

# North-South Corridor Darlington Upgrade



<b>MEETING</b>	<b>South Road Upgrade – Darlington Upgrade CLG</b>	
<b>DATE</b>	Wednesday 29 April 2015	
<b>VENUE</b>	Darlington Upgrade Site Office, Level 2 Mark Oliphant Building, 5 Laffer Drive, Bedford Park	
<b>IN ATTENDANCE</b>	<b>CLG Members:</b> Arthur Zelkas Bruce Cussans Daryl Ottewill Marty Gauvin John Arthur Kat Vogt Martin Humpel Reynold David Roy Watkins Peter Wildy	<b>DPTI:</b> Harold Carn Amie Horner Tyla Clayson  <b>KMA:</b> Kath Moore Karen Collins
<b>APOLOGIES</b>	Andrew Brown, Lindy Taeuber, Mayor Glenn Spear (City of Mitcham), Bradford Young, Cr Paul Kirkham (City of Onkaparinga), Cr Luke Hutchinson (City of Marion), Hayden Ryan	
<b>GUESTS</b>	James Cox (DPTI)	
<b>PREVIOUS MINUTES</b>	Wednesday 11 February 2015	
<b>AGENDA</b>	1. Welcome / Introductions / Meeting apologies 2. Traffic Modelling Presentation 3. Review actions from 11 February 2015 meeting record <ul style="list-style-type: none"> <li>– DPTI to email public transport patronage numbers for Ayliffes Road to L Taeuber.</li> <li>– DPTI to speak with the Office of Sport and Recreation about the opportunity to use the old tennis courts as a possible location for car parking.</li> <li>– DPTI to speak to University security, requesting front doors of premises remain open longer on the CLG meeting dates.</li> </ul>	

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		<p>4. Review actions from special meeting on 31 March 2015</p> <ul style="list-style-type: none"> <li>– Traffic modelling (Aimsun) to be presented at the next CLG meeting.</li> <li>– Marion Road / Sturt Road intersection plans to be shown at the next CLG meeting.</li> <li>– DPTI to advise how many car parks there are in the University and FMC precinct.</li> </ul> <p>5. Project Update (current works/activities, upcoming works/activities and community engagement)</p> <p>6. Round Table</p> <p>7. Next meeting</p>	
	<b>AGENDA ITEM</b>	<b>DISCUSSION</b>	<b>ACTION / NAME</b>
1.	<b>Welcome / Introductions / Meeting apologies</b>	The new Project Director, Harold Carn, was welcomed and members introduced themselves to Harold	
2.	<b>Traffic Modelling Presentation</b>	<p>James Cox (DPTI) presented traffic modelling information for the project through the AIMSUN model</p> <p>Q: How DPTI can confirm that the traffic depicted is the actual volume of vehicles? A: Data is used from a number of sources including Bluetooth sources, traffic turn counts, signal counts and flow information. We get updated information every five minutes, right down to an individual lane's usage. The magnetic loops beneath the lanes send a signal to record every vehicle passing. Blue tooth is essentially a travel time check and route check, it hasn't informed the volume data we are using.</p> <p>Q: Is the underpass is wide enough? A: As with the new sections of the Southern Expressway, it is a minimum of four lanes wide in each direction and yes that is plenty. We have to allow extra lanes for merging.</p> <p>Q: Will the road through Francis Reserve be removed from the design?</p>	



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A: This issue has been noted. We are still at 5-10% design and will continue investigating potential solutions to providing a right turn onto Main South Road from Bedford Park South. If a solution can be found, the access road through the Francis Street reserve will not be required.

A group member highlighted the concern from Bedford Park south residents about exiting the area - at least two options to do a right hand turn to travel north are required.

DPTI advised that all options are still being explored. The alternative concept scheme meets high level functional requirements, but we are only at 5-10% design, so we haven't addressed cycling, walking and so on. There is still plenty of opportunity to influence and change what is on the table. We have our Expression of Interest (EOI) closing tomorrow, which is between three Tier 1 companies who are interested. We are still at the early design stage, and will continue designing through an Early Contractor Involvement (ECI) process before reaching construction. Our Community Engagement is ongoing, and nothing is locked in.

Q: There has been some concern from residents about turning from the proposed Sturt Road slip lane onto Shepherds Hill Road and for residents backing out of driveways due to the removal of the right turn from Sturt Road into Main South Road.

A: This turn represents a relatively low movement of (on average) 150 vehicles per hour in the evening peak hour and removing it provides improved intersection performance for the remaining traffic. The majority of traffic leaving University Drive already turn right onto Sturt Road to use Shepherds Hill Road as do all 111 bus movements that come out of University Drive. Subsequently, we do not foresee any additional access issues being created as a result of the removal of the right turn and the subsequent slight increase in traffic on Shepherds Hill Road.

