

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

Reference Group:	Torrens to Darlington Community Reference Group (Northern Tunnel)
Meeting No:	4
Date:	Thursday, 3 June 2021
Time:	6:30PM – 8:30PM
Location:	West Adelaide Football Club, 57 Milner Road, Richmond

Attendees	Position
Mark Douglas	Facilitator
Malcolm Short (MS)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Cr Paul Alexandrides	Elected Member – City of Charles Sturt
Tom Bastians	Local Resident
Catherine Cashen	Local Resident / SRIWAG Representative
Peter Del Fante	Local Resident
Mandy Doolan	Local Resident / SRIWAG Representative
Alex Filipatos	Local Resident
Suzy Hill	Save the Thebby Group
David Marshall	Local Resident / Local Business Owner
Cr Graham Nitschke	Elected Member – City of West Torrens
Ian Pilkington	Local Resident
Joanne Reid	Local Resident
Stephanie Hensgen	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Nancie-Lee Robinson	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Taylah Slattery	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Apologies	
Sibylle Taylor	Local Resident / SRIWAG Representative
Matthew Zegener (Proxy)	Local Resident

No.	Item	Speaker	Action	Papers
1.	Opening Formalities			
1.1.	Welcome and Apologies	Facilitator	N/A	No
1.2.	Work Health and Safety	Facilitator	Discussion	No
2.	Items for Discussion			
2.1.	Previous meeting actions / Notes of Discussion	Facilitator	Discussion	No
2.2.	Reference Design Overview	MS	Presentation	No
2.3.	Q&A	MS	Discussion	No
2.4.	Wrap up	Facilitator	Discussion	No
2.5.	Next meeting	Facilitator	Discussion	No
3.	Other Business			

1. Opening Formalities

1.1. Welcome and Apologies

1.2. Work Health and Safety

- Nil

2. Items for Discussion

2.1. Previous meeting actions / Notes of Discussion

- Nil comment on the notes of discussion

2.2. Reference Design Overview

Technical Design Update

- Noise & Vibration
 - Total of 25 noise and 10 vibration monitors being placed within the project area
 - Predominately located in private properties to measure baseline noise/vibration levels
- Community East-West Connectivity Surveys
 - Observation surveys being undertaken at intersections, crossings and side roads
 - Information is used to identify where people are crossing now
 - Also obtain information from the community about where they would like to cross
 - Information is used to inform the Reference Design and City Shaping outcomes
- Flora and Fauna Survey
 - Survey completed for all public areas within and adjacent the project
 - Average canopy coverage for the project area is 10%. For comparison, Metropolitan Adelaide average is 24%
 - Native vegetation is limited to locations such as the River Torrens and parks
- Ground Investigations
 - Phase 1 (200 bores) across the whole project
 - Phase 2 (250 bores) focused on the southern tunnel – has just commenced
 - Using information to understand the types of soil and how far down the groundwater is
 - Informs the location of structures, construction materials and how the project is constructed
 - Depth of tunnel will be underneath contaminated areas
- Strategic Transport Context – key objectives are to:
 - Provide city-based trips from the North and South via the corridor
 - Maintain and improve freight access to Port Adelaide
 - Maintain access to the airport from the CBD
 - Improve performance of intersections and east-west connectivity
- What is a motorway?
 - Free-flowing and fast-moving road
 - South road - at the surface - is separate to the motorway. The motorway consists of a combination of tunnels, lowered motorways and at grade/surface motorways
- What is a Reference Design?
 - Used to establish the indicative road layout, on and off ramps, connectivity with the wider network and overall footprint and areas of construction laydown required
 - Staging of the road
 - Assess environmental and construction impacts and their mitigations
 - Constructability
 - Ensure benefit outweighs the cost
 - Contractor takes the Reference Design and uses it as a basis for developing a detailed design
- Traffic Modelling
 - Traffic modelling looks at current and projected trips along South Road
 - Congestion in 2026 without the tunnels: AM peak (8 – 10am) - 50,000 – 75,000 vehicles per day.
 - Congestion in 2041 without the tunnels: AM Peak – 60,000 – 80,000 vehicles per day
 - How will congestion change with the T2D Project? South Road 20,000 – 50,000 and NSC Motorway 100,000 – 120,000 vehicles per day
 - Roads are designed for a certain level of service, traffic speed and trip time
 - Improved conditions of Marion and Goodwood roads
- Typical Cross Section
 - 15 metres in diameter (1 metre more than Edwardstown Bunnings)
 - 20 – 45 metres below ground (to the bottom of the tunnel)

2.3. Q&A

How is eligibility for noise and vibration monitors worked out? To understand and measure existing threshold noise and prediction of noise from both new traffic and growth with time. Measures provide standards of noise attenuation of future traffic.

