

NORTHERN CONNECTOR

STRATEGIC ROAD/RAIL LINK PLANNING STUDY



Transport planning – beyond the next decade

www.dtei.sa.gov.au 1300 793 458



Government of South Australia
Department for Transport,
Energy and Infrastructure

STRATEGIC ROAD/RAIL LINK PLANNING STUDY

The **Northern Connector** would be a completely new multiple use transport corridor that consolidates road and rail developments in a far-reaching project that will be a 'first' for our State.

The proposed new corridor has the capability to bring all traffic from the north's industrial and residential growth into Adelaide and the Port of Adelaide. It is a big picture view that will facilitate the dynamic new growth in the north.



Transport Planning – Beyond the Next Decade

A comprehensive planning study will soon be undertaken to investigate a vital part of South Australia's transport needs into the next decade and beyond.

It will determine the options for a proposed road and rail Northern Connector travelling from the Port Wakefield Road interchange with the Northern Expressway to the Port River Expressway and South Road via Salisbury Highway.

This proposed route would be a strategic investment joining these major transport routes in a way that creates maximum economic and social value for the State.

The road would eventually allow a largely unimpeded journey from Port Wakefield, the Mid North, the Barossa Valley and the Riverland to the Port of Adelaide, and the future North-South Corridor.

A New Road and Rail Connector in the North

The new Northern Connector would run to the west of the existing Port Wakefield Road.

This innovative combination of road and rail services within one corridor would deliver clear benefits to the community, to industry, everyday commuters and the national transport network.

It would improve the safety and efficiency of the state and national transport network.

This new road/rail corridor would reduce congestion on the existing Port Wakefield Road by providing an expressway standard road from the Port of Adelaide to regional destinations east and north of Adelaide. For example, a 70 kilometre trip from the Barossa Valley to the Port of Adelaide would include 47 kilometres of expressway standard road with very few interruptions created by traffic lights.

Local communities living alongside the existing Port Wakefield Road would benefit from better management of traffic volumes. This would assist the development of business precincts in this growing region, while still maintaining direct links to high quality transport infrastructure and services.

