



Part C

Justification and conclusion

Conclusion 21

21 Conclusion

A continuous North–South Corridor for moving people and goods in the Adelaide metropolitan area will be a vital boost for South Australia’s quality of life and for its economy. The Torrens Road to River Torrens section of the North–South Corridor would gain significant benefits from upgrading the current narrow congested roadway, to a non-stop corridor that separates through traffic (including freight) from local traffic and introduces improvements to this inner suburban area.

21.1 Project need

The need for a strategic non-stop North–South Corridor in Adelaide, which includes the Torrens Road to River Torrens project, is driven by population growth and transport requirements for existing and future industrial precincts and Adelaide’s planned employment areas. A number of problems associated with the existing condition and layout of South Road, have the potential to hamper economic development, increase costs for local business and/or reduce Adelaide’s liveability. The problems include:

- increasing demand from diverse users of South Road is increasing congestion, travel time and reducing reliability of the road
- poor accessibility (including public transport) between east and west of Adelaide is increasing congestion and travel times
- current high incident rate (including road crashes) along South Road.

Many of Adelaide’s key freight distribution centres are located in Adelaide’s western sector where many of the strategic road network routes are showing high levels of congestion and delays with signalised intersection either approaching or at capacity levels.

Adelaide’s businesses need the certainty of reliable transport routes to operate successfully and deliver goods and services to local, interstate and global markets via export gateways such as the Port of Adelaide, Adelaide International Airport and the Islington Intermodal site. A North–South Corridor, including the Torrens Road to river Torrens project, will address the challenges facing Adelaide’s business and commuters by improving vital freight and road traffic corridors.

21.2 Strategic importance

A non-stop North–South Corridor (including the project) would achieve, or help achieve, a number of Australian, South Australian and regional planning objectives, such as:

- addressing Infrastructure Australia’s themes of providing competitive international gateways; development of a national freight network and transforming our cities
- improving the National Land Transport Network

- building a productive, sustainable and liveable future for our cities
- contributing to the goals of the National Road Safety Strategy
- achieving *South Australia’s strategic plan* objectives of growing prosperity, improving wellbeing and attaining sustainability
- addressing SA’s *Integrated Transport and Land Use Plan* key challenge area of ‘Providing efficient connections to export/import gateways’.

21.3 Achievement of project objectives

The project objectives were drawn from the wider South Road Planning Study Study (Regency Road to Anzac Highway) to address key strategic outcomes and project needs. The project’s performance against the project objectives is summarised in Table 21.1.

Table 21.1. Performance against project objectives

Project objective	Torrens Road to River Torrens project performance
Protect and provide freight priority consistent with a National Network Transport Link between Wingfield and Darlington to the Port of Adelaide, Adelaide’s Southern employment areas, Adelaide Airport and other industrial and commercial centres consistent with The 30-Year Plan for Greater Adelaide	<ul style="list-style-type: none"> ▪ Achieved through the creation of this component of the continuous North – South corridor
Improve travel time, reliability and vehicle operating costs in Adelaide’s North–South Corridor	<ul style="list-style-type: none"> ▪ Reduces traffic congestion and improves traffic flows, with anticipated travel time savings of between 3 and 6 minutes (an average of 5½ minutes for the non-stop section across the two flow directions and AM and PM peaks) ▪ Provides cost savings for industry and other users through improvements in travel time
Improve accessibility to employment, leisure and service opportunities of Adelaide’s east–west traffic (including by motorists, public transport, pedestrians and cyclists)	<ul style="list-style-type: none"> ▪ Intersections of east–west arterial road routes of South Road in the project area include Torrens Road, Port Road, Grange Road–Manton Street and Adam Street will be upgraded ▪ Anticipated increased travel speeds and reduced travel times as a result of lower levels of congestion on these roads ▪ Anticipated reduction in crash rates at intersections with a majority of north–

	south traffic travelling on the lowered road
Reduce the incidence and severity of South Road crashes	<ul style="list-style-type: none"> ▪ Significantly reduces the number of incidents on South Road by transferring high volumes of traffic to the North–South Corridor, a freeway standard road with no at-grade intersections, level crossings or direct access from adjacent properties or the local road network, thereby reducing the number of conflict points
Minimise/manage social and environmental impacts	<ul style="list-style-type: none"> ▪ Social and environmental effects of the project in the design, construction and operation phases have been assessed and mitigation/management measures of adverse effects have been identified.
Deliver a solution with positive net benefits (monetised plus non-monetised) for South Australia	<ul style="list-style-type: none"> ▪ Provides a benefit cost ratio of 2.4 and a net present value of \$544 million

21.4 Project benefits

A range of social, economic and environmental benefits are anticipated, including:

