

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



Reference Group:	Torrens to Darlington Business Reference Group (Southern Tunnel)
Meeting No:	2
Date:	Wednesday, 14 April 2021
Time:	6:30PM – 8:30PM
Location:	Edwardstown Football Club, Function Room 3, South Plympton

Attendees	Position
Mark Douglas	Facilitator
Sarah Elding (SE)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Michael McKeown (MM)	Jensen PLUS (Presenter)
Greg Garrihy	Business Association – Southern Business Connections
Vernon Hembrow	Stirling Proactive Accountants
Heather Holmes-Ross	City of Mitcham
Akarra Klingberg	City of Unley
Phil Kurmis	Total Gate Auto
Stephen Lochert	Stratco
David McNaughton	Jarvis Toyota
John Quick	Snap Printing
Vince Rigter	Renewal SA (Tonsley Innovation District)
Anthony Roe	Roe Financial
Peter Russo	McDonalds
Kate Silkstone (Proxy)	City of Marion
Daniel Bennett	Jensen PLUS
Tyla Clayson	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Stephanie Hensgen	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
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	
Donna Griffith	City of Marion
Glenn Hanson	Castle Plaza
Richard Johnson	Energy Hot House

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

- Add Vernon Hembrow to the attendance list.

2.2. Terms of Reference (ToR)

- Two key changes to the ToR have been made based on feedback from reference group members:
 - Clarification around 'Speaking to the Media'.
 - Addition of the department and T2D Project Delivery Team responsibility.
- Reference group members agreed with the amendments.

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 of the Final Business Case.
- Public exhibition and consultation of the City Shaping Strategy will occur towards the end of 2021.
- How far back from South Road will City Shaping consider? A buffer has not been defined, areas of interest change based on land use, precincts, demand and opportunity.
- Critical mass of businesses is important and to avoid fragmentation of businesses, and concern that cross overs could make dead spots.
- It is important to identify where change isn't needed.
- How much will be included in the budget for the surface level? Partnerships (with councils etc.) are desirable, business case is currently being developed to determine allocation of budget.

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:
 - Access for businesses on the South Road frontage is a priority.
 - Access to businesses for passing trade.
 - Access to the tram.
 - Accessibility for the local community is key.
 - Accessibility from a customer's perspective is important.
 - Commuters making a conscious effort to come down South Road (need to educate commuters how to access surface level businesses when in the tunnel e.g. exit points) wayfinding will be very important.
 - Convenience and access to shopping centres.
 - Diversity and access to a variety of trade, opportunity for a business precinct starting at Anzac Highway.
 - Diversity of land uses.
 - Dual lanes on the surface road is important. Maintaining two lanes at surface level is a priority to maintain traffic flow and volumes of traffic accessing businesses.
 - Exposure and visibility to passing commuters and planned journey's is key to business trade.
 - Public transport is heavily relied upon for some businesses and their customers.
 - Volume of traffic is important, not ideal for traffic to bypass South Road.
- Local opportunities include:
 - Interested in future development at the corner of South Road and Cross Road.
 - Council to give consideration to re-open local side roads onto South Road, currently a lot of no-through roads.
 - Creating business-friendly precincts that are inviting for people.
 - Develop industrial parks/precincts to bring freight movement together.
 - Don't want to create more of an east-west division like the Darlington Upgrade Project and The Regency to Pym Project.
 - Easy access at surface level for both consumers and goods.
 - Goodwood Road is a positive precinct, look and feel lets you know when you enter the precinct, lowered speed etc.
 - Consistent greening along the corridor.
 - Preference for trucks and heavy vehicles to use the expressway and local traffic to stay at surface level. General freight can use the tunnels, trucks carrying hazardous material will not be permitted to use the tunnels (National standards).
 - Ideas to plan for modern business precincts, infrastructure is quite old, opportunity for renewal within the area.
 - Improved east-west connectivity for cars, pedestrians and cyclists.
 - Improving traffic management, e.g. restricted right hand turns.
 - Innovation throughout the precinct such as permeable paving, Water Sensitive Urban Design.
 - Integrating the various modes of transport along South Road, particularly active transport.
 - Local customer catchment may increase and be more appealing to locals if surface traffic volume decreases.
 - More pleasant north-south experience e.g. safe environment, trees and public art to encourage walking rather than traveling by car, particularly when visiting shops within the same vicinity.
 - Moving services underground, e.g. overhead powerlines.
 - Opportunity for signal sequencing to be alternated in peak hours.
 - Opportunity to view South Road as a destination not just a thoroughfare and alerting the general public to the diversity of businesses.
 - Opportunity for Council to promote the area.
 - Parking along the corridor is currently an issue, opportunity to improve.
 - Clearways along the corridor reduce access in front of businesses, limited opportunities to have indented parking.
 - Reduced surface level traffic can mean more ready access to businesses.
 - Reducing urban heat along the corridor.

- There is an increase in housing at Seaford, opportunity to capture commuters travelling up north for shops and work.
- Take advantage of the locality, e.g. beach on one side and CBD on the other.
- Train line (Emerson Crossing) is a bottleneck, local roads are affected.
- Two way accessibility across South Road (east-west connectivity) e.g. median strips block access across South Road and limit right hand turns into businesses.
- Would like to see the shared use path continue from Darlington.
- Node opportunities include:
 - Café precinct near McDonalds.
 - Commercial Precinct.
 - Businesses concentrated at Melrose Park.

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 and low).
- Further analysis of priorities will be explored in a detailed report.
- The common themes that arose as a high priority for the group were:
 - Improving east-west connectivity.
 - Improving freight and customer access to local businesses.
 - Creating safer streets for everyone.
 - Improving the visual appearance of South Road.
 - Encouraging new businesses and growing existing businesses.
- Need to think holistically about a solution, not all is fit for South road. It was suggested a cycle path run down the railway line instead of South Road.

2.6. Wrap up

- There is a common business growth theme.
- Opportunities and priorities are commonly shared with community reference groups.
- Emphasis on business access, maintenance of road function and synergies.
- Currently preparing City Shaping Strategy for input into the final business case including vision and guiding principles.
- Outcomes from these sessions to be used by the 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.

2.7. Next meeting

- Wednesday 12 May 2021

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

2.8. Other business

- Concern towards decreased turnover. Thornleigh tunnel in Sydney decreased turnover of some businesses by 30%.
- How many vehicles are anticipated to use the tunnels? Modelling is currently being undertaken, and links in with Reference Design.
- Interested to see if traffic modelling determines that the surface level can be reduced to one lane and cope with traffic volumes? This would allow for a cycle lane and parking, similar to Prospect and Frome Road.
- Motorways are not generally designed for shorter trips but rather to move traffic through the area.
- New housing isn't a high priority, would rather maintain existing businesses along the corridor, however, new houses are new customers.
- Reduce traffic speeds where you want them to stop.