



Archived at the Flinders Academic Commons:
<http://hdl.handle.net/2328/27231>

This is a scan of a document number DUN/Speeches/0032
in the Dunstan Collection, Special Collections, Flinders University Library.
<http://www.flinders.edu.au/library/info/collections/special/dunstan/>

Title:

Material for Advertiser Supplement - SA's Expanding Road System by Geoff Virgo

Please acknowledge the source as:
Dunstan Collection, Flinders University Library.
Identifier: DUN/Speeches/0032

© Copyright Estate Donald Allan Dunstan

ARTICLE FOR "THE ADVERTISER" SUPPLEMENT - "THE STATE OF THE STATE".

SOUTH AUSTRALIA'S EXPANDING ROAD SYSTEM -

by Geoff Virgo, Minister of Roads and Transport.

The development of South Australia's road system during the next five years is expected to cost over \$220M. This expenditure is envisaged for road construction and maintenance alone. It does not include the costs associated with road planning and research, the purchase of plant, or installation of modern traffic devices. With such a large expenditure set aside, it is easy then to understand just how enormous is the scope of the Highways Department's construction programme. Its benefits will be felt throughout the State, in both city and country areas.

The Department's funds are derived from State motor registration fees and licences, from road maintenance charges levied on certain commercial vehicles and from Commonwealth road grants, which constitute about 60 p.c. of the funds available to the Department.

Under the Commonwealth Aid Roads Act South Australia will receive a total of \$129M. during the five-year period covered by the Act. This is made up of \$120M. or 10 p.c. of the total allocation to the States and a further Special Grant of \$9M. The annual allocations which the State will receive in ascending increments

2.

commencing at \$21M in 1969/70, must be spent on road classifications as specified by the Commonwealth Government.

ROAD CONSTRUCTION IN RURAL AREAS.

A vital aspect of the Highways Department's construction programme is the development of the road system in rural areas, to which about 70 p.c. of the construction finance available will be directed in the next five years.

It is impossible, here, to detail all the projects of the programme, but I would like to mention some special projects which will be completed or begun in city and country areas during the ensuing five-year period.

SOUTH EASTERN FREEWAY.

The State's biggest project of course is the South Eastern Freeway, which is being constructed on part of the most heavily used road link with the Eastern States. This project involves massive roadworks extending over a distance of 26 miles from the Adelaide side of Crafers to Callington. It includes the construction of eight bridges, as well as a pedestrain overpass and a pedestrian underpass. The project, costing near \$30M., is expected to be completed in 1975.

THE KINGSTON BRIDGE PROJECT.

Another undertaking designed to improve one of our vital interstate routes - the Sturt Highway - is the Kingston

3.

Bridge project. The new 790ft. bridge will replace the ferry service which has been in operation since 1922. It will complement the bridge at Blanchetown and obviate the need to use a ferry service anywhere between Adelaide and the Upper Murray areas or Victoria. The project includes the construction of $7\frac{1}{2}$ miles of approach roads and will cost near \$2 $\frac{1}{2}$ M.

THE PORT AUGUSTA WORKS.

Then there is the \$1.9M. contract recently let for the construction of a new bridge and approaches at Port Augusta. Measuring 1,788 ft. in length, this bridge will cross the head of Spencer Gulf and will be longer than any existing bridge in South Australia. It will take about two years to complete.

WORK AT SWANPORT.

Another new bridge project is that to be undertaken at Swanport on the main route to Melbourne and the South East. It will add \$2.6M. to the cost of improving yet another interstate route. The structure will allow heavy traffic to be diverted from the old bridge at Murray Bridge, extending its life for light traffic. The project, incorporating an alternative route around Murray Bridge, will shorten the distance, relieve the township's congestion, and substantially reduce its main street accident rate.

ROAD SEALING IN RURAL AREAS.

Less spectacular, but nevertheless just as significant

4.

to the development of our State as a whole, is the emphasis placed on the extension of the sealed road network in rural areas. For this the Department has drawn up an extensive programme.

FAR NORTHERN AND WESTERN HIGHWAY CONSTRUCTION.

