and Glen Osmond Road.
  - Confirm its support for the renewed focus and funding for the Truro Bypass project, acknowledging its substantial benefit to the City of Norwood Payneham & St Peters.
  - Advocate for a well-designed and ‘shovel-ready’ solution for the Truro Bypass, that aligns with the essential needs for the region.
- A letter has been sent to State and Federal MPs, requesting advocacy on behalf of the affected region, for Commonwealth intervention and support towards the creation of an Adelaide Hills Freight Bypass. The letter has been jointly signed by the City of Norwood Payneham & St Peters, City of Burnside, City of Unley, City of Mitcham, Adelaide Hills Council, Mount Barker District Council, Coorong District Council, Karoonda East Murray District Council, Mid Murray Council and the Rural City of Murray Bridge.



## Key issues

- Adelaide is unique among Australian capital cities in that the National Heavy Vehicle Regulator's heavy vehicle network, the primary arterial route, traverses through residential neighbourhoods and directly past schools, preschools, homes, aged care facilities and churches, exposing vulnerable community members as well as motorists, cyclists and pedestrians to unnecessary risk.
- The Heavy Vehicle Productivity Plan<sup>4</sup> prepared by the National Heavy Vehicle Regulator in December 2024, indicates that, nationally, 77% of fatal crashes involving heavy vehicles are the fault of the light vehicle driver. This statistic highlights the significant risk of juxtaposing heavy freight vehicles with light vehicles, across large sections of metropolitan Adelaide's arterial road network.
- When crashes involving heavy vehicles occur, the impacts are significant and often catastrophic. The mass of heavy vehicles contributes a considerable amount of kinetic energy to crashes, almost always resulting in lighter vehicles or pedestrian enduring the worst outcomes of collision impacts<sup>5</sup>.
- Across Australia, heavy vehicles are accountable for emitting 33.62 tonnes of CO<sub>2</sub> and causing 7,586 premature deaths from CO<sub>2</sub><sup>6</sup>. The National Heavy Vehicle Regulator recognises that relative to their volume and distance travelled, heavy vehicles have a high impact on environmental and societal health. Creation of the GAFB, combined with other strategies seeking to reduce the volume of freight and distance travelled and transitioning fleets to achieving net zero carbon emissions, will enhance efficiency of freight distribution, improve air quality and reduce health impacts on residents who current live on and near Portrush and Glen Osmond Roads.
- Fine particulate matter is an air pollutant released in tailpipe emissions and is dangerous to human health. Heavy vehicles release up to 100 times more fine particulates that light vehicles<sup>7</sup>. When fine particulates are inhaled, chronic exposure causes adverse inflammatory and cell damaging effects in the lungs leading to acute health conditions including asthma, bronchitis, chronic obstructive pulmonary disease and strokes<sup>8</sup>.
- The emission of fine rubber dust particles from heavy vehicles has a major impact on human health. An Imperial College London study estimated that, in 2021, more than 50% of vehicle particulate emissions originated from tyres and brakes rather than tailpipes<sup>9</sup>. Further, rubber dust residue from heavy vehicles forms a tacky residue that impacts adjacent homes, trees and infrastructure.
- 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.
- Slow heavy vehicle movements frustrate light vehicle drivers, who then seek faster routes by 'rat running' on side streets adjacent Portrush Road, increasing traffic volumes in residential areas. The extent of 'rat running' is problematic and has required installation of traffic calming devices in some locations, which increases costs of maintaining and monitoring local road networks.

### Fast facts



← up to 26 metres →

### 2,400 heavy vehicle movements

per day on Portrush Road within the City of Norwood Payneham & St Peters.

**Heavy vehicles are up to 26 metres long and more than 4.5 tonnes gross vehicle weight.**



**1 death**  
**5 serious injuries**  
**117 minor injuries**

as a result of road crashes on Portrush Road within the City of Norwood Payneham & St Peters between 2019 and 2023<sup>3</sup>.

**2 serious injuries**  
**11 minor injuries**

along Lower Portrush Road between 2019 and 2023<sup>3</sup>.



Around **18% of all road crash deaths** (210 in 2019) involved heavy vehicles<sup>5</sup>.

## *Opportunities and advocacy*

The opportunity for a Greater Adelaide freight route north of the city, close to rail yards for improved modal logistics, is preferred to existing conditions to significantly reduce heavy freight movements across eastern metropolitan Adelaide while also improving freight productivity.

The City of Norwood Payneham & St Peters will continue to strongly advocate for the reinstatement of funding for the Truro Bypass and implementation of the GAFB.

Significantly reducing freight volumes from eastern Adelaide's arterial road network will have substantial economic, social and environmental benefits, including:

- Increased national productivity in the High Productivity Vehicle Network (HPVN) across South Australia.
- A more efficient freight network, by reducing carbon emissions and environmental pollution from heavy vehicles.
- Reduced risk and volume of crashes that have catastrophic impacts along Portrush Road Cross Road, Glen Osmond Road and Cross Road.
- Improved safety, residential amenity and health and wellbeing for local residents and other vulnerable citizens who work and recreate on or near Portrush Road.

For further information, contact the Council's Manager, Strategic Communications & Advocacy on 8366 4528.

---

### **References**

<sup>1</sup> National Freight Data Hub 2018

<sup>2</sup> NHVR.gov.au and sa.gov.au

<sup>3</sup> Crash data supplied by Government of South Australia, Department for Infrastructure and Transport, 3 March 2025

<sup>4</sup> Heavy Vehicle Productivity Plan, National Heavy Vehicle Regulator

<sup>5</sup> National Road Safety Strategy Fact Sheet: Heavy Vehicle Safety

<sup>6</sup> Heavy Vehicle Productivity Plan, National Heavy Vehicle Regulator

<sup>7</sup> Greenpeace website [www.greenpeace.org.au](http://www.greenpeace.org.au) article: Toxic Transport Pollution: A Silent Killer

<sup>8</sup> Climate & Health Alliance: Cleaning The Air, Transport Decarbonisation and our health October 2023

<sup>9</sup> streets.mn website article When the Rubber Leaves the Road