North-South Corridor
Regency Road to Pym Street

Graphical representation: North-South Corridor (Regency Road to Pym Street) looking south along the non-stop motorway above Regency Road.
What is a project report?

The *Project Report* explains the need for the project and summarises the environmental, social, economic and engineering assessments undertaken during design for the Regency Road to Pym Street Project, part of Adelaide’s North-South Corridor.

The report outlines the measures proposed to avoid or minimise the effects of the project identified during design.
North-South Corridor

The North–South Corridor is one of Adelaide’s most important transport corridors (Figure 1). It is the major route for north and south bound traffic including freight vehicles running between Gawler and Old Noarlunga, a distance of 78 kilometres, and currently comprises seven road links:

- Northern Expressway, from Gawler to Port Wakefield Road (opened in 2010);
- Northern Connector, from Northern Expressway to Port River Expressway (opening late 2019);
- South Road Superway (completed 2014);
- Torrens Road to River Torrens (completed 2019);
- Torrens River to Darlington;
- Darlington Upgrade Project (due for completion 2020);
- Southern Expressway, from Darlington to Old Noarlunga (completed 2014).

By late 2019, approximately 63 kilometres of the 78 kilometre North–South Corridor will be constructed. With completion of the Darlington Upgrade Project in 2020 this extent will increase by about 3 kilometres to approximately 66 kilometres.

The Australian Government continued its decision to support the upgrade the North–South Corridor over the next decade and together with the South Australian Government has committed $354 million to construct the 1.8 kilometre section between Regency Road to Pym Street.

The North–South Corridor will provide strategic free-flowing road links to connect the expanding industrial and residential areas in the north and the south, to provide new opportunities for economic development.

The current roadway isn’t capable of handling projected growth and the number of vehicles that need to use the road or the size of freight carriers travelling along it. In response, the Australian and South Australian governments are expanding the route by creating a dedicated non-stop North–South Corridor with a program to eliminate bottlenecks already underway.

In 2011, with funding from the Australian Government the Department of Planning, Transport and Infrastructure (DPTI) began a study to plan for a non-stop South Road corridor between Regency Road and Anzac Highway. It identified that the highest priority for upgrade in that section was between Torrens Road and the River Torrens (the T2T Project), which was completed in 2019.

To link the Torrens Road to River Torrens section to the completed North–South Corridor Superway, Northern Connector and Northern Expressway to the north construction of the 1.8 kilometre Regency Road to Pym Street section is required.
Figure 1: Adelaide’s North-South corridor
Once finished, the North–South Corridor (Regency Road to Pym Street) project will significantly improve travel for north–south traffic through a 1.8km upgrade of South Road from just north of Regency Road to just south of Pym Street (Figure 2). It will complete a non-stop 47 kilometre motorway section of the North–South Corridor between Gawler in the north and the River Torrens at Torrensville to the south.

The project will:

- provide an important piece of infrastructure for delivering Adelaide’s non-stop North–South Corridor;
- enable a more efficient access to and from key freight areas of the National Land Transport Network, the Port of Adelaide, the industrial north-west sector of Adelaide and Adelaide Airport;
- improve road network reliability, efficiency and accessibility for business;
- maximise efficient access to some of Adelaide’s key employment areas along the northern extent of the non-stop North–South Corridor;
- improve safety for road users by reducing the potential for conflict at existing intersections;
- improve cycling and walking facilities;
- enable involvement of locally based industry/companies and their employees;
- create an estimated 160 jobs per year during the construction phase of the project; and
- help to achieve strategic policy outcomes and objectives for the Australian and South Australian governments.
The Regency Road to Pym Street Project

The project

Forming part of the North–South Corridor, the Regency Road to Pym Street Project will connect the existing South Road Superway to the Torrens Road to River Torrens Motorway, between Regency Park and Croydon Park.