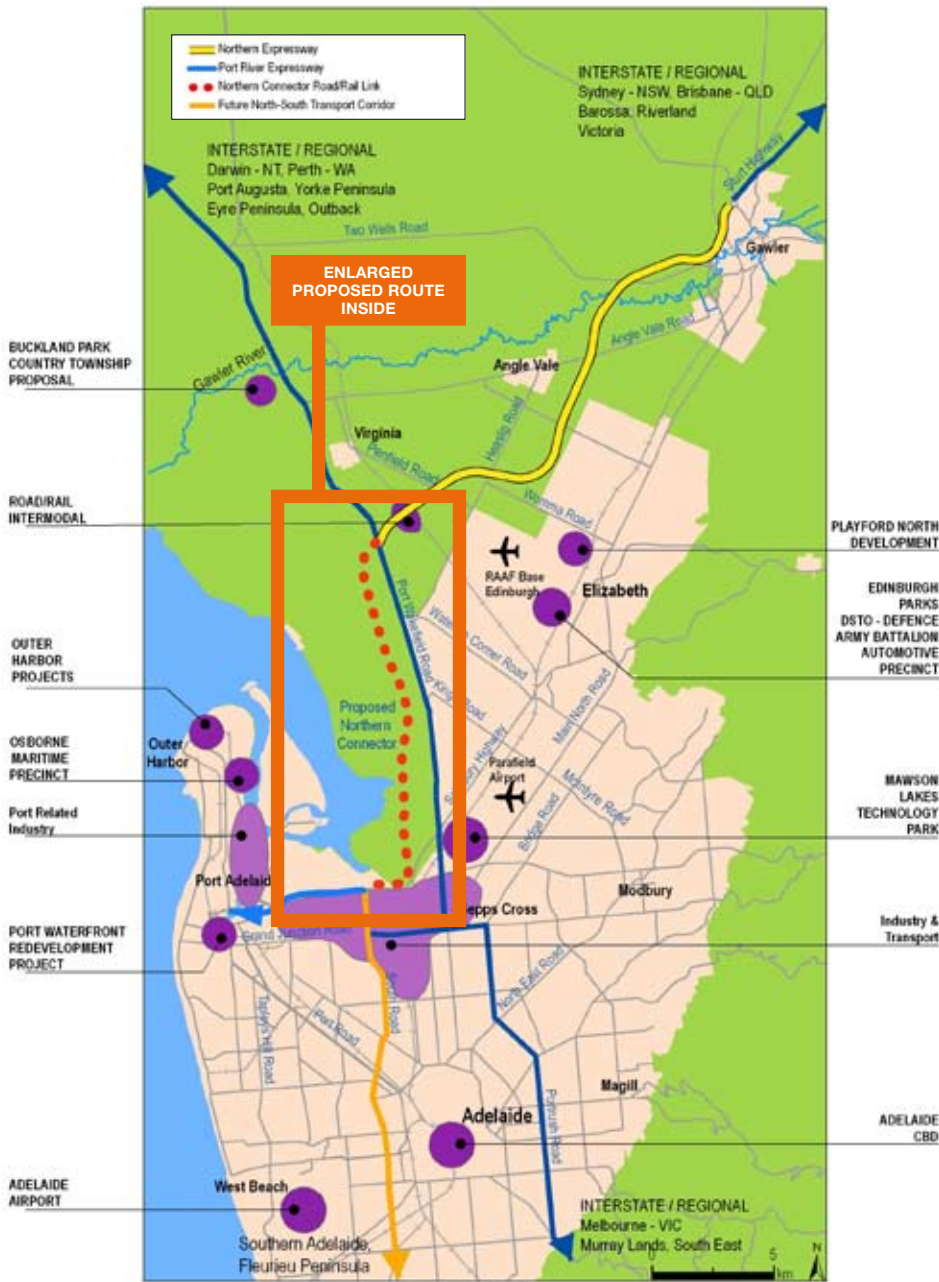
It also offers increased road safety and better quality of life for communities living adjacent to the national east-west freight rail line.

A critical step in investigating the feasibility of the Northern Connector is the completion of a planning study. The planning study would reveal how the Northern Connector contributes to the objectives of the Australian Government's AusLink program.



Artist impression of
potential interchange
with Salisbury Highway

STRATEGIC ROAD/RAIL LINK PLANNING STUDY



NEW NORTHERN CONNECTOR ROAD/RAIL LINK

THE NORTHERN CONNECTOR PLANNING STUDY PROCESS

WE ARE HERE

- ▶ Announcement of project
- ▶ Collection of data
- ▶ Ground survey, traffic investigations, Project Information Line

MARCH 2008 TO AUG 2008

- ▶ Planning study
- ▶ Define and consult on the proposed route, identify issues and define road/rail corridor

SEPT 2008 TO SEPT 2009

- ▶ Environmental Impact Assessment

DEC 2009

- ▶ South Australian and Australian Government approval of project, funding and proposed route