Work has also begun on the construction and sealing of the first 12 miles of the Eyre Highway west of Ceduna and it is proposed to have the 45 mile section to Penong completed during the 1971/72 financial year. It is hoped to continue these roadworks westerly from Penong as funds permit.

With the establishment of a new District Office at Port Augusta, roadworks in the Far Northern area of the State, which had hitherto been confined to maintenance patrols and minor upgrading, will be extended.

Projects such as the sealing of the Stuart Highway between Port Augusta and Woomera with significant upgrading of the existing gravel road north of Woomera and the upgrading of the Birdsville to Marree Road as a beef road, have been planned.

METROPOLITAN ARTERIAL ROAD WIDENING.

Within the metropolitan area, the arterial road widening scheme will be continued and its completion will add an extra two million vehicle miles of daily travel/capacity to the of the system. Connecting links such as the Portrush Road extension across the River Torrens to Hampstead Road will also be added to the system.

5.

The first grade-separated intersection to be built on an arterial road in Metropolitan Adelaide will be constructed at the intersection of Shepherds Hill Road and Sturt Road. This \$350,000 project is designed to carry Sturt Road over Shepherds Hill Road and to offer a safer and aesthetically pleasing solution to the complex traffic problems in this area.

NOARLUNGA WORKS.

An alternative route on the western side of the township of Noarlunga will be provided when the realignment of South Road is continued by the extension of the four-lane divided highway already constructed from Reynella to approx. $1\frac{1}{2}$ miles south of Hackam. Work on the new road includes construction of an overpass at River Road and a bridge over the Onkaparinga River, 250 yards south of the existing railway bridge. The estimated cost of the project is \$1M.

ROAD SAFETY MEASURES.

Safety for the motorist and pedestrian alike will continue to occupy pride of place in the Highways Department's road building proposals. The Department intends to provide safety measures and devices which have been developed as a result of statistical and engineering studies. Railway overpasses also contribute to road safety, and one such overpass has been built at Solomontown. Others are proposed in the metropolitan area.

More traffic signal installations, improvements to existing

6.

signals, clearways, speed zoning, road signing and the construction of information bays and rest areas are some of the developments proposed in our systems of traffic management.

LANDSCAPING PLAYS AN IMPORTANT ROLE.

Landscaping today is an integral part of the whole operation of planning, designing and constructing roads. Great attention is paid by the Department to make our roads and bridges aesthetically pleasing not only to the motorist but also to those who live near these facilities. Furthermore, the wise application of landscaping principles also contributes to road safety. Careful attention is given to the design of headlight anti-dazzle screens on medians of major roadways and to the definition of the road by suitable tree plantings.

Economy, Beauty, Safety and Efficiency are the four basic objectives which South Australia's road programme is setting out to achieve in the next five years.

KANGAROO ISLAND FERRY.

Another important project is the Kangaroo Island Ferry. This will operate across the 12-mile Backstairs Passage between Cape Jervis and Penneshaw from early in 1972. The tentative design is for a 175 ft., 450 ton deadweight ferry, which is expected to cost near \$1,750,000. Two return services daily, seven days a week are expected to be made from the base at Penneshaw.

7.

The provisional timetable has been designed with year-round tourist traffic in mind, as well as permitting a one-day return trip from Kangaroo Island to Adelaide, and to cater for the possibility of daily freight deliveries.

FUTURE TRANSPORT PLANNING.

The Highways Department is not solely concerned with roads. It also watches developments within the transport industry itself, and this is a policy strongly stressed by the Government. We cannot become committed to rigidly catering for the existing modes of transport. The vast costs involved demand that any project undertaken be capable of adaptation to new technological developments and changing social needs.

More immediately, advances in technology are bound to influence motor vehicle design. As new safety features are developed and proven, legislation will have to provide for their incorporation. All aspects of road safety are a major concern of the Government. Recently the establishment of a fund to finance a significant new scheme of driver education in road-responsibility was approved. This scheme was suggested by the S.A. Road Safety Council. The fund will also provide for grade separation or improved warning devices at railway crossings.

The Department's interests go far beyond the provision of quality roads. We must consider other important qualities - vehicles, drivers, passengers, and most of all, a high

8.

quality of life that effective roads and transport
planning can make possible for our community.