The project’s key features, as shown in Figure 2 and Figure 3 are:

- a 1.8 kilometre section of non-stop motorway providing three lanes in each direction (at-grade);
- two lanes in each direction on the South Road surface roads, providing access to the surrounding community and local businesses (no parking along South Road surface roads);
- an overpass over Regency Road (three lanes in each direction). Two lanes in each direction (at-grade) on the surface roads underneath;
- left in and left out only access at Pym Street;
- full access to and from the non-stop motorway at Regency Road;
- signalised intersection upgrade at Regency Road and South Road surface roads;
- full-time bicycle lane on the surface roads, south of Regency Road;
- a grade separated pedestrian and cycle overpass over South Road in the vicinity of Pym Street;
- landscaping and noise barriers (where required);
- traffic management, signage and Intelligent Transport Systems (ITS); and
- relocation of utility services away from non-stop motorway.

In addition to works on the existing South Road the following works are being undertaken:

- a heavy vehicle bypass road connecting Exeter Terrace and Pedder Crescent;
- installation of Intelligent Transport System (ITS) infrastructure on Regency Road.

The project area

Located in the City of Port Adelaide Enfield, the project area is approximately 5 km to the north-west of Adelaide’s central business district and passes through the suburbs of Regency Park and Croydon Park.

The total project area will extend from the southern extent of the South Road Superway to the northern extent of the Torrens Road to River Torrens project.
Figure 2: Regency Road to Pym Street alignment
Figure 3: Pedder Crescent heavy vehicle bypass alignment
Project design description

The Regency Road to Pym Street Project design has been developed in response to design criteria, community and stakeholder feedback and the outcomes of environmental, social, safety, economic and engineering investigations. It adheres to relevant Australian Standards, guidelines and principles.

The information provided below outlines the current design however it is possible that minor modifications may be made as the project design is finalised.

North of Regency Road:

- non-stop motorway at ground level with three lanes in each direction in the centre of the alignment;
- South Road surface roads on each side of the non-stop motorway south of Regency Road;
- upgraded access to the South Road surface road from the Regency Park Oval on the western side;
- retaining existing access to the South Road between Aruma St and Regency Road on the eastern side;
- installation of a Common Services Trench (CST) under a rebuilt existing shared-use path; and
- installation of services under the existing footpath on the eastern side of the alignment.

Regency Road and South Road intersection:

- non-stop motorway overpass, three lanes in each direction over Regency Road;
- full access to and from the non-stop motorway at Regency Road;
- Regency Road retaining two lanes in each direction; and
- signalised intersection upgrade at Regency Road and South Road surface roads.

South of Regency Road to Pym Street:

- non-stop motorway at ground level with three lanes in each direction in the centre of the alignment;
- South Road surface roads (two lanes in each direction) each side of the non-stop motorway at ground level including full-time bicycle lane;
- a pedestrian and cycle overpass over the non-stop motorway and South Road surface roads;
- changes to existing access for roads that connect to the South Road surface road, with closure of some (that conflict with traffic to and from Regency Road) and left in and left out access for remaining roads;
- a shared-use cycle and pedestrian path on the western side and a pedestrian path on the eastern side; and
- landscaping and noise barriers (where required).

Pedder Crescent works

- a heavy vehicle bypass road and pedestrian path connecting Pedder Crescent and Exeter Terrace;
- installation of Intelligent Transport System (ITS) infrastructure on Regency Road.
The R2P Alliance

The contract to design and construct the Regency Road to Pym Street Project was awarded to McConnell Dowell Constructors (Aust) Pty Ltd, Mott MacDonald Australia Pty Ltd and Arup Group Pty Ltd.

In partnership with DPTI the project team forms the R2P Alliance.

Construction

Construction will be undertaken during day and night shifts, depending on methodology. Where major traffic restrictions are required, works will be completed at night to minimise impacts to traffic. Site compounds are required in the project area and these have been identified in the pre-construction phase of the project.

Pre-construction early works, including site establishment and services relocation, commenced in late 2019 with construction throughout the extent of the alignment to commence in January 2020. Project completion is anticipated in early 2022.

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Community and stakeholder engagement

Process

Community and stakeholder engagement has informed the design development and decision-making process for the project during two phases:

- South Road Planning Study (Regency Road to Anzac Highway) that commenced in February 2011; and
- Regency Road to Pym Street Project following release of the initial concept design in May 2013.

