## South Road Upgrade – Croydon Station Community Liaison Group (CLG)
### Meeting No. 8 Record

<table>
<thead>
<tr>
<th>MEETING</th>
<th>Croydon Station CLG (South Road Upgrade Project, Torrens Road to River Torrens)</th>
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<tbody>
<tr>
<td>DATE</td>
<td>25&lt;sup&gt;th&lt;/sup&gt; March 2014</td>
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<tr>
<td>VENUE</td>
<td>South Road Upgrade site office, 194 Torrens Road, Renown Park</td>
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### IN ATTENDANCE

**Community members:**
- Alasdair McLean
- Bridgette Minuzzo
- Eija Murch-Lempinen
- Geoff Fussell
- Ivana Kotasek
- Kim Sofo
- Klaus Frolich
- Meshelle Wheare

**City of Charles Sturt:**
- Craig Auricht

**DPTI:**
- Desmond Khoo
- Leigh Dalwood
- Amanda MacGillivray

**Aspect Studios:**
- Tim Conybeare

**Kath Moore & Associates:**
- Kath Moore
- Karen Collins

### APOLOGIES
- Timothy Cichero,

### ABSENT
- Danka Jonjic, Peter Louca, Cr Paul Alexandrides, P Hewitt

### PREVIOUS MEETING RECORD
- 25<sup>th</sup> February 2014 – CLG Joint Meeting and 29<sup>th</sup> January 2014 (Croydon CLG Meeting)

### AGENDA

1. Welcome, introductions & apologies
2. Review of the meeting record actions of 29 January and 25 February (Joint CLG meeting) 2014
   - DPTI to have rail engineer run diagnostics on how quickly heavy rail can descend to ‘at grade’.
   - DPTI to provide figures for shifting station to South Road as well as the exact length needed to get the rail line back at grade to CLG members by 7 February.
   - ALL CLG members to provide feedback to DPTI on their preferred station location (over South Road or Queen Street) by 14 Feb.
   - T Conybeare / P Gillett to provide visuals of options and screen shots of the rail design options from both aerial and street views.
   - T Conybeare to recap on the urban design principles at the joint CLG meeting in February.
   - B Lock to provide both CLG groups with optimal and proposed distances between bus stops.
   - B Lock to investigate if a road crossing of the OHRL can be sited at Thomas Street instead of Queen Street.
   - DPTI to table the patronage levels of the Croydon Station at the next Croydon Station CLG meeting (March).
   - A MacGillivray to upload pile testing and geotechnical investigation photos onto the project website.
   - ALL CLG members to forward further issues for inclusion in the March meeting agenda to A MacGillivray.
- A MacGillivray to note Croydon Station CLG would like one more meeting post March, closer to the release of the final reference design.

3. Structure design and station platform location
   - pros and cons, facilitated discussion on the following:
     - keeping the rail line at-grade (i.e. defer structure)
     - structure back at grade before Queen Street
     - long structure over South Road and Queen Street
   - preferred station platform location
     - over South Road
     - over Queen Street.

4. Going Forward
   - release of the Project Assessment Report (PAR)
   - future of the project
   - evaluation of the Croydon Station CLG and recommendations for the South Road CLG during the next project phase

5. Other Business
   - new property acquisitions

6. Thank you and meeting close

### AGENDA ITEM

<table>
<thead>
<tr>
<th>AGENDA ITEM</th>
<th>DISCUSSION</th>
<th>ACTION / NAME</th>
</tr>
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<tbody>
<tr>
<td>2</td>
<td><strong>Meeting records of 29 January and 25th February</strong> were accepted without amendment. The following items remain outstanding. Responses to these items will be included with the meeting record from this meeting.</td>
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<td>2</td>
<td>- <strong>B Lock</strong> to provide both CLG groups with optimal and proposed distances between bus stops. <strong>Response – optimal walking distance is 500 metres (refer Attachment A for catchment areas for both existing and proposed bus stop locations).</strong></td>
<td>B Lock</td>
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<td>2</td>
<td>- <strong>B Lock</strong> to investigate if a road crossing of the OHRL can be sited at Thomas Street or Rosetta Street instead of Queen Street. <strong>Response – Suggestion has been forwarded to the DPTI Sustainable Transport Planning Unit.</strong></td>
<td>B Lock</td>
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<td>2</td>
<td>- <strong>DPTI</strong> to table the patronage levels of the Croydon Station at the next Croydon Station CLG meeting (March). <strong>Response – manual survey back in August 2012 indicated the following:</strong></td>
<td>D Khoo</td>
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<tr>
<td>2</td>
<td>No. using the station (average weekday), including:</td>
<td></td>
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<tr>
<td>2</td>
<td>- walk to/from the station</td>
<td>352</td>
</tr>
<tr>
<td>2</td>
<td>- cycle to/from the station</td>
<td>30</td>
</tr>
<tr>
<td>2</td>
<td>- park and ride</td>
<td>51</td>
</tr>
<tr>
<td>2</td>
<td>- kiss and ride</td>
<td>8</td>
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More recent survey data from August 2013 indicates the followings:

