



Government
of South Australia

The Hon Stephan Knoll MP
Member for Schubert

Peter Malinauskas
Leader of the Opposition
Parliament House
North Terrace
ADELAIDE SA 5000

Dear Mr Malinauskas

I refer to your application to the Office of the Minister for Transport, Infrastructure and Local Government, Minister for Planning made under the *Freedom of Information Act 1991* (the Act) which was received 7 May 2019.

You have requested access to:

“Since 12 March 2019, copies of any and all documents (including but not limited to physical, electronic or written briefs, minutes, emails, diary entries and any other correspondence that refer to the Springbank Road/Goodwood Road/Daws Road intersection upgrade.”

The legislative prescribed timeframe to determine this application has expired and the agency is now deemed to have refused you access to all documents relevant to your application by section 19(2)(b) of the Act. However, I have determined to process the request as if the statutory time frame has been met.

A search of documents held by the Office of the Minister for Transport, Infrastructure and Local Government, Minister for Planning was undertaken. I wish to advise that 36 documents have been identified within the scope of your request.

Please refer to the attached schedule that describes each document and sets out my determination and reasons in summary form.

Documents 2, 10 and 34 are media releases and are publicly available from <https://premier.sa.gov.au/media-releases>. I have not provided copies of these documents.

I have determined to not release document 3, in accordance with clause 17(c) of the Act which states:

17—Documents subject to contempt etc

A document is an exempt document if it contains matter the public disclosure of which would, but for any immunity of the Crown—

(c) infringe the privilege of Parliament.

I have determined to not release document 30, in accordance with clause 9(1) (a) (i)(b) of the Act which states

9 – Internal working documents

A document is an exempt document if it contains matter –

(a) that relates to –

(i) any opinion, advice or recommendation that has been obtained, prepared or recorded;

in the course of, or for the purpose of, the decision-making functions of the Government, a Minister or an agency; and

(b) the disclosure of which would, on balance, be contrary to the public interest.

In considering the grounds for exemption using clause 9 (1)(a)(i)(b), I am required to consider for the public interest in disclosure or non-closure.

Factors in favour of release include:

- The public interest in fulfilling the objects of the FOI Act, and promoting openness and accountability within government.
- The public interest in scrutiny of government decision making.

Factors against release include:

- The public interest in ensuring the efficient and effective conduct of the agency's functions.
- The need for some confidentiality to allow the agency to operate efficiently.
- Encouraging the free exchange of ideas during deliberative processes, including through the frank and candid assessment of advice supplied to government.

In this case I find the factors against disclosure outweigh those in favour and therefore I consider document 30 exempted under the Act.

In addition, I have determined to not grant access to documents 31 and 35 in accordance with clause 5 (1) (a) (i) & (ii) of the Act which states:

5-Documents affecting inter-governmental or local government relations

(1) A document is an exempt document if it contains matter –

(a) The disclosure of which-

(i) Could reasonably be expected to cause damage to intergovernmental relations; or

(ii) Would divulge information from a confidential intergovernmental communication;

(b) The disclosure of which would, on balance, be contrary to the public interest.

In considering the grounds for granting partial access using clause 5 (1) (a) (i) & (ii), I am required to consider the public interest in disclosure or non-closure.

Factors in favour of release include:

- The public interest in fulfilling the objects of the FOI Act, and promoting openness and accountability within government
- The public interest in scrutiny of government decision making

Factors against release include

- Ensuring confidence and trust between governments, including through the preservation of confidentiality
- Negatively impacting upon the agency's participation in intergovernmental discussion.

In this case I find the factors against disclosure outweigh those in favour and therefore consider the exempt and therefore not released.

I have determined to grant partial access to documents 1, 5-9, 11-27, 29, 32 and 36. I have removed the personal contact details within these documents that I have determined is exempt in accordance with clause 6(1) of the Act which states:

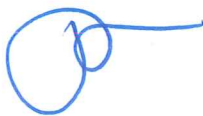
6-Documents affecting personal affairs

(1) A document is an exempt document if it contains matter the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead.)

Attached is an explanation of the provisions of the Act which details your rights to review and appeal this determination, and the process to be followed.

If you have any questions in relation to the matter, please contact Kimberly Davis, Freedom of Information Officer on telephone (08) 7109 7133 or via email at kimberly.davis@sa.gov.au.