Key industry bodies, representative bodies, members of parliament, government agencies, local government, emergency services authorities, community groups as well as the community, including local residents and road users, were consulted during the planning process.

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

Community Liaison Group

Subject to community interest, there is an opportunity to establish a Community Liaison Group (CLG) for the duration of the project. The CLG will meet regularly to find out more about the project, receive regular updates from the project team, report back to the wider community and receive updates on the detailed design and construction process.

Supporting local business

The project team has commenced engagement with businesses to establish primary points of contact and to obtain information to feed into the design and construction schedule.

The project will work closely with local businesses to help manage construction impacts by providing timely information on upcoming works, business promotions and other business support strategies.

The project is currently developing a Business Support Strategy, which will be implemented throughout the project.

Project updates and website

Project updates will be regularly distributed to the project area, the electronic mailing list and added to the project website – [www.R2Palliance.com.au](http://www.R2Palliance.com.au). The website and updates will provide information on milestones, upcoming construction works, latest news, photos and opportunities for community involvement. Interested stakeholders will also be able to subscribe to the project mailing list via the website.

Community Wildlife Program

The Community Wildlife Program for the R2P Project is being established to assist addressing community concerns regarding the loss of habitat that can occur following the removal of trees as part of transport projects. It involves educational workshops – often in association with a men’s shed and local schools – and constructing, installing and monitoring nesting boxes that replace habitat until offsets reach maturity.

The program will be adapted to suit the local site and will be developed during the design phase, then undertaken during construction.
Industry-Schools STEM Partnership Program

The project will support local schools through science, technology, engineering and mathematics (STEM) based learning. Delivery of STEM programs during the project will:

• help to deliver the state and national goals for increased focus on STEM education with a basis in the real world;

• foster a lasting relationship between schools and the Alliance; and

• increase community understanding of the complexities and requirements of a large and complex project being constructed in their local neighbourhood.
Project effects

Project wide

Construction and operation of the Regency Road to Pym Street Project contributes to environmental, social and economic benefits along the North–South Corridor. In developing the project, often competing environmental, social, economic and engineering issues have had to be balanced.

The scale, nature and location of the project makes some adverse effects inevitable however, where possible, measures will be put in place to manage and minimise these effects throughout construction and operation.

Traffic and transportation

South Road is a key component of Adelaide’s North–South Corridor and the section between the Port River Expressway and the Southern Expressway is part of the National Land Transport Network. Along its length, South Road allows direct access to Adelaide’s arterial and local road network. It provides for both longer distance travel as well as access to local communities.

South Road

Ultimately, a non-stop North–South Corridor will be a more efficient and safer route for traffic travelling north–south across metropolitan Adelaide. It will attract traffic from other parts of the surrounding road network, predominantly from parallel north–south roads from Main North Road in the east to Tapleys Hill Road in the west.

The peak hour travel time savings are anticipated for traffic using the motorway, whilst vehicles using the surface roads will also save travel time in comparison to current conditions.

The project is expected to reduce the number of incidents as the North–South Corridor will be a higher standard road with fewer conflict points between users.

Local roads

Eleven local roads intersect with South Road between Regency Road and Pym Street, with all turning movements currently permitted to South Road from the local road network.

Constructing the non-stop motorway with South Road surface roads will require changes to local access. The local road network will not have direct access to the motorway. All access will be along surface roads, with most local roads restricted to left in/left out only or no access at all.

Public transport

There are currently no bus routes along South Road between Torrens Road and Days Road however, several bus routes cross South Road within the project area. During construction, there will be temporary relocations of bus stops and this will be coordinated with bus service providers.

During construction and at project completion, two bus routes will be modified. This is a result of the removal of east-west connectivity over South Road along Pym Street. A planning study has been undertaken by DPTI resulting in three options. The project and DPTI Bus Operations will work together to implement the selected option.

Pedestrian and cycle networks

The number of cyclists and pedestrians currently using South Road within the project area is relatively low. The project seeks to improve the cyclist and pedestrian access with shared-use paths being constructed and
upgraded along South and Regency Roads. Full-time bicycle lanes on the surface road south of Regency Road will be provided by the project.