IF PROJECT IS APPROVED

2010 – 2011

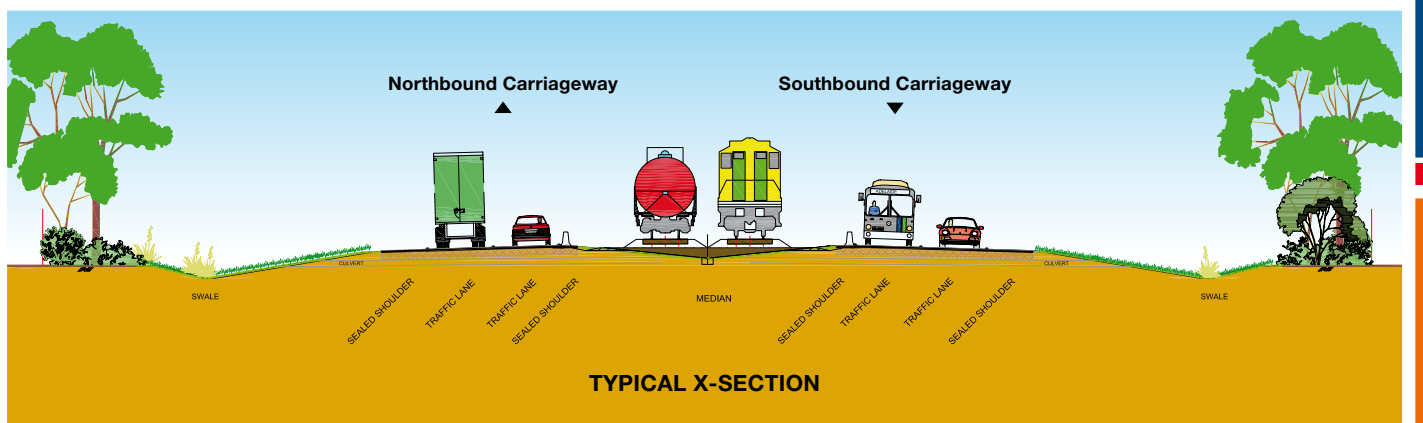
- ▶ Land acquisition

2016 – 2017

- ▶ Construction to be completed

PROPOSED TIMELINE

POTENTIAL TIMELINE



TYPICAL X-SECTION

STRATEGIC ROAD/RAIL LINK PLANNING STUDY



A New Road and Rail Connector in the North

(continued)

In the broader context, this planning study should be seen as part of an overall review of a north to south Adelaide transport strategy – moving closer to achieving smoother and faster connections for people travelling via the upgraded Sturt Highway to South Road and ultimately along a future North-South corridor towards Darlington and the Southern Expressway.

The area to the west of Port Wakefield Road was, for the purposes of the planning study, identified as a preferred study area, primarily due to significant development and residential areas located on the eastern side. On the western side development is generally less dense, comprising a mix of agricultural, horticultural, recreational, residential and industrial land uses.

A Project of National and State Importance

The Australian Government, under its AusLink Program, provides funding for transport links of national importance. These initiatives will contribute to AusLink's key objective of assisting local and national economic and social development through improvements to the safety, efficiency and reliability of the national transport network. Importantly, the Northern Connector will assist in achieving these objectives from both a rail and road perspective.

AusLink is based on the concepts of better long-term planning and encouragement of the best ideas and solutions. It aims to target investment to achieve the best outcomes for people, the national economy, regions and communities.

The South Australian Government is committed to a long term approach to planning our transport infrastructure.

The Northern Connector is a prime example as it is high on the priorities of the State Infrastructure Plan, the Adelaide Urban Corridor Strategy and will also contribute towards the following targets in South Australia's Strategic Plan:

- promoting economic growth
- expanding export potential for the State
- providing strategic infrastructure
- providing infrastructure to support communities in regions.

The 2008 Port Wakefield Road Upgrade

The current upgrade of Port Wakefield Road is designed to cater for the increased traffic volumes that are occurring as a result of rapid developments in the north of Adelaide. Traffic modelling has shown that increased traffic volumes on Port Wakefield Road after 2016 could:

- significantly increase the noise levels for residents and businesses
- impact on the surrounding traffic network
- affect accessibility for communities on the western and eastern side of Port Wakefield Road.

The upgraded Port Wakefield Road will continue to provide the arterial link to the city from the adjacent suburbs while traffic from further field could be redirected onto the new Northern Connector.

“This is a very sensible decision for the future of the State. It not only finishes the world class access from the north to the Port of Adelaide via the, recently completed, Port River Expressway but also connects to the developing South Road corridor.

The combination will eventually provide Adelaide with an efficient north – south transport spine ensuring the needs of both freight and the public are met into the future.”

