

AITPM Technical Forum – 16 March 2005

The Mawson Transport Hub

At its meeting on 16 March, held at the Transport SA, 45 members and friends came along to hear Andrew Excell give a presentation on the planning and development of the Mawson Transport Hub. This is a significant infrastructure project consisting of a bus / train public transport interchange and a new connector road from Salisbury Highway to Main North Road. It consists of the development of the Mawson Public Transport Interchange and the Mawson Connector Road, which will be constructed in two sections, Salisbury Highway to main Street and Main Street tot Main North Road.

The project has been developed integrally with the development of Mawson Central (undertaken by Delfin), and is in line with the South Australian Strategic Plan, which encompasses enhanced road safety and increased use of public transport.

The project development involved extensive consultation with a range of stakeholders, some of the major ones being the Office of Public Transport, TransAdelaide, ARTC & ARG (rail operators), the City of Salisbury, Delfin (the developers of Mawson Lakes), Land Management Corporation, Parafield Airport Limited (operators of Parafield Airport, to the north of the new connector road) and the University of South Australia.

The Mawson Public Transport Interchange

The Mawson Public Transport Interchange will integrate bus and passenger train services and will provide direct access for park-n-ride and kiss-n-ride commuters, pedestrians and cyclists from the Mawson Connector, Mawson Lakes Town Centre and the University of South Australia.

The interchange will incorporate the latest technology in terms of accessible public transport, safety and security, and will feature:

- Enclosed, air conditioned departure lounge providing secure and comfortable seating for passengers and public transport information;
- Stair and lift access to both platforms from the Mawson Connector Bridge. The two glass lifts will be air conditioned and will contained duress alarms. Public transport information will be provided at the footpath level on top of the bridge;
- Sheltered, well lit walkways providing protection from the weather;
- Closed circuit TV and duress alarms linked to SA Police Security on both platforms;
- Accessible parking for over 100 cars, with provision for expansion in the future;
- Secure bicycle lockers;
- Taxi rank facilities;
- Landscaping;
- Feature lighting on the Mawson Connector Bridge

Some bus services currently travelling along Main North Road and Salisbury Highway will be rerouted through the Mawson Interchange. In addition, bus services that currently stop near the University of South Australia and Mawson Lakes Town Centre will be extended into the Interchange.

Express trains will provide a fast travel time of 13 minutes to and from Mawson Lakes to Adelaide Station. Stopping trains will provide an 18 minute service to and from Mawson Lakes to Adelaide Station. Trains will stop at the new interchange every 15 minutes through the daytime, increasing to every 10 minutes in the peak periods.

Potential patronage demand indicates that the Mawson Lakes Public Transport Interchange will be the third highest patronised suburban train station with an estimated 2,500 passenger movements each weekday.

The Mawson Public Transport Interchange is scheduled for completion by the end of 2005.

The Mawson Connector Road

The Mawson Connector is a two-lane connector road from Salisbury Highway to Main North Road, including an overpass over the railway lines.

The road alignment, including intersections, has been designed and constructed to have minimal impact on the environment, and to facilitate future duplication, which will cater for increases in traffic in the long term. To this end, the embankments and retaining walls for the bridge will be constructed in readiness for future duplication.

The Mawson Connector will be completed in two sections:

Section 1 – Salisbury Highway to Main Street

This 1.1 kilometre road will provide access to the Mawson Interchange, via Salisbury Highway and Main Street. It will also provide further access to the Mawson Lakes Town Centre and the University of South Australia. New traffic signals will be installed at the intersections of The Mawson Connector / Salisbury Highway; and The Mawson Connector / Main Street.

This section includes a 195 metre long, six span bridge over the railway lines. The 15.7 metre wide concrete bridge (Stage 1) will have 32 metre spans and will allow for clearance of double-stacking of trains and for future rail expansion.

It will also include:

- Allowance for pedestrian movements under the bridge between the Cascades and Shoalhaven developments;
- Lighting along the (future) central median;
- Provision for cyclists within the 2 metre sealed shoulder;
- A footpath on the southern side with direct access to stairs and elevators to platforms below;
- A safety screen on the southern side of the adjacent pedestrian path. There will be artist input into the design of this screen; and
- Feature lighting on the bridge.

Construction of Section 1 of the Mawson Connector started in January 2005 and is scheduled for completion by the end of 2005.

Section 2 – Main Street to Main North Road

This 1.3 kilometre section between Main Street and Main North Road will include a new signalised intersection with Main North Road and the Maxwell Road junction. This new road will complete a direct link between Main North Road and Salisbury Highway, with safe access over the railway line.

The development of the road linkage between Main Street and Main North Road will also provide access for the Cross Keys Enterprise Park, recently approved by the Federal Government.

This section of the Mawson Connector will support ongoing residential development, significantly improve access to the Transport Interchange and to the facilities within the centre of Mawson Lakes, the University of South Australia and the local community and industry. It will provide alternative access Mawson Lakes, reducing congestion at the Main North Road and Mawson Lakes Boulevard junction.

Preconstruction activities commenced in January 2005 on Section 2 of the Mawson Connector, and this section is scheduled for completion by June 2007.

Andrew's presentation gave an insight into the complexity of a project such as this, highlighting the many stakeholders and issues to be addressed and worked through. It was both interesting and informative and was followed by a lively question time. The scope of discussion that took place during this period indicated that the topic had a high level of interest from all those in attendance.