To retain east-west connection, a grade-separated pedestrian and cyclist overpass in the vicinity of Pym Street will be constructed. Pedestrian access under the Regency Road overpass will be also be provided.

**Construction effects**

Traffic Management Planning has been undertaken by the project. The project will work with the Traffic Management Centre to facilitate access changes as well as the City of Port Adelaide Enfield to minimise disruption and delays.

Temporary closures of roads, road diversions and speed restrictions will be necessary during construction. Bus services may be disrupted during construction and bus routes may require diversions to ensure effective operation. Footpaths and cycle networks may be closed during construction and temporary diversions will be implemented.

**Socio-economic**

The South Road Planning Study completed an analysis of socio-economic impacts and this knowledge contributed to the evaluation of options and selection of the preferred solution. The information gained from the community engagement process (including business interviews and community surveys) was critical in understanding the needs of the community and ensuring the project was designed to deliver an appropriate engineering outcome that was also socially acceptable.

The engagement process directly influenced and informed analysis of project options. The feedback findings were collated and analysed, and then used by the planning and socio-economic teams to inform the options refinement process.

The analysis included assessment of schemes based on their potential to avoid, mitigate or adversely impact on key sites, connections or facilities that were identified in the feedback process.

The socio-economic assessment identified that potential effects of the project include:

- severance, social cohesion and access (local road closures and restricted turning movements);
- amenity;
- property acquisition;
- public health and safety, and disturbance; and
- walking and cycling.

Measures to reduce these impacts include:

- continued access to South Road (surface roads);
- ensuring alternative routes are available;
- upgrading footpaths and pedestrian crossings;
- improving cycling facilities;
- investigating use of remaining land for the community;
Project Report

- installing noise barriers and landscaping; and
- minimising the project footprint and land acquisition requirements.

Property impact

For the Regency to Pym Street Project, land has been acquired to enable the road corridor to be widened along South Road.

Land acquisition for the main alignment of the project has been completed. Partial land acquisitions are currently underway for the Pedder Crescent works.
Environmental impact assessment

In conjunction with community and stakeholder engagement, the project has assessed its environmental impact.

The environmental impact assessment evaluates the effects of the project so that decision making can take these effects into account and include mitigation or management measures where required.

Aboriginal heritage

Today South Road is part of a highly built-up urban environment with very little evidence of the original topography, vegetation or geology. Both the eastern and western sides of South Road have been extensively modified with industrial, commercial and residential buildings along the corridor.

Before settlement, the project area was very different and home to the Kaurna Aboriginal people. Their close connection to country and to the area continues today.

A search of the South Australian Central Archive, which includes the Register of Aboriginal Sites and Objects, has identified no recorded Aboriginal sites within or immediately adjacent to the project alignment.

Although no sites have previously been recorded, measures have been and will continue to be implemented to avoid impacts to Aboriginal heritage should it be encountered during construction, in compliance with the Aboriginal Heritage Act 1988.

Non-Aboriginal heritage

An assessment has been made of the project’s potential to impact on national, state and local non-Aboriginal heritage items. Whilst there are no national, state, local or contributory heritage items identified adjacent to or in immediate proximity to the project, the area does have a rich and diverse cultural and sporting history, including the Polonia Adelaide Sports Club.

Noise and vibration

Construction noise

As for any major infrastructure projects, noise from construction activities will be generated. Night-time works will be needed to expedite the construction program and minimise traffic disruption particularly when works affect the existing South Road corridor.

Construction Noise and Vibration Management (CNVM) will be undertaken by the project. Management and mitigation measures to minimise the impact may include locating noisy machinery away from residential properties, avoiding truck movements on local roads, scheduling of noisy activities during daytime hours and installing temporary noise barriers around stationary equipment.

Notification to affected residents and businesses throughout the construction phase will form an essential part of the CNVM and mitigation strategy.

Construction vibration

During construction, residents near the works may experience vibrations. Structural damage is not expected however, property condition assessments will be offered for properties adjacent major works to allow peace of mind for property owners.

