

Mount Barker - Traffic & Transport Interventions as per Draft DPA

As at 1 Dec 2010

CONFIDENTIAL - WITHOUT PREJUDICE

This a CONFIDENTIAL document. The document is a preliminary list of road improvements considered likely to be required to accommodate the proposed urban growth in Mt Barker. Existing issues are taken into account where appropriate. This document is not binding, and does not constitute a commitment to implement any of the improvements by any party

PROPOSED DISTRIBUTION

Map reference	Item	Treatment	Qty (item or metres)	Cost 2010 (\$M)	Contingency	Timing <sup>1</sup>	Comments	CONFIDENTIAL					
								DPA Area Contribution	Individual Develop Area	State / Federal Government	Mt Barker Council	Nairne Developer	
<b>All areas</b>													
10A	Bald Hills Road interchange - stage 1	West facing ramps	1	20.5	60%	1-5	Network should have sufficient capacity to cater just for Eastern area for an intermediate period of time. Based on Option B.	20.5					
10B	Bald Hills Road interchange - stage 2	Full interchange, incl upgraded bridge and east facing ramps	1	21	70%	1-15	Timing of underpass improvements subject to funding opportunities. Option B.			21			
21	Alexandrina Rd / Adelaide Rd / Flaxley Rd / Wellington Rd roundabout	Roundabout improvements. Extension of approach lanes, widening of central diameter.	1	3.5	60%	1-5	Intersection has sufficient capacity to cater for majority of growth in one of Southern or Eastern areas - but not both.	3.5					
22	Adelaide Rd (Flaxley Rd to Hawthorn Rd)	Localised signalised intersection improvements. Traffic and access management between interchange and Hawthorn Road to improve safety.	1100	2	60%	1-5	Intersections have sufficient capacity to cater for majority of growth in one of Southern or Eastern areas - but not both.	2					
24	Adelaide Road (Hawthorn Road to Interchange)	Minor works	550	2.5	60%	1-10	This is a risk management approach - as volumes increase on Adelaide Road there is a higher risk of rear end or right angle crashes occurring	2.5					
25A	Adelaide Road interchange intersections	Upgrade intersections	1	6.5	60%	Immediate				6.5			
25B	Adelaide Road interchange ramps	Two lanes for West facing ramp, including suitable merging areas	1	4	60%	11-15				4			
33	Cycling/Walking - Primary Route Trail S1 - Mt Barker to Littlehampton		1	1.6	60%	1-15	Timing tbd.					1.6	
34	Cycling/Walking - Primary Route Trail S2 - Littlehampton to Nairne		1	4.3	60%	1-15	Timing tbd.					4.3	
35	Cycling/Walking - Primary Route Trail S5 - East of Flaxley Rd		1	2.2	20%	1-15	Timing tbd. Development to fund relevant components within their development area (further discussion required with Developer).		2.2				
26	Park n Ride - Adelaide Rd interchange	Potentially three locations - locations and number of spaces to be determined	3	5	60%	1-10	Locations and number of spaces to be determined in consultation with DCMB as part of the Master / Structure Planning process which follows on from the DPA. The bus route network which is developed as part of that process will heavily influence both the size and location of additional Park'nRide facilities within Mount Barker and the size of the bus fleet. Timing of Park n Rides currently under internal DTEI review.			5			
27	Park n Ride - Bald Hills Rd interchange			5	60%	1-10				5			
28	Park n Ride - Flaxley Rd			5	60%	1-10				5			
29	Park n Ride - Wellington Rd												
30	Park n Ride - South eastern												
31	Bus Depot Expansion												
32	Other Park-n-Ride												
43	Town Centre	Upgrade Morphett/Hutchison Junction to roundabout or signals		?	?		Recommended by council TMP. Not specifically resulting from DPA.					?	
44	Town Centre	Increase Mann leg of roundabout with Adelaide Rd to 2 lanes in and out.		?	?		Recommended by council TMP. Not specifically resulting from DPA.					?	
45	Town Centre	Upgrade Druids/Cameron Rd junction		?	?		Recommended by council TMP. Not specifically resulting from DPA.					?	
<b>Sub areas</b>													
<b>Areas 1 or 2</b>													
16	Hawthorn Road - Adelaide Road to Bollen Road	2 lane road - kerbed, cycle lanes, protected right turn lanes where appropriate and protected ped crossings where appropriate	1250	4.5	20%	Immediate	Required for northern part of development. The majority of the road is very narrow.		4.5				
<b>Areas 1, 2 or 3</b>													
23	Adelaide Rd / Hawthorn Rd	Traffic signals, 2 right turn lanes (Adelaide Road NW and Hawthorn Road)	1	6	60%	1-5	Limited capacity at junction for some growth. Only required for Area 3 is connector road joined to Hawthorn Rd	6					
<b>Area 2</b>													
9	Connector - Flaxley Road to Hawthorn Road (part)	2 lane road - kerbed, cycle lanes, protected right turn lanes and protected ped crossings where appropriate	1000	3.4	20%	Immediate/staged	As part of development roll-out. Avoid need to upgrade Bollen Rd		3.4				
<b>Area 3</b>													
9	Connector - Flaxley Road to Hawthorn Road (part)	2 lane road - kerbed, cycle lanes, protected right turn lanes and protected ped crossings where appropriate	1000	3.4	20%	Immediate/staged	As part of development roll-out. Avoid need to upgrade Bollen Rd		3.4				