Yours sincerely



Jenna Phillips-Wilkinson

Accredited FOI Officer

Office of the Minister for Transport, Infrastructure and Local Government
Minister for Planning

16 July 2019

Encl Schedule of documents

Documents 1 - 36

Your rights to review and appeal this determination

SCHEDULE OF DOCUMENTS – FREEDOM OF INFORMATION APPLICATION NUMBER – SKNOLL173547

Document Number	Description	Date	Release Determination	Schedule Clause
1	Email titled FW:Springbank/Daws info	12 March 2019 at 3.32pm	Partial Release	6(1) - Personal Affairs
2	Media Release – Modelling sinks Labor's Springbank Road intersection proposal		Publicly available	
3	Parliamentary Briefing Note – Goodwood Road/Springbank Road/Daws Road Intersection Upgrade	13 March 2019	Not Release	17 (c)– Documents subject to contempt etc
4	Letter from Nicolle Flint	Date 15 March 2019	Full Release	
5	Email cc to Minister Knoll titled Goodwood/Daws/Springbank intersection	Tuesday 19 March 2019 at 10.15am	Partial Release	6(1) - Personal Affairs
6	Email titled DPTI Briefing and Comms	Wednesday 20 March 2019 at 11.38am	Partial Release	6(1) - Personal Affairs
7	Email titled IMPORTANT Community Meeting Invitation	Wednesday 20 March 2019 at 12.30pm	Partial Release	6(1) - Personal Affairs
8	Email chain titled – Re: Springbank Road info from Sarah Taylor	Monday 25 March at 4.21pm	Partial Release	6(1) - Personal Affairs
9	Letter from Nicolle Flint MP	28 March 2019	Partial Release	6(1) - Personal Affairs
10	Media Release – Marshall Government welcomes massive \$2.6 billion infrastructure injection		Publicly available	
11	Letter to Nicolle Flint MP	4 April 2019	Partial Release	6(1) - Personal Affairs

12	Email chain titled Fw: Date Correction to the first attachment "DPTI Announce Budget Approval 23June17" was earlier wrongly titled 23June19"	Thursday 4 April 2019 at 3.08pm	Partial Release	6(1) - Personal Affairs
13	Email chain titled -ADDITIONAL INFO — RE:Springbank Road, Goodwood Road and Daws Road proposal from EO	Thursday 4 April 2019 at 8.29am	Partial Release	6(1) - Personal Affairs
14	Email titled Letter from Bedford Chairman Ray Grigg – attachment – Letter to the Premier re meeting	Thursday 4 April 2019 at 2.15pm	Partial Release	6(1) - Personal Affairs
15	Email titled Springbank Rd intersection upgrade	Thursday 4 April 2019 at 9.15pm	Partial Release	6(1) - Personal Affairs
16	Copy of letter to Ms Nicolle Flint	7 April 2019	Partial Release	6(1) - Personal Affairs
17	Email titled INCOMING - RE: Oxford Circus to be used in the double dogleg Springbank Daws Goodwood intersection upgrade	Monday 8 April 2019	Partial Release	6(1) - Personal Affairs
18	Request for appropriate action from Premier's Office – in response to email titled – INCOMING –, Daws and Goodwood Road intersection upgrade	Monday 8 April 2019 at 1.54pm	Partial Release	6(1) - Personal Affairs
19	Email titled Meeting Request	Monday 8 April 2019 at 2.19pm	Partial Release	6(1) - Personal Affairs
20	Email titled Springbank Intersection	Monday 8 April 2019 at 5.05pm	Partial Release	6(1) - Personal Affairs
21	Email titled 19MTI – INCOMING – Heather Holmes-Ross – Re: Springbank/Daws/Goodwood intersection – attachment – letter to Minister Knoll re springbank-daws-goodwood road	Thursday 11 April 2019 at 1.03pm	Partial Release	6(1) - Personal Affairs