- No. using the station (average weekday), including:
  - boarding and alighting: 419
  - walk to/from the station: 348
  - cycle to/from the station: 13
  - park and ride: 50
  - kiss and ride: 8

A MacGillivray to upload pile testing and geotechnical investigation photos onto the project website.

Response – to shortly be loaded onto the Project internet page under ‘Latest News’.

### Structure design and station platform location

- Pros and cons facilitated discussion on the following:
  - Option 1 – keeping the rail line at-grade (i.e. defer structure)
  - Option 2 – rail overpass structure back at grade before Queen Street
  - Option 3 – long structure over South Road and Queen Street, station over South Road
  - Option 4 – long structure over South Road and Queen Street, station of Queen Street.

D Khoo presented plan view and long section sketches of the above listed rail options, including a new version viable 'Option 2', which allows the train line to be raised over South Road and return back to 'at grade' by Queen Street. This option was not considered viable previously but changes to rail design standards and slight modifications to the South Road alignment now make this possible; this Option still requires further review to confirm viability.

**ACTION:** Members of the CLG were encouraged to provide any further comments on the pros and cons of each option to DPTI as soon as possible.

- L Dalwood advised that the decision about which design will be supported by the Department may require a decision from Chief Executive level or possibly at Cabinet level.
- T Conybeare presented further artist impressions on how the rail structure might look for the different options. It was noted that the final urban design of the preferred rail option would be determined in conjunction with the design team forming part of the construction delivery team.

### Going Forward

**Release of the Project Assessment Report (PAR)**

L Dalwood advised this will likely be released post Federal budget announcement (in early-mid May). The release of the report will be followed by a formal 30 day feedback period for the wider community and interested stakeholders to provide feedback. All feedback will be considered and a response document (i.e. Supplementary Report), will be prepared and released to show how issues raised through this formal phase of consultation have been addressed.

The report will also state the final reference design for the project advancing into the procurement phase of
construction.

It was agreed that the Croydon Station CLG will be brought together one final time (at a date to be advised), just prior to the release of the PAR for wider public consultation.

**ACTION:** CLG members will be notified of the date for the final Croydon Station CLG meeting.

**Future of the project**

DPTI is currently working on a business case for both the Darlington and Torrens Road to River Torrens (T2T) projects to proceed. An agreement between the Federal and State Governments will need to be reached for either one or both projects to proceed in the near future.

Given the Federal Government desire to complete delivery of the full North-South Corridor within the next decade, if the decision is to proceed firstly with the Darlington project, early works on T2T will still continue, with the major construction of T2T delayed by potentially a couple of years only.

At this stage, DPTI is still working towards engaging a construction contractor for delivery of T2T in 2015.

**Evaluation of the Croydon Station CLG and recommendations for the South Road CLG during the next project phase**

An evaluation form distributed to all members, seeking feedback on the CLG process.

It was noted that the forms would be returned directly to Kath Moore (i.e. not DPTI), who would then collate and summarise the responses.

**ACTION:** CLG members to returned feedback forms by no later than the 11 April 2014.

K Moore advised that previously stated, only one CLG (i.e. South Road Upgrade) will be convened for the next phase of the project. When this new CLG will be convened will be dependent on receipt of Government funding to proceed with the construction of the T2T project.

Feedback received from CLG members will be used to refine the Terms of Reference for the new South Road Upgrade CLG that will go forward into the detailed design and construction phase of the project. It will be important that membership on this new CLG provides a good cross section of representatives across the entire length of works.

Current members of both CLGs were advised that they were welcome to renominate should they wish to do so.

**ACTION:** Once approval for the T2T project to proceed is secured, DPTI to send out new Terms of Reference and nomination forms to existing CLG members, for membership on the South Road Upgrade CLG (construction phase).

