

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

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| Reference Group: | Torrens to Darlington Community Reference Group (Southern Tunnel) |
| Meeting No: | 7 |
| Date: | Wednesday, 1 September 2021 |
| Time: | 6:30PM – 8:30PM |
| Location: | Edwardstown Football Club |

| Attendees | Position |
|----------------------------------|---|
| Mark Douglas | Facilitator |
| Matthew Morrissey / Sarah Elding | North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter) |
| Michael Ahern | Mitcham Plains Action Group |
| Martin Angus | Local Resident |
| Tanya Firth | Local Resident |
| Iris Iwanicki | Local Resident |
| Anne Jantzen | SRISAG Representative |
| Dr Joseph Masika (proxy) | Elected Member – City of Marion |
| Andrea McDougall | Local Resident |
| Cr Don Palmer | Elected Member - City of Unley |
| Cr John Sanderson | Elected Member – City of Mitcham |
| Tegan Stehbens | Local Resident |
| Stephanie Hensgen | North-South Corridor Program Delivery Office; Department for Infrastructure and Transport |
| Sarah Gysbers | North-South Corridor Program Delivery Office; Department for Infrastructure and Transport |
| Apologies | |
| Cr Elisabeth Papanikolaou | Elected Member – City of West Torrens |
| Phillip Boehm | SRISAG Representatiive |
| Cr Sasha Mason | Elected Member – City of Marion |

1. Opening Formalities

1.1. Welcome and Apologies

- Cr Elisabeth Papanikolaou – Apology
- Phillip Boehm – Apology

1.2. Work Health and Safety

- Nil

2. Items for Discussion

2.1. Previous meeting actions / Notes of Discussion

Costing involved in acquisition in properties, must be an estimate how much money needed to buy out all properties– budget line estimate whole T2D.

Response: There is a budget associated with the project, it is broken up in a number of cost items. Minister's announcement - 390 properties will be acquired. Residents and business.

- Cross Road planning study – the community have concerns about the amount of properties that might be acquired for the various intersections along Cross Road if they are to be grade separated/ upgraded.

FILE: 2020/03965/01

DOCUMENT: 16861262

Response: The proposal was covered in the Advertiser and was advocated for by the Civil Construction Federation and is thus not a Government position. The T2D project team meets regularly with the Cross Road Planning Study team. The study is still in its early days and are undertaking community consultation and research to determine the problems that need to be solved. The consultation period is now closed.

- A member raised that there should be greater representation from Clovelly Park on the Southern Tunnel Community Reference Group.

Response: DIT have approached 3 people from Clovelly Park via the Door Knocking process who were particularly interested in the project. A new member has been identified and will attend the next meeting. Originally there was no interest from Clovelly Park residents via the Reference Group registration of interest process.

2.2. Wider arterial road network update

A presentation was made on traffic modelling findings in response to questions on notice from the Reference Groups relating to South Road Stage 1 vs Stage 2, northbound vs southbound, the two adjoining north-south arterial roads of Goodwood and Marion roads, and Cross Road (including the proportion of heavy vehicles).

- A member raised that RAA has figures in relation to heavy vehicles on Cross Road that indicates that the proportion of heavy vehicles may be higher than that modelled.

Response: The modelling undertaken as part of the T2D work is very recent and is based on the latest figures and assumptions. The project will update RAA on this work.

- Member made comment that he had been informed the Government is revisiting the road component of Globe link, with an announcement meant to be made soon.
- Concerns that if Cross Road does take more traffic and the project is finished - will the Department need to reconfigure Emerson Crossing and Gallipoli Underpass in order to accommodate the heavy vehicles?
- Questions around the final entrance and exit points into the tunnel.

Response: The plan that was released a few months ago showed all the on and off ramps and the location of the tunnel entrances and exits. Traffic modelling is based on that layout. The final details of the final entrance and exit points will be further developed through the Reference Design and ongoing detailed design processes.

The project is all about travel time certainty and reducing the congestion on surface roads, not just South Road and in local network and improvement to safety for pedestrians and cyclists as well.

- Towers Terrace and Winifred Avenue currently take a lot of traffic and are rat runs. Similarly East Avenue, Winston Avenue and Beckman Street – hoping for improvement.

2.3. City Shaping Strategy- draft principles and directions

The draft principles and directions for the City Shaping Strategy were presented to the group, which were developed following the April 2021 City Shaping Workshop. Comments from the group were sought as well as ideas about opportunities in local neighbourhoods. Comments included:

- A request for a greater focus on environment and health in the City Shaping definition
- Definition of managing waterways – does this include stormwater? Storm water from Clarence Park and Black Forest travels west - how will the project manage it?
- Trees – removal is exempt under the Act for Commissioner of Highways. There is a community concern about this exemption as it does not provide for enough rigour protecting trees in an urban environment.

- The most recent upgrade to the Mike Turtur bike way is example of poor practice in relation to the removal of trees and transparency with the community about the project's impact
- Mitcham City Council is working with DIT to build a bike way through Flinders to the City. This would provide a good opportunity to partner.
- Is there an opportunity to look at alternative surfaces for bike paths that are more sustainable such as permeable paving or paving that protects the root zones of trees?

2.4. City Shaping Strategy- potential ideas for discussion

This was a workshop session for members to contribute ideas on local opportunities on greening, pedestrian and cycling, sport, art and local traffic improvements etc in the neighbourhoods along the southern tunnel alignment.