22	Letter cc from Carolyn Powers MP	16 April 2019	Partial Release	6(1) - Personal Affairs
23	Email titled - FW Urgent meeting re Springbank Road Project	Tuesday 16 April 2019 at 2.19pm	Partial Release	6(1) - Personal Affairs
24	Email chain titled Re: Urgent meeting re Springbank Road Project – Update	Wednesday 17 April 2019 at 11.29am	Partial Release	6(1) - Personal Affairs
25	Letter to Mr Neil Baron	18 April 2019	Partial Release	6(1) - Personal Affairs
26	Email chain titled re:Springbank/Daws/Goodwood	Monday 22 April 2019 at 8.28pm	Partial Release	6(1) - Personal Affairs
27	Email chain titled INCOMING –RE: Springbank Intersection attachments – Keep Metro Traffic Moving May 2018 p15, p14, p13, Double T2019 Side View, Double T2019 Satellite View	Tuesday 23 April 2019 at 4.50pm	Partial Release	6(1) - Personal Affairs
28	Letter from Mayor – City of Mitcham	23 April 2019	Full Release	
29	Email titled GSD Update	Friday 3 May 2019 at 7.44pm	Partial Release	6(1) - Personal Affairs
30	Minute titled Land Acquisition of Additional Land for the Goodwood, Springbank and Daws Road intersection Upgrade Project	6 May 2019	Not released	9(1) (a) (i)(b) – Working document
31	Email chain titled RE:Springbank Release	Monday 6 May 2019	Not released	5(1) (a) (i) & (ii) – Intergovernmental Affairs
32	Email titled FW:Springbank images	Monday 6 May 2019 at 11.18am	Partial Release	6(1) - Personal Affairs
33	Email titled Springbank Letter updated May redo – attachment Springbank letter updated May redo	Monday 6 May 2019 at 12.38pm	Full Release	

34	Media Release – New fix to remove Springbank dog leg	Monday 6 May 2019	Publicly available	
35	Email title – Springbank release – attachment 05-06 New fix for Springbank dog leg	Monday 6 May at 11.43am	Not released	5(1) (a) (i) & (ii) – Intergovernmental Affairs
36	Email titled Reg: Goodwood, Springbank and Daws Road Intersection Upgrade – attachment – goodwoodRD-2_print_v007-overlays-web	Tuesday 7 May at 10.52am	Partial Release	6(1) - Personal Affairs

Taylor, Sarah (DPTI)

From: Franchitto, David (DPC)
Sent: Tuesday, 12 March 2019 3:32 PM
To: Knoll, Stephan (DPTI); Taylor, Sarah (DPTI)
Subject: FW: Springbank/Daws info

From: Kermode, Paul (DPTI)
Sent: Tuesday, 12 March 2019 3:30 PM
To: Franchitto, David (DPC) <[REDACTED]>
Subject: Springbank/Daws info

Modelling shows, approximate values:
(note the "at opening" stats are based off the most recent traffic data)

Current arrangement, average delay per vehicle passing through intersections:

Current delays 38 secs (am peak) and 172 secs (pm peak)
2036 delays: 116 secs (am peak) and 302 secs (pm peak)

At opening:

Staggered T: 25 secs (am peak) and 25 secs (pm peak)
Four way configuration: 42 secs (am peak) and 38 secs (pm peak)

2036
Staggered T: 31 secs (am peak) and 40 secs (pm peak)
Four way: 40 secs (pm peak) and 41 secs

Our intention is to keep messaging very high level at this point in time, saying that modelling shows there will be time savings – and more time savings for the staggered t solution versus the 4-way configuration – but would prefer not to get tied down to specific numbers initially.

Happy to discuss.
Cheers

Paul Kermode

Manager Media, Engagement and Communications
Customer, Community and Public Affairs
Department of Planning, Transport and Infrastructure

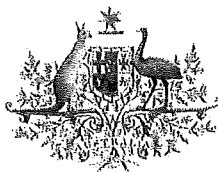
T [REDACTED] E [REDACTED]
Level 7, 50 Flinders Street, Adelaide • GPO Box 1533 ADELAIDE SA 5001 • www.dpti.sa.gov.au



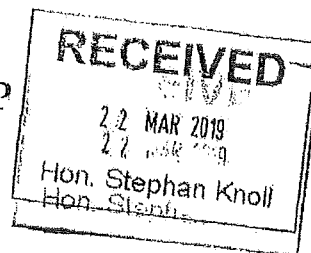
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We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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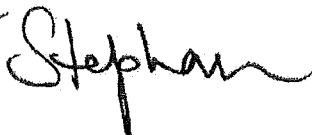