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5 Other Business – New property acquisitions

L Dalwood advised that design optimisation of the South Road concept has now identified additional acquisition requirements on the eastern side of South Road, north of the Outer Harbor rail line.
### South Road Upgrade – Croydon Station Community Liaison Group (CLG) Meeting No. 8 Record

| 6 | **Thank you and meeting close**  
L Dalwood thanked everyone for their commitment and effort on the CLG over the past eight months and re-affirmed DPTI's ongoing commitment to proactive community engagement.  
Meeting closed at 8:25pm. |

**ATTACHMENT A**

[Bus Stop Catchment Areas](#)

**ATTACHMENT B**

[Rail Structure ROD](#)
Proposed distance between stops 640m
<table>
<thead>
<tr>
<th><strong>ATTACHMENT B</strong></th>
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| **Option 1** |
| Keeping the rail line at-grade (defer structure) |
| **Option 2** |
| Structure ‘at grade’ before Queen Street |
| **Option 3** |
| Long structure over South Road and Queen Street, station over South Road |
| **Option 4** |
| Long structure over South Road and Queen Street, station over Queen Street |

**Pros:**
- Allows DPTI to avoid building a heavy rail bridge now and just build a light bridge later (build the right bridge at the right time).
- There would be no structure in front of properties of Day and Euston Terraces in the near future.
- Least disruptive option for local residents.
- There is always a possibility of another (more suitable) option yet to be developed.

**Pros:**
- Smaller footprint than for Options 3 and 4.
- There is (overall) less impact on the community and businesses.
- Less impact on local character / amenity / village feel.
- People to the west of Queen Street would no longer have the structure in front of their properties.
- Keeping the station at grade has a perception of better safety and security.
- Additional 5m reserve in Day and Euston Terraces has potential for formalised indented parking, planting out, or for shared road.
- With no level crossing on South Road, retaining the existing rail level crossing at Queen Street might deter rat runners through Croydon.
- Potentially faster to build than for Options 3 and 4.

**Pros:**
- Removes existing rail level crossing at Queen Street.
- Assists with traffic flow on Queen Street.
- Provides open space opportunities.
- Potential benefits for the whole community – open space opportunities.
- Impact is shared equally by the community.
- Potential to improve parking arrangements with provision of angled parking.
- Potential to enhance business opportunities.
- Narrower footprint through the neighbourhood.
- Less visual impact at Queen Street.
- Closer proximity for Ridleyton train users.

**Pros:**
- Less distance to walk for existing users of Croydon Station.
- Perception of greater safety, having the station located in the neighbourhood.
- Maintains the community hub vibe, activating the open space and keeping the area active.
- Activating the area will be a draw card to this space and the local businesses.
<table>
<thead>
<tr>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
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<tbody>
<tr>
<td><strong>Cons:</strong></td>
<td><strong>Cons:</strong></td>
<td><strong>Cons:</strong></td>
<td><strong>Cons:</strong></td>
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<tr>
<td>• Short term solution only.</td>
<td>• Retaining a rail level crossing at Queen Street retains an ongoing safety issue.</td>
<td>• Longest construction time frame of all the options.</td>
<td>• Largest footprint of all the options.</td>
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<td>• Compromises function of upgraded South Road.</td>
<td>• Potential reduction in access for Day and Euston Terraces, as South Road will need to be lowered to accommodate the shortened rail bridge.</td>
<td>• Disruption during construction (including shut down of rail line) could be detrimental to businesses on Queen Street.</td>
<td>• Proposed station overlooks onto adjacent residential properties.</td>
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<td>• Deferral of expenditure now will result in increased costs for future rail grade separation.</td>
<td>• Loss of open space opportunities.</td>
<td>• Construction of a heavy rail structure that may only be utilised in the short term.</td>
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<td>• Retaining a rail level crossing at Queen Street retains an ongoing safety issue.</td>
<td>• Would place the rail bridge embankment at almost the whole length of Euston and Day Terraces, east of Queen Street.</td>
<td>• Removal of the rail level crossing at Queen Street may encourage rat running through Croydon.</td>
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<td></td>
<td>• Anticipate vocal objections from residents of Day and Euston Terraces – perception of “isolation” of their streets.</td>
<td>• Takes the station away from the local community.</td>
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<td></td>
<td>• Likely loss of trees currently adjacent to the rail corridor.</td>
<td>• Potential reduction in perceived safety, particularly at night – further to walk from South Road station to Croydon.</td>
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<th>Comments:</th>
<th>Comments:</th>
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<td>• Would like to investigate opportunities to replace Queen Street rail level crossing with one further to the west (e.g. Thomas Street).</td>
<td>• Potential to link Day Terrace to Robert Street and Euston Terrace to Princes Street to provide alternative access.</td>
<td>• Opportunity to implement traffic calming measures in Elizabeth Street and Queen Street.</td>
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