NICOLLE FLINT MP
Federal Member for Boothby

****SOUTH AUSTRALIA STILL PAYING FOR 16 YEARS OF STATE LABOR****

The Globelink Scoping Study Report shows South Australia is still paying for 16 long years of state Labor government.

The Report found there is no business case for Globelink because of South Australia's low population growth and low economic growth, factors which are a direct result of Labor's time in office.

Member for Boothby, Nicolle Flint MP, said she was very disappointed with the findings of the Report.

"The Report found the business case for the Globelink proposal does not currently exist.

"Therefore, my community, and residents in the Adelaide Hills, will continue to suffer because of Labor's legacy, but I am determined to address the problems that Globelink sought to fix.

"I will not give up fighting to get trucks and freight trains out of our suburbs and out of the hills.

"I will not give up on my fight to protect the safety of my residents, improve their quality of life and make sure they spend less time stuck in traffic each day.

"I was fighting for this well before entering parliament.

"Getting trucks and freight trains out of our suburbs and the hills was never going to be quick or easy, but that's no reason to give up."

Key findings

The Report made damning findings about the state of South Australia's roads following years of neglect by successive state Labor governments:

- Adelaide has the slowest overall road travel times, and the worst traffic flow speeds, compared to any other capital city (pp. 62-63)
- Adelaide is the only capital city where half of its major urban freight routes operate along ordinary suburban roads, including Cross Road and Portrush Road (p. 75)
- road and rail freight operators incur large additional costs each day in South Australia given the steep hills they must negotiate (pp. 64 & 67)
- community safety and amenity is compromised because of the routes trucks and the freight trains must take. Over 100,000 local residents are impacted by the freight train each and every day (p. 79)

"Adelaide cannot stay at the back of the pack and remain the only capital city that accepts major freight routes travelling through our suburbs.

"It's time to get serious about fixing the suburban freight issue before it further impacts Adelaide's road safety, traffic flows and liveability."

Key concerns

It is disappointing the state government did not direct KPMG to conduct community consultations as part of the Report.

“I am very disappointed that my community, and the Hills communities, were not given an opportunity to provide their input into the Report so that they could have their say on how trucks and freight trains affect their daily lives.”

Local residents are concerned about truck crashes in suburban areas, and the Report indicates they should be as ‘[w]ithin Greater Adelaide, 21 per cent of the crashes over the period 2013-2017 involved heavy vehicles. However, this number is significantly higher when examining the key freight routes along Adelaide’s arterial roads, such as Portrush Road’ (p. 77). Furthermore, on the South Eastern Freeway there is “a truck involved in a crash every 10 days on average” (p. 78).

Local residents are also worried about the risk of fires, derailments, noise, and constant traffic delays caused by the rail freight train.

“Much more work needs to be done to consult with local communities.’

Ms Flint said she was also very concerned about Recommendations 1, 2 and 3.

‘I will not support trucks being diverted through local communities; it’s simply unacceptable.

Urgent Planning Studies Needed

“I am calling on the state government to urgently commission planning studies to find a heavy vehicle freight by-pass route and examine key road and rail grade separations.”

“If the freight trains have to stay in the short to medium term, then the level crossings definitely have to go,” Ms Flint said.

Ms Flint said the state government must immediately commission planning studies into grade separations at key level crossings to ensure freight trains no longer cause delays to commuters, and to improve safety in the Hills during extreme bushfire conditions. Those key crossings are:

- Main Road, Glenalta,
- Main Road, Blackwood,
- Cross Road, Hawthorn.

“The state government must fund and fast-track traffic planning studies into removing the level crossings at Glenalta, Blackwood and Hawthorn.’

Track record

The federal government has an excellent track record delivering major infrastructure projects in Boothby. The Darlington Upgrade, which is 80 per cent funded by the federal government, is almost complete.

“When I was pre-selected as the candidate for Boothby in 2015, I was able to secure federal funding for the Flinders Link Rail extension and the Oaklands Crossing Grade separation. This forced the state Labor government to agree to these important projects.”

Oaklands Crossing is already complete, and Flinders Link is well on the way to completion.

Together, the state and federal Liberal governments have delivered hundreds of millions of dollars of funding for the Hove Crossing, Springbank-Goodwood-Daws Road intersection, the Mitcham Hills Corridor, and the Fullarton-Cross Road intersection.

This work can be continued by finding alternatives to the Globelink proposal and focussing on getting trucks and rail freight trains out of our suburbs and the Hills.