NICOLLE FLINT MP
Federal Member for Boothby



Hon Stephan Knoll MP
Minister for Transport, Infrastructure,
Local Government & Planning
GPO Box 1533
Adelaide SA 5001

Ref: 7364GB

Dear Minister 

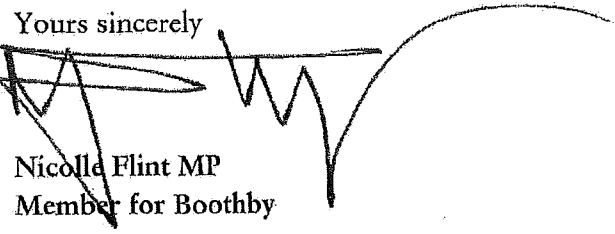
I am writing to outline concerns raised with me by a number of local residents in Panorama, Pasadena, Clapham and Daw Park about motorists cutting through suburban streets to avoid the congestion on nearby main roads.

Further to this, residents in Panorama and Pasadena are having particular trouble exiting these suburbs onto main thoroughfares, such as Springbank Road, during peak times.

The upgrade of the Springbank Road / Daws Road / Goodwood Road intersection, which the state and federal governments jointly announced recently, will reduce congestion and improve traffic flow in the area once works are completed.

I would be grateful if you would consider reviewing the current traffic treatments in the area to address the concerns of local residents in the interim.

For your information, I have also written to the Mayor of the City of Mitcham to highlight this issue.

Yours sincerely


Nicolle Flint MP
Member for Boothby

15/3/2019

Edwards, Kathrine (DPTI)

From: [REDACTED]
Sent: Tuesday, 19 March 2019 10:15 AM
To: Nicolle.Flint.MP@aph.gov.au
Cc: DPTI:Minister Knoll; [REDACTED]
Subject: Goodwood/Daws/Springbank intersection

At the last community meeting (12/3/19) I made points regarding the safety and capacity of the new intersection design.

My concern was that the new design may be effective from a traffic throughput perspective, but it was complex and would fail from a safety point of view. My basic argument is that novelty and complexity leads to accidents.

The attached road engineering paper and others support this argument. "When their design is complex and



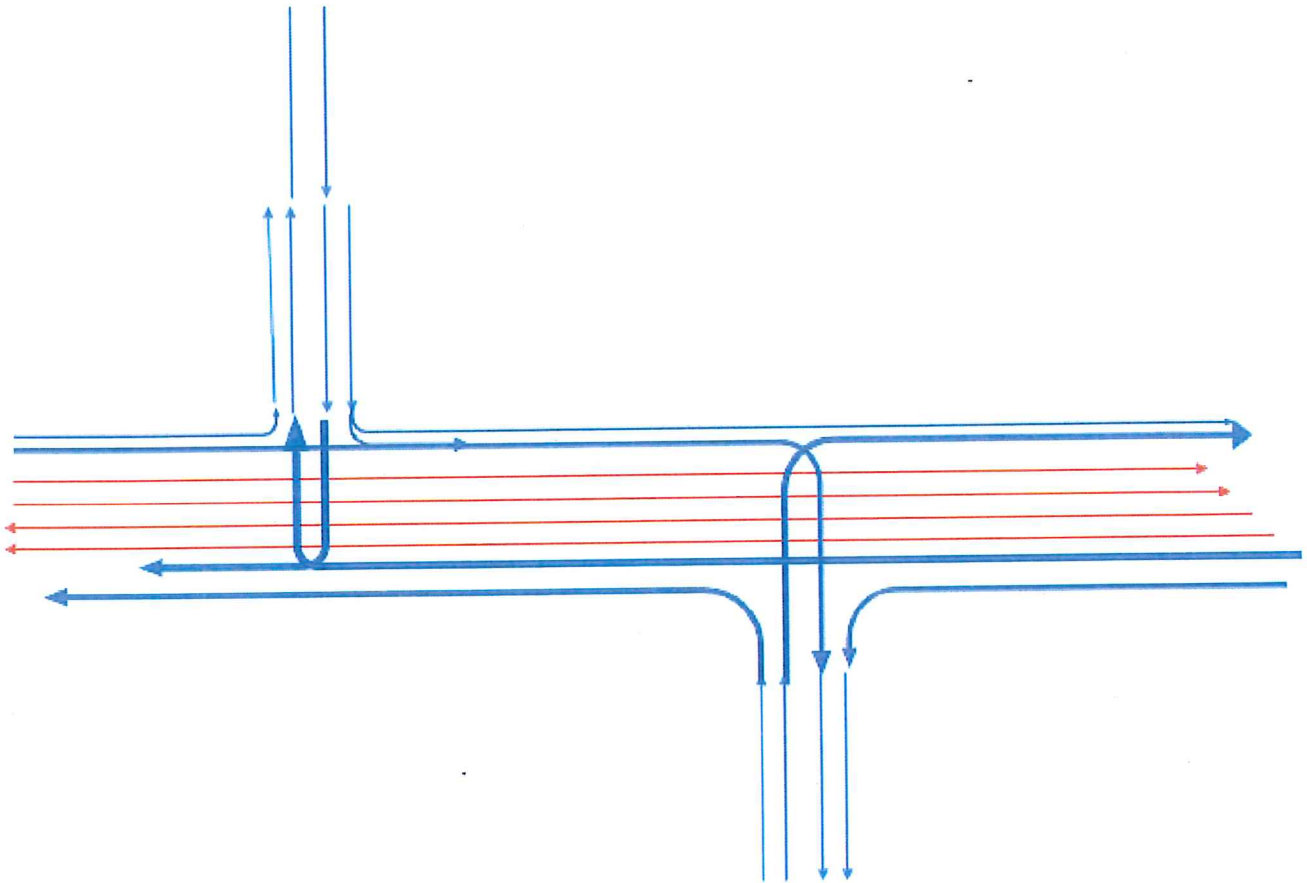
includes unexpected features, it may increase drivers' workloads and lead to driving errors, thus increasing the likelihood of a crash."