Vincent Tremaine, Chair
South Australia Freight Council

NEW NORTHERN CONNECTOR PROPOSED ROUTE

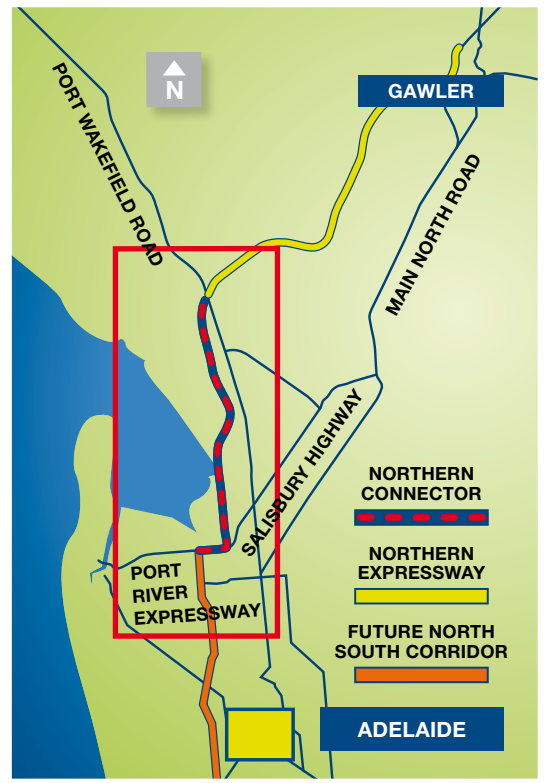
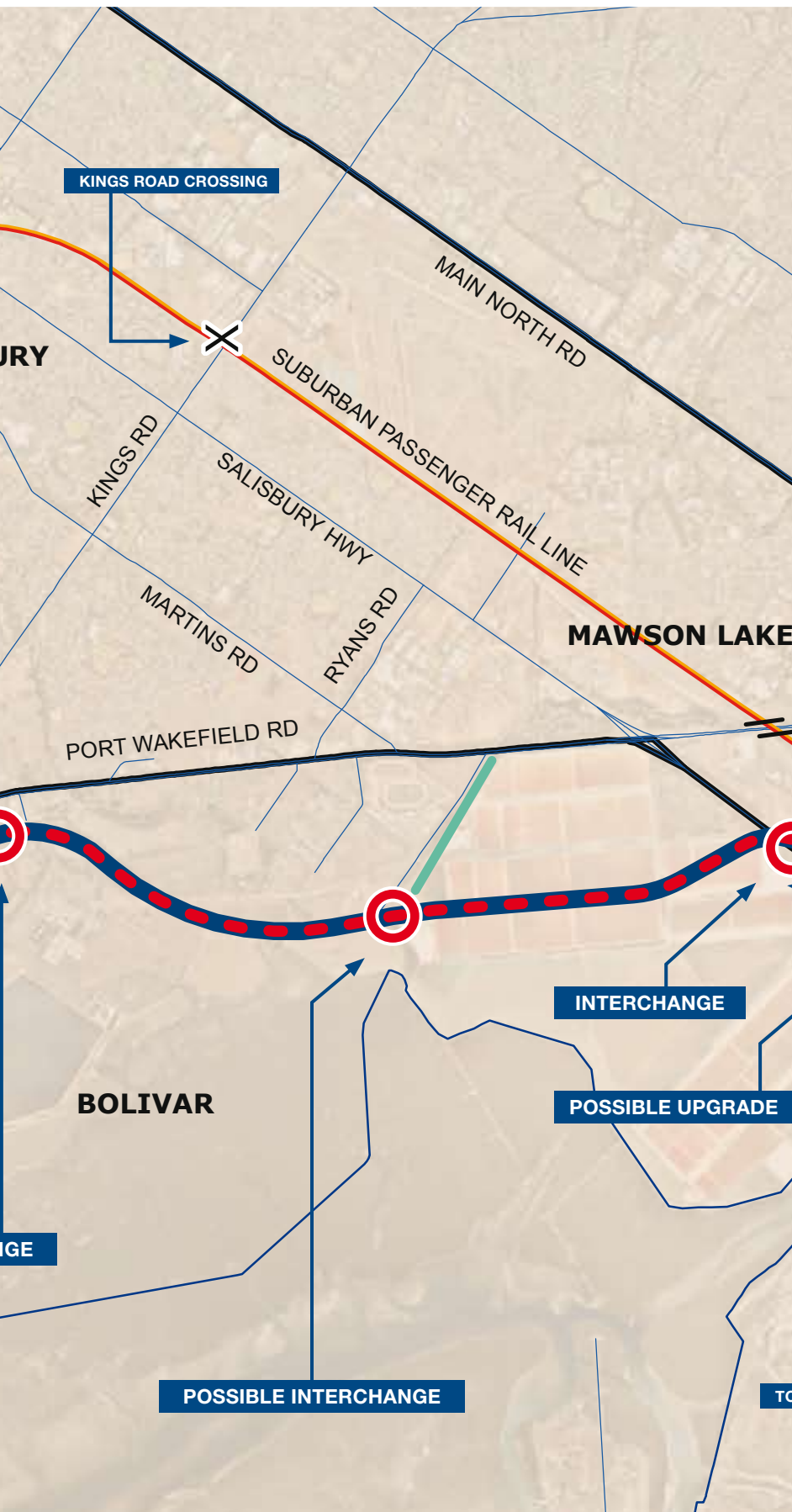