Why are benchmarks set? When raised above a certain level mitigation is required along certain sections of arterial roads in line with the Road Traffic Noise Guidelines
<https://www.dit.sa.gov.au/standards/environment>

Will trees be planted under powerlines or utilities moved underground? This will depend on the section of the corridor.

What is the exact figure for canopy coverage for the northern section as tree canopy coverage is likely to be more prominent in the Northern Section. To investigate and report back.

Is there a target to reach 24% Canopy Cover? Client Business Requirements what the project needs to achieve such as transport design, asset maintenance, land use and green aspects and the need to improve tree canopy. There is policy around offset requirements.

Have any significant trees been identified? The department to follow up.

Will you be able to access Ashwin Parade? Yes, access to Ashwin Parade will be maintained, the motorway will go under Ashwin Parade.

Why doesn't the tunnel go under the River Torrens? If the tunnel portal is north of the river, access with Grange and Port Roads will not be maintained. There are additional constraints such as Aboriginal Heritage. Additional geotechnical investigations around the Torrens will be undertaken later in the year.

What will the tunnel alignment look like? The high-level map is diagrammatic only, the tunnel may not necessarily be parallel to South Road. The length of the ramps to allow access to key roads determines the portal locations. Can't put tight bends in a tunnel due to geometry, needs to be relatively straight.

Are there any guidelines of where the tunnel goes? Part of assessment going through the design which is currently fluid. Mindful to limit acquisition.

How far south of Sir Donald Bradman Drive will the on and off ramps be? This is being determined through the Reference Design which is due to be completed towards the end of 2021.

Can the portals be staggered? This creates a complexity with what's happening above the tunnels and causes weaving. TBM starts at a certain depth and is then covered over with structure (cut and cover).

How deep is the entry? Maximum grade is 4% generally, some ramps can be steeper at 9 – 10m below surface when going from daylight to tunnel.

How will the motorway go over the Torrens? The bridge would be rebuilt to cope with capacity to then go back down into lowered motorway. The cycleway on the Torrens will remain.

Why is the land at James Congdon Drive not being utilised? The high level map is purely diagrammatic and not intended to represent what land will be required.

Is the department looking at cycling? Currently studying the corridor to understand where cycle paths and green areas may be located.

Will the existing South Road remain at 2 lanes? When will this be known? South Road will remain an important arterial road. Traffic modelling is being undertaken to understand requirements.

When will more information be known? The Reference Design is due at the end of the year. More work will be undertaken particularly when going to market for tender.

Can acquisition change after tender has been awarded? Sometimes acquisition requirements can change following detailed design. Acquisition will be based on the Reference Design. Contractors will try improve the situation.

How will congestion be mitigated when Stage 1 is completed? Construction impacts are covered in the Performance Assessment Report to ensure traffic continues to flow.

Has Adelaide Airport been consulted? The project team meets regularly with Adelaide airport to discuss access to and from the Airport. Access from Richmond Road for freight is important to the Airport's future master plans.

Why would the motorway come to grade other than the River Torrens? Sections between Richmond Road and Anzac Highway will be close to at-grade. The deeper the road goes, the more expensive it becomes.

What is land surplus to needs used for? Land required during construction is generally reinstated, possibility for greening however, need to look at where it is and the functionality for people to access the space.

Mitigation around road widening is critical to local residents and best practice noise mitigation expected by local communities.

Support that there is no entry and exit near Henley Beach road, as this provides for streetscape opportunities.

Don't want entry and exits too frequently as it causes flow break down.

East-west connectivity for pedestrians, cars and cyclists is limited along brickworks to Grange Road. City shaping will incorporate opportunities to improve urban amenity of the corridor including tunnels. James Congdon Drive isn't used in terms of direct connectivity with the motorway, however, connectivity with South Road (Surface) will be maintained.

High Level Map Feedback

- Needs to be clearer what's at surface and what's lowered
- Include a cross section to show what a tunnel portal may look like
- Include key landmarks
- Ashley and George street should be added to the high level project map
- A priority to understand approximate distances of entry and exits in regards to intersections.

2.4. Wrap up

- Summary of engagement activities in June and July 2021.

2.5. Next meeting

- Thursday 8 July 2021

2.6. Other Business

ACTION: Arrange a session on noise monitoring.

ACTION: Follow up with service relocators if trees be planted under powerlines or utilities moved underground.

ACTION: Have any significant trees been identified?

ACTION: What is the client business requirement number to improve tree canopy.