<https://ascelibrary.org/doi/10.1061/%28ASCE%29TE.1943-5436.0000516>.

The other point I made addressed the modelling data used by DPTI. When I have discussed this with DPTI before they do not model load changes effectively. Above normal growth will start as soon as the South road extension is opened and continue through to South road being widened to Anzac highway. There will be a lull then until south road reaches overcapacity at which stage Goodwood road will pick up the slack. Load will also increase when the inevitable widening of Springbank road occurs allowing southern traffic safer and more effective access to Unley road.

What struck me at the meeting was that the load on the intersection warranted an overpass or underpass. The problem with this is considered to be the cost of the structure. Underpasses are more expensive than overpasses but are more popular with the public as they impinge less on the amenity of the nearby houses. In this case an overpass may be appropriate as the intersection is surrounded by two schools, a hospital Bedford industries and a sports ground. (Sturt reserve). It also struck me that the structures used to carry traffic onto Ayliffes road could be used here and fabricated on the front area of the Daws road hospital before being wheeled into place.

If we were to use these structures and approximately the same amount of space as the current design, we could implement something like this



Please excuse my limited drawing skills and tools. The separation of the Goodwood road traffic would improve travel times and reduce complexity from the current proposal. The removal of the straight through traffic will increase flow from and too the other roads and the would maintain the technical advantage of the staggered T design.

Improvements to the current design

With the current design one improvement would be to include a permanent (separated) left turn lane from Springbank road into Goodwood road beyond Daws road. This means the left hand lane of Springbank road can always turn and merge into Goodwood road without waiting. This would greatly relieve the pressure on Springbank road at a minimal cost, and in doing so would reduce all north south pressure to rat run through the side streets.



The red line is the permanent left turn lane from Greenhill road to Wakefield road on the Brittania roundabout.

I hope my email is considered red constructive and would be happy to go into more detail

Regards

[Redacted signature]

Taylor, Sarah (DPTI)

From: Duluk, Sam [REDACTED] <>
Sent: Wednesday, 20 March 2019 11:38 AM
To: Taylor, Sarah (DPTI)
Cc: Nourse, Courtney (DPTI); Franchitto, David (DPC); Flint, Nicolle (Private); Power, Carolyn
Subject: DPTI Briefing and Comms

Dear Sarah

Following up from our discussion yesterday can you please update and provide some guidance in relation to the following.