<b>Areas 3 or 4</b>													
8	Connector / Flaxley Road junction	Roundabout	1	2	60%	Immediate		2					
19	Flaxley Road	2 lane road - unkerbed, cycle lanes, protected right turn lanes where appropriate, suitably protected ped crossings	2800	6	60%	6-10		6					
<b>Area 4</b>													
7	Connector - Wellington Road to Flaxley Road (part)	2 lane road - kerbed, cycle lanes, protected right turn lanes where appropriate and protected ped crossings where appropriate	1500	4.9	20%	Immediate/staged	As part of development roll-out		4.9				
<b>Area 4 or 5</b>													
14	Flaxley Rd / Hurling Drv	Roundabout or right turn lane					Stage 1 improvements as part of Bluestone development. Potential upgrade of Offset-T with Bollen Rd or roundabout (subject to further analysis). Offset-T included in Flaxley Rd upgrade.						
40	Cycling - Link into Bluestone development	Road link				1-10	As part of development						
41	Hurling Rd / Barker Rd	Separate LT and RT lanes on Barker Rd		0.5	60%	1-10		0.5					
<b>Area 5</b>													
7	Connector - Wellington Road to Flaxley Road (part)	2 lane road - kerbed, cycle lanes, protected right turn lanes where appropriate and protected ped crossings where appropriate	1500	4.9	20%	Immediate/staged	As part of development roll-out		4.9				
39	Wellington Rd / Industrial Area Access Rd	Roundabout	1	2	60%	Immediate	Dependent on development	2					
<b>Area 5 or 6</b>													
6	Connector / Wellington Road junction (new)	Roundabout	1	2	60%	Immediate	Providing a 4-way intersection with both connector roads. Also required for Eastern Area	2					
20	Wellington Road	2 lane road - unkerbed, cycle lanes, protected right turn lanes where appropriate, suitably protected ped crossings	4300	10	60%	1-5		10					
<b>Area 6</b>													
5	Connector - Paech Road to Wellington Road	2 lane road - kerbed, cycle lanes, protected right turn lanes and protected ped crossings where appropriate	1100	3.8	20%	Immediate/staged	As part of development roll-out		3.8				
<b>Area 6 or 7</b>													
3	Connector / Paech Road junction	Roundabout	1	1.5	20%	Immediate/staged	As part of development roll-out		1.5				
<b>Area 7</b>													
1	Connector / Springs Road junction	Roundabout	1	1.5	20%	Immediate		1.5					
2	Connector - Springs Road to Paech Road	2 lane road - kerbed, cycle lanes, protected right turn lanes and protected ped crossings where appropriate	1600	5.3	20%	Immediate/staged	As part of development roll-out		5.3				
11	Bald Hills Rd (Freeway to Springs Rd and Springs Road to Hartman Road)	2 lane road - unkerbed, cycle lanes, protected right turn lanes where appropriate	4600	8.2	?	1-5	May need to consider protection for long term duplication. Includes roundabout at Bald Hills Road / Hartman Road. Subject to SLRP ongoing funding (one third DCMB two thirds Federal Government)			5.5	2.7		
12A	Bald Hills Rd / Springs Rd	Roundabout	1	1.3	?	1	Current Black Spot project			1.3			
12B	Bald Hills Rd / Springs Rd - stage 2	Dual lane roundabout	1	1.9	20%	6-10	Network should have sufficient capacity to cater just for Eastern area for an intermediate period of time.	1.9					
13	Springs Road - East of Bald Hills Road	Upgrade to Collector. Widen and upgrade pavement, provide cycle lanes	1100	2.6	20%	Immediate		2.6					
18	Alexandrina Road - Adelaide Road to Hartman Road	Reconstruct 2 lane road - kerbed, cycle lanes, protected right turn lanes where appropriate and protected ped crossings where appropriate	2100	?	?	6-10	Subject to analysis by council				?		
42	Springs Road - Bald Hills Rd to Dutton Rd	Reconstruct and improve road		?	?		Subject to analysis by council				?		
<b>Area 8</b>													
37	Saleyard Road link (to Jeffreys Road)	2 lane road - kerbed	790	2	60%	Immediate	As part of development roll-out. Link will provide alternative for use of Saleyard Rd for access.					2	
38	Princes Hwy / Bald Hills Rd	Potential T-junction improvements or roundabout	1	3	60%	1-10	Timing subject to further analysis of implications of interchange ramps, roll-out of development, etc			3			
<b>Other</b>													
4	Freight Link	Not proposed											
6A	Parkindula Road / Wellington Road junction	Roundabout	1				Subject to current land division process. DTEI objecting to new access.						
17	Bald Hills Road / Hartman Road	Roundabout	1				Included in Bald Hills Road upgrade						
15	Bollen Road	Not proposed	1350										
36	Other cycling & walking						Integrated as part of development						
14	Flaxley Rd / Bollen Rd						Included as part of Flaxley Road upgrade.						
				<b>TOTAL (\$m)</b>	<b>163.8</b>								
								<b>63.0</b>	<b>33.9</b>	<b>56.3</b>	<b>8.6</b>	<b>2.0</b>	<b>163.8</b>
								<b>61.3</b>	<b>33.9</b>	<b>58.0</b>	<b>8.6</b>	<b>2.0</b>	<b>163.8</b>

Notes

1 'Immediate' means required for associated development to proceed, but delivery may be dependent upon funding, pre-construction requirements, etc. A trigger may be required in the DPA to ensure development size capped before delivery of infrastructure.

Proposed Contributions