Greening

Feedback included:

- North of the tram line there aren't as many trees – opportunity for improvement
- Council owns a property that the school uses as a car park – could this be used for greening and/or use as ramps for a pedestrian bridge? Note that this is used by teachers for parking and there are no alternatives other than residential streets
- Edwardstown station area could be greened significantly especially along the train line
- Keep the Glandore Oval and Glandore Community Centre and improve maintenance and greening with trees
- Parks/playgrounds in some of these areas have some beautiful trees, but could be improved more
- St Marys Community Garden is very lovely and might be an opportunity for propagation and /or distribution for trees/plants
- Gallipoli Underpass is a good example of greening
- Engage the community in greening opportunities - ask volunteer groups within local communities to get involved - Rotary, schools etc
- Other opportunities for greening:
 - Richmond Road east
 - Ritchie Terrace (old City-Glenelg rail reserve)
 - Broughton Avenue
 - Garfield Avenue
 - Brownhill Creek/Willawilla culvert
 - Norman Terrace west
 - Forest Avenue west
 - 671 South Road – Black Forest Primary School car park
 - Black Forest Shopping Centre
 - Glandore Oval
 - East Avenue
 - Beckman Street (boulevard)
 - Churchill Street
 - Seaford/Flinders rail corridor, Emerson to De Laine Avenue, via Mons Avenue
 - Edwards and east-west connection to Raglan
 - Price Street
 - Kegworth Reserve
 - Castle Plaza
 - Coongie Avenue
 - Daws Road
 - St Marys Anglican Church and cemetery (community garden)
 - Rothesay Avenue
 - Ragless Street

Walsh Avenue & Alfred Street
Brockman Avenue
St Marys Park

Public Art Opportunities

- Castle Plaza (north eastern corner)
- Regent Lane Street
- Tram overpass plaza area

Community & Sport

- Glandore Oval, cricket nets and rose garden

Pedestrian and cycling - improvements

- Every bus stop needs a pedestrian crossing
- Glandore and Black Forest shopping centre pedestrian crossing
- More shading for pedestrians especially where the motorway is above ground
- Jose Street and Dorene Street is the proposed route for the new Flinders to City bike link currently being implemented by City of Mitcham (Melrose Park)
- The Flinders to City route may be more direct than via the rail corridor
- Edwardstown Primary School access for people living on the western side and safe student crossings via Edward, Price and Maria streets
- Will access to Tonsley be along South Road or off-road?
- Where are the wayfinding opportunities for pedestrians and cyclists?
- Through St Marys via Ragless, Denis and Benjamin streets
- Once the tunnels are built, would a linear bike path go along South Road or in the side streets parallel to South Road?
- Could a green bike lane be installed along South Road?
- Don't do the bike lane like Railway Terrace

Pedestrian Access

- Castle Plaza – opportunity for an overpass
- Black Forest Primary School overpass (from Pleasant Avenue, provides a key access to school)
- Tram shared path ramps are too long to be useful for crossing South Road (approx. 280 west of South and 200 east of South) so students walk under the tram line and cross at the pedestrian crossing instead
- Pedestrian median refuge at Black Forest Shopping Centre is unsafe currently (quite narrow, only 2.2m). Is there an opportunity to provide a safer access point here between the shops and the Oval
- Crossing points should be provided for Bus stops
- Bus shelters and associated infrastructure narrows the footpath, which can make it unsafe and difficult to pass eg at stop 7, west side – city bound, semi-indented bay

Local traffic

- Residents have major concerns about how they are going to move around their local community while construction is happening

- Glandore, Everard Park and particularly Black Forest is almost land locked. There are very few access points to get out of the suburb as they are bounded by the tramline, train line, South Road, and East Avenue/Beckman Street
- Currently prefer East Avenue to get into the city and will likely continue to use this route
- Edward Street/Raglan Avenue is a major east-west connection connecting Mitcham to Brighton
- U-turns at Emerson are very useful and are used daily by local residents to travel east-west
- Exiting from School Avenue (teacher parking for Black Forest Primary School) is difficult due to continuous traffic flow from grade separation of Anzac Highway (Gallipoli) and tram overpass

Flow and rat-running

- Pedestrian activated crossing at Black Forest Primary School stops traffic flow
- Pedestrian activated crossing facilitates (right) turning movements
- Cheap petrol station opposite Castle Plaza often has queuing, slowing traffic movement
- East Avenue favours access to the City
- Churchill Road, Margaret Street and Gertrude Street are used as a rat-run to avoid delays at the intersection of Cross Road/South Road

Public Transport

- Several bus stops were removed between September 2019 and July 2020, Rapid/RPM and Maid of Auckland/ECH. Is there an opportunity to reinstate
- Crossing points should be provided at all bus stops

Safety

- Nottingham Crescent right turn lane is short (30 metres), and is used for u-turns (Everard Park and Black Forest access north, as it is the first turning option after Anzac Highway)
- Glengarry Avenue right turn lane is very short

2.5. Wrap up/final questions and comments

- Lots of concerned residents still wanting to know about acquisitions- stressful and not good on their mental health – key concern is that they won't be able to find another property in the same community/school zone/close to their family and health services or even further away given the property market
- When the reference design will be finished?
- What feedback did DIT get from doorknocking?
- People wanting more details about the design and its impacts.

2.6. Next meeting

Wed 13 October