

North-South Corridor Torrens to Darlington Reference Group Notes of Discussion



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| Subject: | Torrens to Darlington Community Reference Group (Northern Tunnel) |
| Meeting No: | 2 |
| Date: | Thursday, 8 April 2021 |
| Time: | 6:30PM – 8:30PM |
| Location: | West Adelaide Football Club, 57 Milner Road, Richmond |

| Attendees | Position |
|----------------------|--------------------------------------------------------------------------------------------------------|
| Mark Douglas | Facilitator |
| Tom Bastians | Local Resident |
| Peter Del Fante | Local Resident |
| Alex Filipatos | Local Resident |
| Suzy Hill | Save the Thebby Group |
| David Marshall | Local Resident / Local Business Owner |
| Graham Nitschke | Elected Member – City of West Torrens |
| Ian Pilkington | Local Resident |
| Gregg Ryan | Local Resident / SRIWAG Representative (Proxy) |
| Joanne Reid | Local Resident |
| Sibylle Taylor | Local Resident / SRIWAG Representative |
| Daniel Bennett | Jensen PLUS |
| Tyla Clayson | North-South Corridor Program Delivery Office; Department for Infrastructure and Transport |
| Sarah Elding (SE) | North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter) |
| Stephanie Hensgen | North-South Corridor Program Delivery Office; Department for Infrastructure and Transport |
| Michael McKeown (MM) | Jensen PLUS (Presenter) |
| Steve Sibonis | North-South Corridor Program Delivery Office; Department for Infrastructure and Transport |
| Taylah Slattery | North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Note taker) |
| Apologies | |
| Catherine Cashen | Local Resident / SRIWAG Representative |
| Mandy Doolan | Local Resident / SRIWAG Representative |
| Paul Alexandrides | Elected Member – City of Charles Sturt |

1. Opening formalities

1.1. Welcome and apologies

- The Facilitator welcomed members to the meeting. Brief round table introductions of members in attendance.

1.2. Probity / Declaration of Conflicts of Interest

- N/A

1.3. Work health and safety

- No work health and safety concerns were raised.

2. Items for discussion

2.1. Previous meeting actions

- Nil

2.2. Terms of Reference

- Two key changes to the ToR have been made based on feedback from reference group members:
 - Clarification around 'Speaking to the Media'.
 - The department and T2D Project Delivery Team responsibility.
- Reference group members agreed with the amendments.
- In addition, it was requested that document version control be added to the ToR.
- It was raised to clarify what is the scope of the reference group, what decisions will be made, how will they be made, and whether the group receive a brief from the Reference Design.
- Reference group meetings are intended to incorporate member's topics of interest. Sessions are to include a focus on these issues and topics of interest and when possible, bring relevant experts along.
- As the Reference Design evolves, elements will be brought to the group. Particular interests raised include the tunnel and road design.
- Members raised the importance of the department having discussions with the group before the end product.

2.3. City Shaping Program Overview

- What is city shaping?
 - Embodies an approach to achieve outcomes that combines transport, with a focus on people, places and programs, considers social cultural and economic context of the communities along NSC, great Adelaide and region
 - Thinking about and planning for the future
 - Greening, place-making, urban renewal
 - Local Scale
 - Economic development
 - Focus on business
 - Local economic opportunity
- City Shaping comprises three levels:
 - Strategy:
 - Align with state objectives and strategic plans
 - Strategy to inform future planning
 - Sustainability, greening, business – high level
 - Corridor:
 - Masterplan of the corridor
 - Joined thinking to stitch the corridor together
 - Benefit from better connectivity and integration.
 - Place:
 - Understanding sense of place.
 - Place based opportunities such as east-west connection.
 - Implementation plan.
 - Neighbourhoods and communities will interact with South Road.
- The City Shaping Strategy will inform part the final business case.
- Public exhibition and consultation of the City Shaping Strategy will occur towards the end of 2021.
- Focus is to start at a local level to understand opportunities and values.
- Interest in what South Road looks like after the tunnel is completed at the surface level and question raised whether or not City Shaping opportunities are reduced if South Road remains as two lanes.

- Need to look at why people are not cycling on South Road. Just because people may not be cycling, doesn't mean they do not want to.
- Is it only vehicle data being captured in the Richmond Road Study? Walking and cycling needs to be captured as part of this.