- providing a critical piece of infrastructure for delivering Adelaide’s non-stop North–South Corridor
- allowing more efficient access to and from key freight areas of the National Land Transport Network, the Port of Adelaide, the industrial north-west sector and Adelaide Airport
- reducing traffic congestion and improve traffic flows to provide travel time reduction from the existing South Road situation through the project
- improve road network reliability, efficiency and accessibility for business
- provide more efficient access to some of Adelaide’s key employment areas
- improving traffic flows and reduce congestion on east–west roads such as Port Road and Grange Road-Manton Street
- improving safety for road users by reducing the potential for conflict at at-grade (ground level) intersections
- improve cycling facilities and therefore cyclists safety
- enabling involvement of locally based industry/companies and their employees
- reduction in greenhouse gas emissions associated with a free-flowing road (compared to the situation if the project was not built)

- creating an estimated 480 jobs per year (both direct and indirect) during the construction phase of the project
- provide a benefit cost ratio of 2.4 and a net present value of \$544 million.
- help to achieve strategic policy outcomes and objectives for the Australian and South Australian governments.

21.5 Key project effects and management measures

Construction and operation of the Torrens Road to River Torrens project would bring environmental, social and economic benefits. However, in developing the project, many often competing environmental, social, economic and engineering issues have had to be balanced.

The scale, nature and location of the project, make some adverse effects inevitable. Where possible, measures will be put in place to manage or minimise these effects and enhance opportunities through the construction and operation of the project.

Table 21.2 summarises the key environmental and social effects of the project, as determined through the planning and environmental impact assessment processes, and lists measures to manage and mitigate these effects.

Table 21.2. Measures to manage and mitigate key potential effects of the project

Potential effect	Proposed management and mitigation measure
Property acquisition	<ul style="list-style-type: none"> ▪ Property acquisition and compensation will be undertaken in accordance with the Highways Act 1926 and the Land Acquisition Act 1969 ▪ Property owners requiring support to cope with the changes would be offered and provided assistance with counselling
Operational noise increases to residents adjacent the road and rail corridors	<ul style="list-style-type: none"> ▪ Where required, provide noise mitigation at the source and/or receiver in line with DPTI's Road traffic noise guidelines and the EPA's Guidelines for the assessment of noise from rail infrastructure
Local road closures and turning restrictions	<ul style="list-style-type: none"> ▪ Alternative access route will be provided ▪ Discussions with the project's community liaison groups regarding access arrangement to mitigate adverse impacts where possible
Severance, social cohesion and access	<ul style="list-style-type: none"> ▪ Access to South Road (surface roads) would continue, although in some situations via alternative routes. East–west travel would still traverse major road

	<p>intersections.</p> <ul style="list-style-type: none"> ▪ Infrastructure such as footpaths and pedestrian crossings would be upgraded, electricity undergrounded and stobie poles removed ▪ Remaining land may be used for community purposes, such as parks
Visual amenity	<ul style="list-style-type: none"> ▪ Develop a landscape design and urban design framework to ensure the project is visually integrated with existing land uses and improves the current degraded amenity of the South Road corridor
Social effects from construction activities (e.g. noise, vibration, air quality and traffic access changes)	<ul style="list-style-type: none"> ▪ Develop a Construction environmental management plan (CEMP) identifying measures to manage and mitigate noise, vibration and dust ▪ Develop a traffic management plan during construction and keep the community informed of any changes to the local and arterial road network ▪ Undertake upgrade works on alternative detour routes to provide a suitable alternative to the South Road corridor during construction
Environmental impacts from construction activities including water quality/ pollution, Aboriginal heritage, chemical spills	<ul style="list-style-type: none"> ▪ Develop a CEMP identifying measures to manage and mitigate adverse water quality, soil erosion, chemical storage and spill clean-up and procedures for discovery of Aboriginal artefacts or remains

21.6 Next steps

The release of this *Project Assessment Report* is the next stage of the project’s planning, community engagement, and environmental impact assessment process.

The *Project Assessment Report* will be exhibited for at least 30 days and members of the public, community organisations and government agencies are invited to comment on any aspect of the project.

A *Supplement report* to be prepared following public exhibition of the *Project Assessment Report* will summarise the public submissions received during the exhibition period and respond to relevant issues raised. The Supplement Report will also display the final concept design of the project, highlighting any changes or

refinements made as a result of the consultation process and any additional engineering, social, environmental and economic investigations.

When completed the Supplement report will close out the project’s planning phase and will be available on the project website (www.infrastructure.sa.gov.au/south_road_upgrade).

Community engagement activities will continue throughout the detailed design and construction phases of the project.