Construction vibration management and mitigation measures may include operating vibratory machinery on low level settings, undertaking vibration monitoring, and notifying the community about when and where vibration effects may be noticeable.
Operational road noise
The project has the potential to change existing noise levels along the corridor by altering the existing road configuration, influencing traffic flows and speeds and exposing some properties to new noise sources.

Noise monitoring was undertaken in the study area to understand existing noise levels and to calibrate a noise model. Preliminary noise modelling during design development anticipated the future noise level and identified noise treatment measures. Further modelling was undertaken during detailed design.

Noise criteria, as defined in DPTI's Road Traffic Noise Guidelines, are set and a range of treatment measures were considered during planning and design to reduce traffic noise for this project once operational. The measures include:

- minimising the noise generated from design (type of asphalt);
- treatment of noise at the source (e.g. acoustic barriers including noise walls); and
- treatment of residual noise from the project, if required, for eligible properties (e.g. house treatments).

It has been the project's preference to focus on minimising noise through design, and treating noise at the source and along the path to the receiver.

Operational vibration
Operational vibration assessment determined that during road operation, vibration levels at residences will be below both structural damage and nuisance guideline levels.

Flora and fauna
A vegetation assessment identified exotic non-native vegetation along side streets and roads intersecting South Road, in public open spaces and in private property.

The project area is located in a fully urban section of the Adelaide metropolitan area with highly fragmented and highly modified habitat with limited biodiversity for native species.

Where removals are unavoidable, planting within and adjacent to the upgraded road corridor as part of the project's landscape design plan, will be undertaken to offset the removals and restore amenity and habitat. The landscape design seeks to improve amenity and biodiversity of the project for the longer term with careful selection of trees and shrubs that are self-sustaining to minimise ongoing irrigation or any need for regular replanting.

Air quality
The project could influence air quality by changing traffic volumes and road geometry in the corridor and across the adjacent road network. An efficient road design that increases vehicle speeds with fewer stop–start movements should reduce the amount of vehicle generated emissions.

An air quality assessment has been undertaken. Existing and anticipated future levels of particulate matter, carbon monoxide and nitrogen dioxide (the emissions most commonly associated with vehicles) were assessed. Results indicate that vehicle sourced emissions generated by the project will meet the South Australian EPA's Environment Protection (Air Quality) Policy 2016 emission levels when operational.

Air quality during construction will be managed during construction. The main impact to air quality during construction is likely to be dust, which will be managed by the use of dust suppressants, speed restrictions for construction vehicles, and minimising material stockpiles.
**Water quality, drainage and flooding**

The potential effects of the project on surface water, groundwater and water quality can be categorised into three types:

- hydrological (impacts on volume and timing of flows);
- physical (impacts on landforms and drainage pathways); and
- water quality.

These effects were investigated to help understand surface water and groundwater quantity and quality.

The assessments indicated that with a range of measures incorporated into the design, the project will not have a significant impact on water volumes, drainage and water quality.

**Surface water**

Surface water/hydrology assessment of both minor drainage (stormwater networks) and major drainage (catchments) has helped understand the existing conditions in and across the project area.

The design maintains connection of the existing piped systems by realigning pipes to the existing stormwater network.

**Water quality**

A review of water quality data for the project area indicated that existing water quality is typical of polluted runoff in an urban catchment. Adverse impacts to water quality have been minimised and water sensitive urban design incorporated south of Regency Road where space is available to make it possible.

For construction, soil erosion and drainage management measures will be developed and implemented to manage construction water flows and maintain water quality. In accordance with the Environment Protection Authority’s Stormwater Pollution Prevention Code of Practice, erosion and sediment control measures to slow the water flow and trap sediment within the work site will be installed to minimise potential impact to water quality.

**Groundwater**

Preliminary investigations to determine the depth of groundwater show conditions along the alignment are variable, with groundwater varying between 7 and 20 metres deep expected.

As the project is at the surface or above it and not requiring extensive excavation, an impact to groundwater levels or flows is not anticipated.

**Geology, soils and site contamination**

During the design development, slope stability, erodibility, landforms, foundation type, wall requirements, settlement and groundwater has all been considered and will continue to be considered during detailed design.

