

# MEDIA RELEASE

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## South Road Motorway

At a time when cities across the world are tearing down urban highways and reclaiming valuable urban space for housing and communities, South Australia is doing just the opposite, says Bike Adelaide Chair David Elliott.

“This 14-lane wide road project locks us into decades of underfunded public and active transport, and decades more of car dependency and congestion. We need to put the brakes on over-engineered, over-sized urban highways.

“We keep claiming to be the most liveable city in Australia but we’re cutting off the nose to spite the face. Instead of making real efforts to reduce motor traffic, we’re destroying neighbourhoods and flattening homes to build impassable highways that divide our city.

“Like many South Australians, Bike Adelaide was hopeful a review of the Torrens to Darlington Project would deliver a smaller footprint that incorporated community feedback regarding the need for safe walking and cycling spaces. That has all been seemingly ignored to cram yet more lanes of highway traffic into our backyards.

“There are 18 lanes of traffic at the interchange of the motorway and James Congdon Drive; surface roads, sunken roads and ramps. More properties will be acquired just to create more ramps. That clearly demonstrates the over-engineered nature of this project.

“With all the additional traffic lanes, ramps and exits, cyclists are still not even provided a single separated bikeway to ensure they can safely travel on the surface roads with the anticipated high traffic volumes. This ensures that very few people can or will choose to ride their bikes.

“This project announcement comes before the State Government has begun engaging the community on a public transport review and before the release of the findings of the Select Committee for Public and Active Transport. We still don’t even have a finalised State Cycling Strategy.

“The largest and most expensive infrastructure project in our State’s history stands to rob us of any opportunity to meaningfully invest in freight rail, walking, cycling and public transport; all the things that are proven to reduce congestion.

“State Government reviews of the Torrens to Darlington Project demonstrated a cost-benefit ratio of 0.7, where every dollar spent on the project would only generate \$0.70 in economic benefit. For the same \$15 billion, we could finish electrifying our rail network, complete the AdeLink tram system, build paths and separated bikeways in major corridors and still have money left for major road projects.”

“Traffic engineers have been let loose on this project, prioritising more lanes, more cars, more traffic, more emissions. This project is a runaway B-Double plowing through our suburbs and DIT has fallen asleep at the wheel.

RELEASE ENDS

### Media Comment:

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