

# Ovingham Level Crossing Removal

The Australian and South Australian governments have jointly (50:50) funded \$231 million towards the removal of the level crossing at Torrens Road, Ovingham.

The crossing is located near the fringe of the Adelaide CBD on Torrens Road at Ovingham. An average of 21,300 vehicles pass through this level crossing each day.

The boom gates at Torrens Road, Ovingham are down for approximately 22 per cent of the time during the combined AM and PM peak periods.

The junction of Torrens Road and Churchill Road is approximately 100 metres from the level crossing.

Torrens Road crosses both the interstate rail line and the Gawler passenger rail line.

## Understanding the different design options

### Removal of the level crossing will lead to improved:

- safety for all road users by removing a road-rail conflict point;
- travel times for motorists;
- reliability for buses using Torrens Road; and
- increased freight productivity.

### Options considered for the removal of:

The project team considered four options in a planning study:

1. **Rail Over** (elevating the rail line over the road).
2. **Rail Under** (lowering the rail under the road).
3. **Road Under** (lowering the road under the rail line).
4. **Road Over** (elevating the road over the rail line).

### In considering these options the study investigated which would work best taking into account:

- impacts on residents and businesses;
- heritage and environment impacts;
- land acquisition;
- how easy it is to build;
- changes to local traffic;
- construction impacts such as noise, dust and traffic;
- disruption to passenger rail services and the road network; and
- total project costs.

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## Understanding the different designs

Investigations planning and design have led us to discount the following three options:

### **Rail over** (elevating the rail lines over the road)

- longer construction period;
- longer closure of the Gawler Rail line;
- impact on rail freight services;
- longer shutdown of the Ovingham Railway Station; and
- increased property acquisition.

### **Rail under** (lowering the rail under the road)

- large amount of residential and business property acquisition required;
- longer construction time frames with associated disruptions;
- a large number of underground essential services would be disrupted;
- major impacts and shutdowns to passenger and freight rail services; and
- high project costs.

### **Road under** (lowering the road under the rail line)

- longer construction time frame;
- longer impacts to Gawler rail line;
- impact on rail freight services;
- long shutdown of the Ovingham Railway Station; and
- increased property acquisition.

### **Preferred option – Road over** (elevating the road over the rail line)

After considering all options and the characteristics of the local area, the preferred option is road over. A road over option would involve elevating Torrens Road, and the western end of Churchill Road, over the Gawler rail line and the interstate freight line (ARTC line).

Road over option has been selected with the following reasons:

- minimal disruption to rail users and freight line;
- less traffic impacts on local streets;
- improved safety outcomes;
- shorter construction time;
- no business and or residential property acquisition;
- least impacts on major underground services;
- improved connectivity; and
- the creation of new community open space.

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If you have any questions or would like to speak to a member of the project team, please call 1300 794 880 or email: [dit.communityrelations@sa.gov.au](mailto:dit.communityrelations@sa.gov.au)