

North-South Corridor - Darlington Upgrade

MEETING	Darlington Upgrade Project Community Liaison Group		
DATE	24 September 2015		
VENUE	Darlington Upgrade Site Office, Level 2 Mark Oliphant Building, 5 Laffer Drive, Bedford Park		
IN ATTENDANCE	CLG Members: John Arthur Lindy Tauber Yvonne Todd Reynold David Katrina Vogt Raelene Telfer John Cole Arthur Zelkas Darryl Ottewill Bruce Cussans	DPTI: Harold Carn Amie Horner Tyla Clayson Facilitator: Kristine Peters	
APOLOGIES	Brian Nankivill, Marty Gauvin, Matthew Simmons and Mayor Glenn Spear		
GUESTS			
	AGENDA ITEM	DISCUSSION	ACTION / NAME
1.	Welcome / Introductions / Meeting apologies	Kristine opened the meeting and asked the group whether they had any comments on the minutes of the previous meeting held on 27 August 2015. A group member raised concern with a comment in the previous minutes which stated that: "A group member stated that if Brookside Road is the only option then at the end of the day they will be satisfied with that". The group member asked for clarification on who made this statement. DPTI advised that Reynold made this comment. Reynold asked that the minutes be amended to remove this statement as it was not his intention and perhaps the comments were taken out of context.	DPTI to remove Reynold's comments from 27 August 2015 minutes.

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		<p>A group member asked for clarification around a discussion that was made at the previous meeting in regards to the right hand turn from Brookside Road also proving right turn access from Riverside and Franklin. DPTI clarified that the statement means that if there is a right hand turn out of Brookside you can then have left hand turns out of Franklin and Riverside and then conduct right turns (u-turn) at Brookside to head north.</p> <p>A group member raised concerns about the meeting minutes not accurately reflecting meeting discussions. DPTI advised that the meetings are recorded and a lot of work goes into finalising them and ensuring they are an accurate representation of the discussion. They are distributed prior to meetings for group member comment to ensure this. As such, if any group member feels that the minutes are not an exact representation of the discussion DPTI would like to hear from them.</p> <p>It was agreed that the minutes of the 27 August 2015 meeting would be recirculated for members' comment. They would then be amended (where appropriate) and redistributed.</p> <p>Q: Is Wentworth Avenue exit back on the Agenda because one of the group members thought that this had been removed altogether as a possible solution. A: DPTI advised that at the last meeting it was discussed that Malcolm and Wentworth are both on the agenda. DPTI are looking at options and solutions to provide more exits out of Bedford Park as this is what has been requested by residents and to able to do so all options need to be explored. The minutes were accepted by Lindy Taueber and Bruce Cussans.</p>	<p>DPTI to recirculate 27 August 2015 meeting minutes for CLG members' comment and update where required. Updated minutes will then be re-circulated.</p>
2.	<p>Review actions from 27 August 2015 meeting</p>	<p>DPTI to meet with Bruce Cussans once design for Marion Road/Sturt Road intersection has been completed to discuss any potential land acquisition requirements. CLOSED</p>	

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	<p>record</p>	<p>DPTI met with Bruce on 16 September 2015.</p> <p>DPTI to advise how many residential properties being acquired are located in Bedford Park. CLOSED</p> <p>DPTI advised that there are 49 residential properties in Bedford Park being acquired for the project.</p> <p>DPTI to pass on feedback re: Tonsley line operation and determine whether services can be extended.</p> <p>DPTI advised that feedback from the Train Operations area is that majority of patronage comes from the Woodlands Park station. Woodlands Park to the City accounts for 70% of the total patronage on the Tonsley Line. Essentially, if more people used the Tonsley line additional services would be added but at the moment the demand is not there and additional services will therefore not be added. A group member stated that it is like a horse and cart scenario - you need the horse before you got the cart. If DPTI increased services people would probably use it more – especially on weekends. DPTI advised that the statistics show that carriages can currently be running empty or with two or three people on them . A group member stated that the City of Marion has written to the Minister in regards to the Tonsley services on the weekends and also renaming the stations along the Tonsley line.</p>	
<p>3.</p>	<p>Project Update</p>	<p>DPTI advised that tender submissions from the two short-listed tenderers are due on 29 September 2015. A four week tender evaluation period will then follow and a recommendation then needs to go to cabinet on the preferred consortia. DPTI advised that they are endeavouring to get this done before December. DPTI advised that they will be able to supply information at the next meeting on this.</p>	

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Q: You don't make a decision on the preferred tender until the end of the four week period?