LEGEND

- PROPOSED NEW NORTHERN ACCESS ROAD/RAIL LINK
- NORTHERN EXPRESSWAY

- PROPOSED INTERCHANGE
- NATIONAL NETWORK ROAD

- SUBURBAN PASSENGER RAIL LINE
- PROPOSED NATIONAL NETWORK RAIL



SUBURBAN PASSENGER RAIL
 NATIONAL NETWORK RAIL
 POSSIBLE CONNECTOR ROADS

X EXISTING LEVEL CROSSING
 = EXISTING UNDERPASS/OVERPASS

0 500 1,000 2,000 Metres
 1:50,000

STRATEGIC ROAD/RAIL LINK PLANNING STUDY

About the Project

The Northern Connector would involve:

- the construction of an expressway standard road in a new corridor between the interchange connection of Port Wakefield Road and the Northern Expressway and Salisbury Highway (a distance of approximately 14 kilometres)
- an upgrade of Salisbury Highway between Port Wakefield Road and South Road (approximately 3 kilometres)
- a double track freight rail link from the Adelaide to Darwin/Perth rail line near Pellew Road, east of Port Wakefield Road, to Dry Creek, within the central corridor of the proposed new link road.

The key features of the rail link would include:

- a double track freight rail from the main north-south rail line (Adelaide to Darwin/Perth) near Pellew Road on the Northern Expressway through to Dry Creek
- rail tracks located centrally between road carriageways with no level crossings
- a rail connection to the main line north of the proposed intermodal terminal at Penfield.

Benefits

Initial investigations reveal that the Northern Connector would:

- reduce truck movements and traffic congestion on Port Wakefield Road and the Salisbury Highway
- improve access to Adelaide for road freight transport travelling via the Sturt Highway and Port Wakefield Road

- make other roads safer by diverting freight traffic away from the local road network and residential communities
- provide a new rail link that would remove often disruptive heavy freight trains and the interstate passenger trains from northern suburban areas such as Salisbury, Parafield and Mawson Lakes. These long trains can cause major delays and traffic problems in peak hours, particularly in the vicinity of Park Terrace, Salisbury.

Port Wakefield Road would revert to an arterial road serving the industrial and commercial industries in the City of Salisbury. The adjacent industrial precinct would continue to operate as normal, with Port Wakefield Road providing easy movement and access to the connections for road and rail freight.