2.4. Activity 1 – Local opportunities

- Activity asked members to identify:
 - 3 things they value about the environment and want to preserve.
 - 3 things they see as an opportunity.
- Areas of value and preservation included:
 - Torrens Linear Park.
 - East-west connectivity.
 - Diversity and culture.
 - Maintain that there is no division in the road.
 - Strong history and diverse culture within the western suburbs.
 - Henley Beach Road – Thebarton Theatre, heritage, character buildings.
 - Heritage buildings – The Bunker.
 - Trees and greenery, no loss but rather improve and progress.
 - The community, well connected.
 - Cycle paths, particularly through the parklands.
 - Suburbs adjacent CBD, access and connection is important to local businesses and to be maintained.
 - Kings Reserve, particularly the playground.
 - Walkability of the neighbourhood.
 - Local shops and cafes.
 - Local shop access for pedestrians and vehicles.
 - Accessibility to beaches, CBD and shops (10 minutes to most destinations) – this is threatened if there is no east-west connectivity.
 - Richmond Primary School, Warriappendi School and Kindergarten.
 - Tram access.
 - The Hilton area. Small community that value the location and buses.
 - Value that there is currently no access or exit to a tunnel at Henley Beach Road.
- Local opportunities included:
 - Multiple cycle ways to link through the project.
 - Integrating the Torrens to have better visibility and promotion of being a gateway into the city.
 - Safer routes to schools.
 - Improve safety at George Street and North Parade intersections.
 - Opportunity to eliminate risk for cycling not reduce.
 - Public art and sculptures to be more imaginative than Darlington, inclusion of Indigenous artwork/murals similar to Bowden.
 - Tram down Henley Beach Road.
 - Reduction of impact from pollution and noise. Undertake assessment of ambient noise and how that can be reduced.
 - Greening at the tunnel entry to lower visual impact to the local area.
 - Greening of local streets, Jacarandas are preferred.
 - Usable open green space, more dog parks.
 - Greening in the middle of the road as well as on verges.
 - Better cycling connections utilising South Road to connect cycle routes into the city.
 - Strategic approach to the movement of traffic to discourage rat running.
 - Cycle path along the back streets not just along South Road for low stress.
 - Cycle hubs from the coast to the city – easy for those that aren't regular cyclists, include borrow a bike scheme.
 - Prefer the tunnel to go further north, past George Street.

- Improving access across South Road to the Mile End station.
- Access to public transport is a priority.
- Re-open some of the local streets onto South Road for improved distribution of traffic.
- Vacant commercial sites to be revitalised.
- Pedestrian activated lights.
- Inclusion of Indigenous history.
- More permeable to people and cars at surface level.
- Strengthen quality residential development that is within walking distance to the CBD.
- Landscape buffer on both sides of noise walls.
- Improved access and parking on South Road to make more user friendly.
- Increasing pedestrian islands. eg. there is only one island on Sir Donald Bradman Drive and Henley Beach Road.

2.5. Activity 2 – Vision

- Opportunity to provide input into the strategic priorities when it comes to City Shaping, and making some decisions.
- 25 flash cards have been developed using common themes identified from discussions had at the first reference group meetings.
- Activity asked members to equally distribute and prioritise themes into three categories (high, medium & low).
- Further analysis of priorities will be explored in a detailed report.
- The three common themes that arose as a high priority for the group were:
 - Improving east west connectivity.
 - Reducing impacts of noise and pollution.
 - Greening and open space.
- If the high priorities are correct, the flow on effects will follow.
- How much City Shaping will inform the Reference Design and where there is scope for variation, will City Shaping priorities be considered?
 - Engineering and decision making comes first, City Shaping works around this to identify a better outcome for the community. The City Shaping team is challenging the decisions e.g. if the design can be shifted and what the cost implications are.
 - The Gallipoli underpass memorial came out of consultation of the community, the department worked with the RSL to achieve an outcome that has received positive feedback.

2.6. Wrap up

- Currently preparing City Shaping Strategy for input into the business case including vision and guiding principles.
- Outcomes from these sessions to be used by project team to identify high level initiatives and priorities.
- Other opportunities arising in May/June for reference groups to be involved in the strategy. The Strategy will go on consultation to the wider community at the end of 2021. Information gathered is fed back into the Reference Design, Project Assessment Report and City Shaping Strategy and influences what is negotiable.
- Inclusion of best practice global examples that have made a difference to health impacts, spirit of place and community.

2.7. Next Meeting

- Thursday 6 May 2021

ACTION: Inform members of the topics/themes to be discussed at each meeting.

2.8. Other Business

- Nil