A: Correct. DPTI have allowed for a four to five week evaluation period however it may be completed earlier.

Q: When does the design come back to the community for further consultation?

A: The intention is for the Project Assessment Report (PAR) to be released following announcement of the successful tenderer to provide details of any design changes and allow for formal public comment/feedback.

Q: What timeframe is this?

A: It is expected that the consultation period will be one month long and will follow the award of contract. Q: At which point can you use the unsuccessful consortia's solutions which may be of DPTI's interest into the successful consortia's design?

A: Once the tender comes on board we will still only be at 30% design. We can then purchase the intellectual property from the unsuccessful tender and give this to the successful tender. It is then up to them how this affects their design and how they work this into their design. This could also impact the price of the design however DPTI will work with the consortia to finalise this.

Q: When will this happen?

A: This could be going through to March/April/May 2016.

Q: How can you go to community consultation when you don't even know what the final design is?

A: It is important to engage prior to receiving the final design so that community comment and feedback can be incorporated if possible. We will then engage again on the final design.

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A group member stated that DPTI advised the group that they have seen a design which provides a right hand turn out of Richard and Riverside Drive, is this correct? DPTI advised that this was correct.

A group member asked DPTI if they could update the group on the acquisition process and if there have been any changes in the last month. DPTI advised that they have settled a number of properties in the last month.

Q: Last time you said the process was around 30-40% complete what stage are DPTI at now?

A: DPTI advised we are closer to 50% now.

Q: That's a lot of houses still to be acquired?

A: A lot of them are government and institutional properties which DPTI have not been focussing on so technically it's not a lot. DPTI advised that there are 16 commercial properties, 61 residential properties, 25 South Australian government properties and 14 institutional or other properties that are acquired as part of the project – 116 titles which Amie referred to at the beginning of the meeting. DPTI advised that of the 61 residential properties we are well advanced in that area. DPTI advised that with the South Australian properties they are partial acquisition not full acquisition meaning for example that the Flinders Oval – this is not being all acquired but DPTI requires a section of the oval so this is called a partial acquisition.

A group member stated that they are very grateful with DPTI not removing some of the trees or pruning them to make way for the project. The group member stated that they would also be grateful if DPTI could look at ways to minimise impact on further trees which they need to be removed to make way for the project corridor. DPTI advised that they ones on Sturt Road we are trying very hard not to impact to the west of the shops. DPTI advised that the trees to the east of the shops are going to be very difficult not to impact. The group member advised that

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they would just like to note that if DPTI can find ways around impacting the tress they would be very appreciative of this.

A group member stated that they are concerned with the Francis Street reserve access, they are still hearing that this is still on the table. The group member stressed that this new link is a high risk area. The group member stated that with the Flinders Medical Centre plans they are installing 1200 car parks opposite the Francis Street access and if the Francis Street access does go ahead this is going to cause many cars to travel through this access out onto Main South Road. The group member advised that they understand that DPTI cannot give any further information and advising everyone to wait but this is important and people need to know what impacts are occurring. Residents feel they need some more information. The group member stated that further consideration needs to be considered for the exit points out of Bedford Park south.

DPTI advised that feedback from the community on this proposed new road link has been primarily negative. Pending an outcome to the right turn access out of Bedford Park onto Main South Road, the Francis Street reserve access will be removed.

A group member stated another option for consideration could be Rupert Avenue. A group member stated that multiple exits need to be investigated and asked whether, anyone looked into this solution. DPTI advised that this option is being explored. A group member stated that it is to only be an exit not an entrance.

A group member requested an update on potential site depot locations and conversations had between DPTI and Transforming Heath regarding transport, traffic and car parking during the construction phase. DPTI advised that the two consortia have different proposals for site compound locations.. They have looked into several options which include transporting people

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in from other locations etc. In regard to discussions with Transforming Health, they are occurring on a fortnightly basis. DPTI advised that the Darlington Upgrade Project does not own the parking issue – it is a pre-existing issue. DPTI advised that they will not make the situation any worse during construction of the project but it is not the department’s responsibility to solve the pre-existing issue. A group member stated that they have rung council several times to get parking restrictions in place along Burbank Avenue and nothing has been done. The group member asked for Lindy to take this back to Mayor Spears.