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However, feedback from the community shows that there is considerable concern regarding the removal of the right turn movement. We will review all community concerns and while the right turn movement will have to be removed during construction to maintain a safe worksite, we will give consideration to reinstating the movement when the project has been completed, if possible.

Q: Is the slip lane only going to be one lane?

A: Yes, the proposed changes will only result in a slight increase in traffic. We will do some slight modifications to make it safer for residents who live there, but it will be staying as one lane.

Q: This plan removes the concerns around a South Road entrance to Tonsley, however it will still be an issue later, so what can you say about how it will work? Also, will the suggested southern entrance to Tonsley still be going ahead despite the decontamination etc.?

A: After having met with Renewal SA four times in recent weeks, we believe that there is no intention for them to put in a southern access point. Whatever we do on this project however, will not preclude future works. Previously it has been looked at in isolation, but we are looking at it as a complementary process.

Q: Regarding the southern entrance, since it is a multi-agency location with both Renewal SA and the Dept of State Development (DSD) involved, how can we be assured that we have both points of view since they have different needs?

A: In addition to this group, there is also a Stakeholder Representatives Group (SRG) with both players represented there.

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		<p>Q: What traffic is anticipated from Flinders to Tonsley, considering that Flinders has an option over two more buildings in the complex? If the university puts significantly more students into Tonsley, it will increase traffic and access needs.</p> <p>A: The Flinders to Tonsley segment is included in the underpass and as such won't impact on the at grade intersections. In reverse it would, however University drive is already at capacity. Unless more car parking is built, they can't travel there.</p>	
3.	<p><b>Review actions from 11 February 2015 meeting record</b></p>	<p>DPTI to email DPTI to email public transport patronage numbers for Ayliffes Road to L Taeuber. <b>CLOSED</b></p> <p>DPTI to speak with the Office of Sport and Recreation about the opportunity to use the old tennis courts as a possible location for car parking.</p> <ul style="list-style-type: none"> <li>– Nothing to report at this stage. Want to work together with all other interested parties etc., want to come to a long term solution. DPTI will be collocated with the winning contractor here, and that will be of benefit. Parking is a key issue with SRG and is on the table with local councils. <b>CLOSED.</b></li> </ul> <p>DPTI to speak to University security, requesting front doors of premises remain open longer on the CLG meeting dates.</p> <ul style="list-style-type: none"> <li>– We have made contact with them however this will be actioned once a schedule of meeting dates has been decided. Doors will then be kept open until 6:30pm. <b>CLOSED</b></li> </ul>	
4.	<p><b>Review actions from special meeting on 31 March 2015</b></p>	<p>Traffic modelling (Aimsun) to be presented at the next CLG meeting.</p> <ul style="list-style-type: none"> <li>– James Cox presenting at this meeting. <b>CLOSED</b></li> </ul>	

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		<p>Marion Road / Sturt Road intersection plans to be shown at the next CLG meeting.</p> <ul style="list-style-type: none"> <li>– DPTI advised that they are about four weeks away from having a concept design for the intersection ready to share. <b>CLOSED</b></li> </ul> <p>Bruce advised that he is concerned about land acquisition. DPTI advised that a separate discussion can be held with Bruce once more details are known about the design – as the design is not yet finalised it is not known whether land acquisition is required.</p> <p>DPTI to advise how many car parks there are in the University and FMC precinct.</p> <ul style="list-style-type: none"> <li>– There are approximately 1600 spaces for FMC and Flinders Private staff and approximately 5000 car-parks within Flinders University. The project team is working closely with key stakeholders such as the City of Mitcham, City of Marion, Flinders University, Flinders Medical Centre and Flinders Private to discuss potential solutions to short-term car-parking (during construction of the Darlington Upgrade project and the FMC expansion). <b>CLOSED</b></li> </ul>	<p>DPTI to meet with Bruce once design for Marion Road/Sturt Road intersection has been completed to discuss any potential land acquisition requirements</p>
5.	<b>Project Update</b>	<p>DPTI advised that some things regarding the recently released alternative concept scheme are set and cannot be influenced, however there is a lot that can be. This group is very important and needs to continue because we are at 5-10% design and have a lot more work to do before we get to a final design and commence construction. We understand your concerns and will move on them where we can.</p> <p>A group member advised that the group is nervous because we have been saying we need right hand turns from Riverside Drive and then this concept came out and we didn't get one. DPTI advised that under the current concept (as released to the public in May 2014),</p>	



