

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

Reference Group:	Torrens to Darlington Business Reference Group (Southern Tunnel)
Meeting No:	4
Date:	Wednesday, 9 June 2021
Time:	6:30PM – 8:30PM
Location:	Edwardstown Football Club, Function Room 2, South Plympton

Attendees	Position
Mark Douglas	Facilitator
James Hohneck (JH)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Greg Garrihy	Business Association – Southern Business Connections
Glenn Hanson	Castle Plaza
Vernon Hembrow	Stirling Proactive Accountants
Richard Johnson	Energy Hot House
Akarra Klingberg	City of Unley
Phil Kurmis	Total Gate Auto
Stephen Lochert	Stratco
David McNaughton	Jarvis Toyota
Vince Rigger	Renewal SA (Tonsley Innovation District)
Anthony Roe	Roe Financial
Peter Russo	McDonalds
Kate Silkstone (Proxy)	City of Marion
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	
Donna Griffiths	City of Marion
Mayor Heather Holmes-Ross	City of Mitcham

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

## 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 and 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 of a tunnel
  - 15 metres in diameter (1 metre more than the height of the Edwardstown Bunnings building)
  - 20 – 45 metres below ground (to the bottom of the tunnel)

### 2.3. Q&A

**Will the Gallipoli Underpass be utilised?** Yes, looking to minimise impacts on the underpass as much as possible, the extent will be determined by the Reference Design. Maintenance of the tram overpass is also being investigated.

**Is there opportunity for Emerson Crossing grade separation?** Emerson Crossing is not a part of this project however the depth of the tunnel allows flexibility to lower or lift the rail line.

**What will happen to the bridge over the Torrens?** If required, the bridge over the Torrens will be rebuilt at grade to be wider to cope with capacity.

**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.

**Why isn't the Cross Road Planning Study being combined as part of this scope to reduce business disruption?** The department are undertaking a separate planning study and is at early stages.

**Can delivery trucks utilise surface roads or the tunnels?** Business deliveries can use the tunnels and the surface roads depending on the location of the business.

**How will the surface roads tie in with one lane at Darlington?** This will be worked through in the Reference Design.

**How do I access the Airport if I am heading north?** Exit before Anzac Highway, crossover Anzac Highway and onto Richmond Road for freight or further via Sir Donald Bradman Drive.

**How will people access businesses on the east if they are travelling north?** Opportunity for east-west connectivity with removal of traffic at surface level. Details about turning opportunities will be looked at in the Reference Design.

**Can we have a session on signage?** Wayfinding and signage piece which will be fleshed out in detailed design.

**How much disruption will there be during construction?** This will be determined when a contractor has been awarded. While tunnelling is happening, impacts to the surface are limited to the tunnel entry points and construction traffic.

**Which end will it start?** The Southern end of the Southern Tunnel will commence construction towards the end of 2023.

**Will opening of the tunnel be staged?** The Southern tunnel will be opened first.

**Will at grade remain 2 lanes? It is an expectation of the community that the road will be resurfaced with bike lanes.** The surface road will largely remain the same, the department will feed this expectation into the reference design process.

**What modelling is undertaken during construction?** This will be done around staging and construction impacts etc. This will be determined once contractor is assigned.

**Need to make sure there won't be back up of traffic when exiting the tunnel particularly around Anzac Highway. This happens now on the Darlington motorway.**

**Sequencing of traffic lights around tunnel on and off ramps is important, particularly important for surface level from Darlington to Cross road be re-sequenced to ensure free flowing traffic.**

**Include more dedicated right hand lanes and U-turn opportunities.**

**Councils need to review how they manage the roads, and look at re-opening some side streets.**

**The department need to take advantage of opportunities i.e. Cross Road Planning Study.**

**Perception of disruption needs to be managed to ensure customers still visit businesses.**

**Some businesses may rather the road being closed for a period of time instead of stop and start works.**

**The department to provide continuous updates which builds a level of trust.**

**Identify sections where impacts may be so businesses can plan, even if it isn't exact.**

**2.4. Wrap up**

- Summary of upcoming engagement opportunities in June and July 2021.

**2.5. Next meeting**

- Wednesday 14 July 2021.

**2.6. Other Business**

- Website
  - No search function
  - Map difficult to find, should be on the Fact Sheet Page

**ACTION: Update the website to reflect feedback from the group**

**ACTION: Re-visit east-west connectivity in the Southern Tunnel Section at a future meeting.**

**ACTION: Reduction in numbers from Marion and Goodwood Road.**