

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

Reference Group:	Torrens to Darlington Business Reference Group (Northern Tunnel)
Meeting No:	4
Date:	Thursday, 10 June 2021
Time:	6:30PM – 8:30PM
Location:	West Adelaide Football Club, 57 Milner Road, Richmond

Attendees	Position
Mark Douglas	Facilitator
James Hohneck (JH)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
James Franzon	Hilton Hotel
Ron Goldfinch	Safe Fire Electrical
Evan Knapp	SA Freight Council
George Mocatta	Railway Terrace Development
Arthur Patiniotis	State Surveys
Shane Wingard	Renewal SA
Kym Wundersitz	City of Charles Sturt
Charles Mountain	RAA
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
Apologies	
Sue Curran	City of West Torrens

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	JH	Presentation	No
2.3.	Q&A	JH	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 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 North-South Corridor 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 height of the Edwardstown Bunnings building)
 - 20 – 45 metres below ground (to the bottom of the tunnel)

2.3. Q&A

Timing – reference design finishes at the end of the year so is this the point at which people will hear whether their businesses are impacted? The project will focus on the Southern Tunnel as this is the first stage so information around this stage will be available sooner.

Emerson Crossing remains unchanged? This will reduce the effectiveness of the project. Separate planning study is being done around Cross Road and the Railway Crossing is not a part of this project. This project will not preclude the future separation of the rail i.e. the depth of the tunnel allows flexibility to lower or lift the rail line.

Richmond Road is the primary entrance to the airport? One of the accesses to the airport (primarily for freight)

What RAV level are the turns being constructed at? Particularly given access to the airport? Will need to follow up.

So which side of the road and how much land will be required for the open grade areas? Yet to be determined.

How deep are the portals under ground level? About 20 meters below.

Richmond Road widened? Both east and west bound? Not yet determined and will depend on traffic modelling.

Acquisition – Southern Tunnel first why not the northern? The more notification you can give the better – makes it hard to make business decisions. Have been waiting 4-5 years for an answer and how much longer do these people have to wait – businesses have held off on doing anything and property values have dropped. Businesses can't wait for another 2-3 years. The stretch from Darlington to Anzac Hwy is the part of the 10.5km T2D route that gives the most benefits. This includes removing significant traffic delays, such as the Edwardstown bottleneck, and also improving access from the south of Adelaide into the CBD (building on the new road connections around Darlington). Southern Tunnel will be more advanced and need to have a level of confidence in the design before it can be released.

What timing is the Cross Road study? Freight movement can't happen safely and efficiently with the current one lane for turning – need more than one turn lane and can't wait for too long. The Cross Road Planning Study is in its early stages. A significant proportion of trucks will choose to use Cross Road rather than Portrush Road given the opportunity to use the motorway.

Where the tunnels are going will there be surface roads as well? Would be better to deal with this after the tunnel is complete. Opportunity for City Shaping work to occur but this is yet to be finalised. Staging will depend on construction methodology.

How fast to the TBMs go? About 10m a day.

How many lights between Anzac and Richmond? Just Everard Avenue.

Always been told that they will be able to get directly off of the motorway onto Richmond Road for freight traffic – this design doesn't provide this and it will be of particular concern to the freight industry. More concerned about the left turn into Richmond Road heading northbound into the Airport.

The capacity of Richmond Road to support the functionality is of concern.

The location of the tunnels – will they be either side of South Road as per the map or will they deviate horizontally. The exact location and alignment of the tunnels are still being determined. The tunnels may not necessarily be parallel to South Road.

Ventilation outlets location? Located at the portals and at the end of the traffic direction.

Escape corridor for safety? Cross tunnel escape routes (for pedestrians) connecting the tunnels as well as safety systems such as a deluge.

East west connectivity – what is envisaged to improve the flow? Improvements to the signalised intersections.

Richmond Road intersection improvement – one lane doesn't have a slip lane and not enough traffic can get onto South Road.

Why can't both stages be done at the same time? We are looking to deliver the works in stages with potential early commissioning on completed sections, with the southern tunnel commencing first. We are still looking at the proposed staging and packaging approach and where the interfaces between packaging is subsequent timing of delivery.

Why don't we have one tunnel? Connectivity to the CBD needs to be enabled.

Clarification that Richmond Road would be mostly for freight? Yes, at this stage. Passengers would access via Sir Donald Bradman Drive.

Marion Road traffic is much better than South Road at the moment.

Need to have all major intersections on Marion Road done before works start on South Road.

Significantly wider bridge at the river? Will it be demolished or a new one built next to it?
Cemetery is a significant constraint

Tunnel entry on the south side of West Thebarton Road? Currently the location of the portal is being driven by the ramps and connectivity to Port Road.

Why can't the tunnel go under the river? Access to Port Road and lengths of the ramps needed to get back up to grade restricts where the tunnel finishes.

What's the tipping point for noise mitigation measures? The Road Traffic Noise Guidelines provides the guidelines for the management of operational and construction noise

2.4. Wrap up

- Summary of engagement activities being undertaken in June and July

2.5. Next meeting

- Thursday 14 July 2021

2.6. Other Business