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northbound vehicles travelling from the Main South Road/Marion Road/Flagstaff Hill Road intersection could not access the non-stop motorway and would have to travel through three sets of traffic signals to reach Ayliffes Road. The alternative concept scheme for this project provides enhanced overall traffic performance through the addition of access to the non-stop motorway for north-bound traffic on Main South Road. Based on current traffic volumes this will allow an additional 15 000 vehicles per day to access the non-stop motorway. This access will be provided in the form of a northbound overpass on Main South Road, which will take traffic over the Southern Expressway carriageways and connect into the non-stop motorway or Main South Road. This additional connectivity is a critical element of the project. However, introducing the overpass structure to provide it results in the removal of the right turn from Brookside Road onto Main South Road. Feedback received on the alternative design to date shows that there is a level of community and stakeholder concern regarding the removal of this right turn movement. As a result, the department is investigating options to retain the right turn from Brookside Road onto Main South Road whilst still providing the additional access to the motorway and Main South Road for north-bound vehicles.

DPTI advised that during the recent feedback phase (30 March – 30 April), approximately 370 individual pieces of feedback were received. The top 5 concerns can be categorised as follows:

1. Local access
2. Car parking
3. Construction impacts
4. Noise mitigation
5. Cycling and pedestrian access

The project team will now finalise the Project Assessment Report (PAR) which will be released

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mid-year. This report will table all investigations undertaken to date and explain how we have arrived at this design. All comments from the recent feedback process will be built into this document and engagement will be undertaken on the report (open days etc). The PAR will be followed up by a Supplement Report which will contain details on the final design. DPTI reiterated that the design process is still quite early on and there are a number of steps before the design is finalised and construction commences. .

DPTI have now presented to almost all Council Elected Members with the last presentation (City of Marion) scheduled for next week.

A comprehensive engagement process regarding noise mitigation will occur in the coming months. Noise loggers were recently installed on a number of local streets to gather information on existing noise levels within the project site. This information will be fed into a noise model along with numerous other inputs to determine where noise levels exceed the acceptable limits as outlined in the department's Road Traffic Noise Guidelines. Noise mitigation measures will then be installed in these locations to bring the noise levels down to acceptable levels. We will work closely with property owners affected by this process.

Services investigations will soon commence in local streets.

There was some debate between members about the proposed new road connection from Flinders Drive through the Francis Street reserve and questions as to why a connection could not be provided from Wentworth St instead. Some members disagreed and said Wentworth Avenue can't handle it, you already have parking along one side and if you lose that then the road is ruined for residents.



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DPTI advised that there are smarter ways of moving local traffic we will need to investigate it as part of our traffic modelling and design.

Q: After the PAR comes out in 6 weeks will we have the answers we need, i.e. whether a right turn out onto Main South Road to travel north can be provided from Bedford Park south?

A: We will know before November 2015 when award a Design and Construct contract. There are three non-negotiables to keep in mind: The budget is \$640m, the design will be an underpass and thanks to the new structure, we can now get 15,000 vehicles on it. We can't shift on those.

There was some discussion amongst the group as to whether it would be beneficial to meet as smaller groups as discussed once before in order to achieve more and address issues other than access to/from Bedford Park. It was agreed that it was important for all members to have an equal say and hear all issues being discussed. If required in the future we can set a portion of time on the agenda for specific issues in order to be fair across the different groups. Another option would be to meet with specific businesses outside of CLG times, as much of the meeting is resident focused.

DPTI provided an update on property acquisition and advised that approximately 30% of the required properties have been acquired to date. These properties have been acquired via owner approach. Yesterday we commenced the formal acquisition process by issuing Notices of Intention to Acquire for all remaining properties. This formal process can take up to 18 months but we would like to get it done quicker than that.

Q: Is it worth considering reinstating the South Road into Marion Road right hand turn? If you

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		<p>put it in, it will help Bedford Park.</p> <p>A: Yes we will look at it, however the amount of traffic currently using that intersection will be the same afterwards as the other traffic will already be on the underpass.</p>	
7.	<b>Round Table</b>	<p><b>Membership of group</b></p> <ul style="list-style-type: none"> <li>– At the recent open days for the project there was interest from a few Clovelly Park residents about joining the CLG</li> <li>– A number of members have not attended meetings for some time and it may be an appropriate time to revisit membership of the group</li> </ul> <p><b>Meeting dates</b></p> <p>It was decided that all future meetings would be held on the fourth Tuesday of the month.</p>	<p>DPTI to contact non-attending members to determine whether they wish to continue their membership on the group</p> <p>CLG members to email Amie with details of any potential new members for consideration</p> <p>Group membership (changed or otherwise) to be discussed at one of the next meetings</p> <p>DPTI will send out a schedule of meeting dates with the minutes, and advise the university so that the doors can be kept open later</p>
8.	<b>Next meeting</b>	<p>Next meeting will be held at 6pm on Tuesday 26 May 2015.</p> <p>If you have agenda items to include, please email to have them included. Hayden will send a reminder out.</p>	