GOODWOOD ROAD / SPRINGBANK ROAD / DAWS ROAD

INTERSECTION UPGRADE
• **Problem:**
  – Increasing traffic delays
  – Crash risk due to shared lanes and lane weaving between junctions
  – Risks to vulnerable users (i.e. cyclists, pedestrians)

• **Annual Average Daily Traffic (AADT):** approximately 60,000 pass through the intersection

• **Crashes:** 54 crashes over the last 5 years (2013-2017), resulting in 21 casualty crashes

• **Project:** Major upgrade involving the re-alignment of Springbank and Daws Roads to form a four-way cross intersection to cater for current and future capacity and improve safety

• **Benefits:**
  – Reduced congestion and traffic delays
  – Increased traffic flow and efficiency
  – Improved road safety
  – Dedicated bicycle lanes (active travel)
  – Employment opportunities
New Four Way Intersection

- Listened to community and undertook further investigations
- New upgrade includes road re-alignment creating a four-way intersection near the current intersection of Springbank Road and Goodwood Road
- Scheme minimises impacts to properties (e.g. Bedford Industries) and removes the staggered T intersection arrangement
- meets community expectation

<table>
<thead>
<tr>
<th></th>
<th>Cost</th>
<th>Estimated Completion</th>
<th>Average intersection delay (AM peak)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgraded Staggered T</td>
<td>$45 million</td>
<td>2022</td>
<td>51 seconds</td>
</tr>
<tr>
<td>New Four Way Intersection</td>
<td>$60 million</td>
<td>2022</td>
<td>38 seconds</td>
</tr>
<tr>
<td>Previous Four Way Intersection</td>
<td>$104 million</td>
<td>2024</td>
<td>41 seconds</td>
</tr>
</tbody>
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* Initial SIDRA modelling results, more detailed analysis being undertaken
Goodwood Road, Springbank Road and Daws Road Intersection Upgrade

- Two through lanes
- Dedicated left turn lane
- Three through lanes
- Extra dedicated right turn lane

- Extra dedicated right turn lane
- Two through lanes
- Dedicated left turn lane

- Improve connectivity for vulnerable users
- Support adjoining land use
- Improve transport capacity
- Improve safety for all users

Artist's Impression Only

dpti.sa.gov.au
• Site Constraints:
  – Major services include:
    • SA Power Networks (66kV, 11kV, underground high voltage lines)
    • Separate water and gas main
    • Communications (Telstra, Sabrenet and Optus underground assets)
    • Street lighting mounted on stobie poles
  – Properties, includes:
    • Heritage properties – Daws House Hospital, Tower Arts centre, Cowan Building (Bedford Industries), Repatriation General Hospital, Colonel Light Gardens
    • Mix of residential and commercial properties – Bedford Industries, Peter Van, Caltex Petrol Station, Kennard’s Self Storage, former TAFE Site
• **Timing of key activities**
  
  – Consultation: commences now and continues throughout life of project
  
  – Survey and detailed planning: 6 months
  
  – Project approvals: 10 months
  
  – Land acquisition: 12 – 18 months
  
  – Procurement, detailed design and pre-construction (i.e. service relocations) activities: 18 months
  
  – Major construction commences: 2020
Engagement Timeline

• Early March (staggered T intersection arrangement)
  – Business and residents contacted via phone to make appointments to meet
  – Letter drop to over 4000 residents in catchment
  – Door knocking stakeholders likely to be impacted by Staggered T intersection (with property team)
• March 12: Community forum at Towers Art Centre
• Progressing enquiries through our Community Engagement channels
• Yesterday: Door knocking stakeholders in immediate vicinity of intersection following announcement of new scheme
• Coming days
  – Letter drop to over 4000 residents in catchment with information on design
  – Continue to make appointments to meet with impacted businesses and residents
• Ongoing – implement Engagement Plan
Engagement Plan

• Informing and building awareness of project within the community
• Ongoing engagement with key stakeholders through the life of the project
• Ongoing consultation with property owners/residents as project rolls out
• Community information sessions
• Supporting small business through active engagement based on DPTI’s small business policy
• Communications:
  – Active consultation, through various media, with schools/community on timing of works
  – Communication and coordination with Council and other government departments
  – Appropriate signage/advance notice in case of impacts on residents (i.e. noise, access and etc)
• A webpage, info line and community relations email has been established and is available
Next Steps

• Community engagement
• Stakeholder engagement (incl. Mitcham Council, schools, Bedfords and other businesses etc.)
• Continue with more detailed traffic analysis and planning
• Progress acquisition process where required
• Commence detailed design
• Engagement with service authorities
• Commence procurement process