



Ovingham Level Crossing Removal

Community Engagement – “What we Heard”

Recognising the importance of this project to the local community, the project team has worked hard to ensure that local stakeholders, and their views, concerns, suggestions and ideas have been taken into consideration.

More than 600 stakeholders have provided input during the planning and design phases of the project, which have included the local community, local businesses, Kaurna Elders, local councils and members of Parliament.

In 2021, the project will progress into construction phase. This document outlines the evolution of the project, and how stakeholder views have been considered as the project has progressed.

Planning (late 2019 and early 2020)

The aim of the planning phase was to identify an engineering solution for the grade separation of Torrens Road and the railway lines that would have the least impact on the local community. Four options were considered, namely:

- Road over rail
- Road under rail
- Rail over road
- Rail under road

During five community information sessions (attended by over 150 people) and at several 1-1 meetings with local businesses, the key community considerations for weighing up each option were identified as:

- Minimisation of residential and business property acquisitions
- Management of impacts on older and heritage buildings
- Managing local access and traffic in residential streets
- Maintaining access to local shops, schools and public transport
- Opportunities for public art and amenity enhancements
- Safe cycling and pedestrian routes
- Creation of safe and secure public space

This feedback, along with technical advice, was used as part of an options assessment process that identified road over rail as the preferred engineering solution.

The factsheet “*Understanding the different design options*” provides more information about each of the options considered during the planning phase.

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Evolution of the Design (July 2020)

An initial concept design was presented to the community in July 2020 during four community information sessions attended by over 135 local residents and businesses.

In addition to these face to face information sessions, the project team launched an online engagement hub where users were able to view the design via a range of innovative on-line tools, and to submit questions and feedback to the project team.

These additional online engagement opportunities have ensured that community engagement has continued during COVID-19 restrictions.

Finalising the Design (December 2020)

Following engagement on the initial concept design, the project team has updated the design in response to a number of issues that were raised.

The updated aspects are outlined below:

Improve connections to shops, schools and services on both sides of Torrens Road

Residents on both sides of Torrens Road and on both sides of the railway line expressed concern that the project would make it more difficult to cross Torrens Road and access shops, schools and other services.

Following comments and suggestions from local residents and business owners, changes to local road and service access were made.

Exeter Terrace and Drayton Street will now be linked under the bridge to improve local access to shops and services on both sides of Torrens Road.

Similarly, the plans have been revised to extend Devonport Terrace under the bridge.

Providing links under the bridge will improve connectivity as well as visual surveillance. Both local connections under the bridge have been designed for use by local traffic only.

See box 11 on the updated design.


Improve access in and out of residential areas connecting to Torrens and Churchill Roads

Some residents were supportive of changes to local road access that reduced the number of connections to Torrens Road to reduce rat-running.

Others were concerned that reducing the number of connections to Torrens Road would reduce access and egress options out of residential areas, requiring residents to take alternative, and potentially less direct routes.

The main concern was that the elevation of Torrens Road in the form of a bridge means that Picton Street, East Street and Hayman Street can no longer connect to Torrens Road.

The design team is looking at options to improve this access.



See boxes 9 and 15 of the updated design.

Improve safety and reduce congestion at the Napier Street intersection

A number of community members identified existing difficulties with the Napier Street intersection, in particular, the difficulty turning right and safety concerns given the proximity to a primary school and children's centre.

To improve access and achieve safety outcomes, the revised design includes a realignment of Napier Street to form a four-way signalised intersection with Chief Street.

See boxes 2 and 16 of updated design.

Provide safe, active and inviting areas under and next to the bridge and increase the amount of open space available to residents

Creation of quality open space under the bridge is a key aspect of the design, along with opening up connectivity options for pedestrians and cyclists.

Local residents requested that these spaces be deliberately designed to be safe, active and inviting, as well as provide a place that caters to local residents and businesses.

The design team has worked closely with the local councils to identify open space needs and opportunities that will increase the amount of open space available to local residents.

Ideas include creating nature play spaces, a nature walk along Torrens Road, plaza spaces, community courts and additional car parking and footpath space for businesses.

The detailed design of these spaces will continue with input from councils, the community and key stakeholders.

See boxes 3, 6, 8, 12, 13 and 14 of updated design.

Provide opportunities for public art

The construction of a bridge provides a number of opportunities for public and community art within open spaces and on bridge structures. The project will work closely with the local councils, businesses, residents and schools to look at public art options.


Minimise the amount of vegetation removal and enhance biodiversity and canopy coverage

Whilst residents and stakeholders were aware that land on the east of Torrens Road was purchased for the purpose of constructing a bridge and was planted as a short-term buffer, the local community nevertheless appreciates the shade, and visual amenity that the plantings provide.

The design has been developed to keep vegetation removal to a minimum, particularly along the rear fences of housing.

Where vegetation removal is required, the project will offset removals with new plantings to enhance biodiversity and canopy coverage.

Trunks, limbs and hollows will be retained and reused either in the final design or in nearby play spaces for nature play and habitat.



It is important to note that no remnant vegetation is impacted by the project.

Reduce road noise and improve amenity for residents

Some residents living close to Torrens Road and the rail line expressed a desire to improve outcomes for both road noise and amenity in the form of landscaping and buffers.

The design has been updated to provide additional acoustic fencing along key residential interfaces, together with additional landscaping to provide buffers.

See boxes 4, 5 and 7 of updated design.

Whilst the project does not incorporate the interface with the rail line, the project team will coordinate with local councils in relation to landscaping opportunities.

You can view the updated design on our website: www.DIT.sa.gov.au/OvinghamLXing or by scanning the QR Code below:



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