The mix of residential, commercial and previous industrial land uses in the project area show potential for soil and groundwater contamination to be present. The risk of contamination from previous or current land uses is an important consideration for the project.

Provisions for the management and assessment of contamination resulting from demolition of residential and commercial properties, in addition to previous land uses has along the construction corridor has been implemented.
Results from these on-site investigations will inform the requirements for environmental controls and measures required to manage contamination risks during construction, and surplus materials for reuse or disposal, in accordance with Environment Protection Authority requirements.

Sustainability and climate change

Sustainability
The R2P Alliance is committed to delivering the project in a way that balances economic, environmental and social needs by seeking to minimise the impacts of its activities on, and where practicable, enhance the environment and deliver lasting benefits to the community.

The project’s commitment is reflected in its sustainability objectives, as summarised below:

- minimise the generation of greenhouse gases;
- minimise generation of waste;
- minimise use of mains water across the full asset lifecycle;
- minimise materials lifecycle impacts;
- mitigate sustainability risks and drive improved sustainability performance in the project’s supply chains;
- protect and where possible enhance water quality;
- avoid mobilisation of contaminants and where feasible, remediate contaminated land;
- minimise the destruction/disturbance of native flora and amenity vegetation and where possible, improve biodiversity outcomes;
- conserve places of cultural value;
- design assets having regard to future climate change impacts; and
- contribute to improved community wellbeing.

Sustainability objectives will primarily be achieved with implementation of the Infrastructure Sustainability Council of Australia’s (ISCA) Infrastructure Sustainability (IS) rating v2.0 for Design & As-built. ISCA seeks to advance infrastructure sustainability by providing guidance for planners, designers, builders, owners, operators and investors to make decisions that optimise the environmental, social and economic outcomes. The IS rating tool, developed by ISCA is used to assess and recognise the project meeting sustainability requirements and standards.

Pursuing the IS rating will be complimented by specific project targets including seeking opportunities for the use of soft plastics in asphalt and the use of 50% of supplementary cementitious materials (SCM’s) in non-structural concrete.

Climate change
The projected changes to climate have been considered and incorporated into the design.

A Climate Change Risk Assessment to support the Environmental Impact Assessment for the project was undertaken during the concept and detailed design phases prior to construction. The assessment has considered climate variables such as temperature, solar radiation, rainfall, humidity, wind speed, and sea level
rise and risk posed to project deliverables such as roads, drainage systems, utilities services and urban design and landscaping.

**Landscape and urban design**

A preliminary assessment has been undertaken of existing and future landscape and urban design values for both the South Road corridor and the adjoining area during the concept planning and design phase.

Landscape and urban design have been an integral part of the development of the design and aims to recognise not only those using the road network but also those who live adjacent to it.

The Regency Road to Pym Street Project urban design approach, based on the Office of Design and Architecture South Australia (ODASA) Urban Design Guidelines, focusses on the following five strategies:

- Integrated Infrastructure;
- Accessible Infrastructure;
- Green Infrastructure;
- Safe Infrastructure; and
- Enduring Infrastructure.

Evaluation criteria, design assessment workshops and recommendations to enhance the visual and social elements of the project, contributed to the design.

**Environmental management during construction**

Construction environment management planning during design confirms the environmental requirements the contractor must implement to minimise and mitigate environmental and community impacts during construction.

The planning ensures environmental requirements and commitments adhere to the DPTI Code of Practice for Construction – Road, Rail and Marine Facilities, including any project specific requirements or approvals.

Inspections and audits during construction confirm compliance with relevant legislation, the environmental management identified during the design phase and other documentation associated with the construction contract.

**Operation**

The project will become operational (i.e. open to traffic) following construction.

Advanced traffic management systems will remotely observe and control operation of the completed Regency Road to Pym Street section and respond to incidents or traffic activity.

Maintenance of the road will be the responsibility of DPTI. Plans and inspection regimes will be put in place for large culverts and bridges, road lighting structures and wiring maintenance while maintenance of public open space, local roads, footpaths and cycling facilities becomes the responsibility of Council upon completion.
What happens next?

During the next phases of the project (final design and commencement of construction), further modification may be made to the project’s design.

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