The road would:

- provide the final link in a free flowing strategic northern corridor between the Port of Adelaide and the Riverland and Barossa Valley
- improve safety for road users by reducing freight traffic, particularly from Port Wakefield Road
- improve traffic conditions along Port Wakefield Road and Main North Road
- improve freight efficiency and export opportunities
- provide a safer, faster connection to suburban destinations such as Adelaide Airport, sporting venues, beaches and businesses in the southern and western suburbs
- reduce travel times for commuters travelling to and from the Northern Suburbs
- reduce overall vehicle emissions due to smoother traffic flow.

The freight rail link would:

- improve safety and enhance quality of life for nearby residents, through the reduction of freight rail traffic through the suburban area to the east of Port Wakefield Road
- reduce the environmental impact of heavy rail freight transport through suburban communities
- improve rail freight transport efficiencies through a higher speed and shorter connection to port and intermodal facilities (estimated 13 minute travel time saving)
- improve access to Adelaide and the Port of Adelaide for rail freight transport travelling from the north and west of country South Australia.



“RAA supports this investment as it will provide relief to those residents subjected to the growing road and rail freight movements through their community north of Adelaide.

This project will also complement the current major infrastructure priorities of South Road and the Port Adelaide and Outer Harbor precincts.”

Sharon Hanlon, General Manager Public Affairs
RAA



STRATEGIC ROAD/RAIL LINK PLANNING STUDY

Following the determination of a preferred route, an environmental impact assessment will be undertaken to assess the social, environmental and economic effects of the Northern Connector.

Next Steps

A formal planning study will now commence, as the department's initial assessment of the feasibility and options for the new road is now complete. The planning process will begin in 2008 and a broad range of community and stakeholder issues will be examined prior to determining the preferred route. It will include a full economic analysis, establish an environmental assessment process and outline an approach for design and construction.

To assist the planning process, an illustrated concept has been developed and can be found in the centre of this brochure.

The completion of the planning study enables the South Australian Government to make a submission to the Australian Government for funding under AusLink 2 and 3, the next two funding rounds under this important cost sharing grants program.

Stakeholder and Community Engagement

Key stakeholders will be involved in the planning study to assist in determining the preferred corridor and will consider factors such as:

- freight efficiency
- safety
- impacts on local traffic networks
- community needs
- land use and planning
- land productivity
- Aboriginal and non-Aboriginal heritage
- environmental impacts
- visual impacts
- cost

Important key stakeholders already identified are the Councils of Salisbury, Playford and Port Adelaide Enfield as well as relevant government agencies, industry bodies, business representatives and resident groups.

A community engagement process will be undertaken to ensure the local community receives information about the project and is able to provide input and feedback.

Environmental Issues

Following the determination of a preferred route, an environmental impact assessment will be undertaken to assess the social, environmental and economic effects of the Northern Connector.

The extent and process for this assessment will be determined as part of the planning process but will include an assessment of:

- social and economic impacts
- noise
- air and water quality
- cultural heritage
- flora and fauna
- visual effects and landscaping

Property Acquisition

Once the planning study determines the properties that are likely to be affected by the new road/rail link, representatives from the department will contact the property owners at the earliest opportunity to discuss any required property acquisitions.



FOR FURTHER INFORMATION

As further information becomes available it will be released on our website

www.dtei.sa.gov.au

(Follow the links to the New Northern Connector.)

Email dtei.northernconnector@saugov.sa.gov.au

Information line 1300 793 458

Interpreter Service 1300 793 458

Για περισσότερες πληροφορίες για αυτό το πρόγραμμα οδοποιίας τηλεφωνήστε στο 1300 793 458. Διαθέτουμε και διερμηνείς.

Se desiderate altre informazioni su questo progetto stradale telefonate al 1300 793 458. Ci sono interpreti a disposizione.

Để có thêm thông tin về công trình đường bộ này xin hãy gọi điện thoại số 1300 793 458. Sẽ có phiên dịch viên.

បើចង់ទទួលបានព័ត៌មានបន្ថែមទៀតអំពីគម្រោងផ្លូវថ្នល់នេះ សូមទូរស័ព្ទមកលេខ 1300 793 458 មានអ្នកបកប្រែភាសាចូន។

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