DPTI advised that originally the Lonestar carpark was going to be used for a site compound. DPTI advised that this is no longer an option and a commitment has been made to retain the existing number of car parks within this site during construction. DPTI advised that they have been working closely with Transforming Health.

Q: Is the parking on the right hand side of Flinders Drive going?

A: No. The department has not proposed removal of this parking.

Several group members suggested that removing the carparking along Flinders Drive would reduce congestion. A group member stated that there are 155 car parks along the entire length of Flinders Drive.

Q: Have you had conversations with Transforming Health about the ownership of Flinders Drive as this does sit with Council however they think this should not be the case considering the importance of this road to FMC, Flinders Private and Flinders Uni.

A: No, the department has not had discussions regarding the matter with Transforming Health.

Lindy to pass on feedback re: request for parking restrictions along Burbank Avenue.

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		<p>The group member stated that they would like this to be considered. DPTI advised that the City of Mitcham needs to make a submission to the Minister, this forum isn't the correct forum to make this suggestion.</p>	
<p>4.</p>	<p>Round Table</p>	<p>A group member stated that they are disappointed in the way things are going. They stated they have been in Bedford Park for 35 years and love the area. They stated they are being closed off with only one exit and no right hand turn. They stated they would like more right hand turns other than Brookside Avenue.</p> <p>A group member raised their concern regarding major pruning of a tree at the corner of Maple Avenue and Mimosa for utility service works. The group member stated that they would like DPTI to go around the tree if possible. DPTI advised that this is in regards to the root zone and they are trying to go underneath which is why it may cause impacts to the root system. Q: Can't you go around the tree? A: We have Telstra and Gas and possibly NBN which they need to relocate underneath.</p> <p>A group member stated that if the Tonsley line was well patronised they could then get a bus service up to the Flinders precinct and that would solve parking issues. A group member stated that they hope DPTI will increase the Tonsley service. Another group member stated they have Sam Duluk on board so they are hoping something will be done in regards to this service. DPTI advised that if it is utilised there would be more options however the perception is that no-one uses the service.</p> <p>Discussion was had around the right hand turn from Sturt Road onto Main South Road (northbound). A group member stated that this right hand turn should be reinstated so vehicles existing Flinders University can turn right onto Main South Road to head north. DPTI advised</p>	

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that the movement is relatively low and of the 111 buses which come out of University Drive, and all of them turn right onto Sturt Road. A group member stated that there should be better signage at the bottom of Shepherds Hill Road to state clearly about the no right hand turn access onto Main South Road from Sturt Road.

A discussion was had by group members as to whether they felt that the general community understood the project. Group members stated that some of them do and some of them don't, some just don't even care about the project.

A group member stated that when he began on the Community Liaison Group he letterbox-dropped all the residents in his area with his name and number and he has not received one phone call. DPTI advised that the project team spends a lot of time and effort communicating and engaging with stakeholders and the public as it is critical to the success of the project. If group members have any feedback or suggestions on how to improve or add to process we would love to hear them. A group member stated that there is a mixed care factor in that there are rental properties on his street and they probably don't even know that the project is happening and then you have council hosting a meeting and extra people turn up than expected as they are interested in the project.

A group member raised their interest in having a 3D model of the project. DPTI advised that they will do a 3D model however they are waiting until they have a final design as it is not a cheap process and we only want to do it once.

A group member stated that it is critical that there is a right hand turn out of Bedford Park South onto Main South Road, not a u-turn or head back to the north and conduct another turn

DPTI to look into signage at bottom of Shepherds Hill Road advising of No Right Turn onto Main South Road from Sturt Road

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		<p>etc. A group member stated that if this does not happen there will be a huge protest as the people at the CLG represent several hundred people. A group member stated that the Malcolm Street access should be removed from the equation. Another group member stated that the Malcolm Street access would alleviate all the problems. A group member stated that putting more traffic down Malcolm Street is going to cause more problems and accidents. A group member stated that they had a near miss just the other day along Malcolm Street.</p> <p>Q: How are you going to facilitate construction? Are you going to build one side and retain traffic flow on the opposite side or are you going to restrict access altogether, what is the process?</p> <p>A: it's going to be staged construction. The two consortia have methodology on how they are going to construct the project and this information will be released once the contract is awarded.</p>	
5.	Next meeting	Next Meeting – Thursday 12 th November 2015	