- DPTI staff to brief elected Members of Mitcham Council directly on Springbank Intersection upgrade and Cross Rd/Fullarton Rd intersection upgrade direct. It would appear that Mitcham elected members do not believe that current DPTI proposals are satisfactory. Please arrange with Matt Pears, CEO of MC
- [REDACTED] from Panorama Community Association is looking at having a community forum on 4 April - DPTI staff to please attend and brief
- Please arrange for a DPTI briefing for [REDACTED] and [REDACTED]
- DPTI comms plan for our community including full benefits of current DPTI Springbank plan, time saving, etc etc and failings of any other designs (please undertake this as a priority) so we can inform our community.

Happy to discuss.

Sam

Sam Duluk MP Member for Waite



1/7-9 Young Street, Blackwood S.A. 5051
PO Box 445, Blackwood S.A. 5051
Electorate Office: 08 8278 5844
Fax: 08 8370 2626
waite@parliament.sa.gov.au



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Taylor, Sarah (DPTI)

From: Duluk, Sam [REDACTED]
Sent: Wednesday, 20 March 2019 12:30 PM
To: Taylor, Sarah (DPTI)
Subject: FW: IMPORTANT Community Meeting Invitation
Attachments: Important Community meeting invite.pdf

From: [REDACTED]
Sent: Wednesday, 20 March 2019 12:27 PM
To: [REDACTED]; Power, Carolyn <[REDACTED]>; Waite EO <Waite@parliament.sa.gov.au>
Subject: IMPORTANT Community Meeting Invitation

Dear Nicolle, Carolyn and Sam,

Please find attached an invitation to attend a community meeting on Thursday 4th April 2019 at 7:00 pm at the Clapham Primary School Hall, Barretts Road Clapham organised by the Panorama Clapham Community Group to provide details and information that to date have been not provided to local residents over the imposed Springbank/Goodwood/Daws Roads plans. As the process was instigated by yourselves and you reinforced the value of listening to the community and being transparent it is incumbent to now ensure that the complete details are available and that resident concerns are answered.

Should you have any questions or concerns, please do not hesitate to contact the author.

[REDACTED]
[REDACTED]
Panorama Clapham Community Group
[REDACTED]

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Nicolle Flint Federal Member for Boothby
Carolyn Power, State Member for Elder
Sam Duluk, State Member for Waite

We must have better infrastructure planning and more transparent decision-making to support long-term economic growth, more jobs and better, more affordable services. We must make decisions based on what our state needs, not on short term political imperatives. <https://strongplan.com.au/policy/our-infrastructure-priorities/>

The Panorama Clapham Group wishes to invite you to a Community Forum on Thursday 4th April 2019 at 1900 hrs. at the Clapham Primary School Hall, Barretts Road, Clapham to address numerous concerns held by local residents over the Marshall Government's announcement of the Springbank/Goodwood/Daws Roads intersection upgrade.

The announcement of the staggered T junctions has taken residents by surprise due to the lack of community consultation, complete lack of details of traffic modelling and no comparison of the long-proposed plans of realigning to a four-way intersection.

Local residents feel they have been duped and are having a proposal foisted on them that:

- Does not eliminate the current bottleneck and convoluted system
- Provided no detailed information that this is an effective solution, beyond an artist's impression.
- Does not provide a logical and contemporary intersection that will handle the total increase in traffic rather than being a short-term political sop
- Favours north-south traffic at the expense of east west movements
- Increases traffic congestion on Springbank Road and Daws Roads by restricting movement (labelled as 'extra lane storage capacity' on released video)
- Does nothing to decrease the number of 'rat runners' through the back streets due to traffic stagnation
- Increases the potential for pedestrian mishaps at the intersection
- Is a retrograde step in terms of best traffic practice providing an experimental solution that the community will have to tolerate for the next 20-30 years.
- Does not future proof the intersection with advances at the Repat site, the old TAFE site and any future development on the Bedford site potentially changing the characteristic of the intersection

A PA system is available, and provision is possible for Power Point or some form of visual presentation if required, please advise prior to the day.

██████████
██████████
Panorama Clapham Community Group
██████████

Taylor, Sarah (DPTI)

From: Duluk, Sam [REDACTED]
Sent: Monday, 25 March 2019 4:21 PM
To: Flint, Nicolle [REDACTED]; Knoll, Stephan; Taylor, Sarah (DPTI)
Cc: Power, Carolyn
Subject: RE: Springbank Road info from Sarah Taylor

Thanks Nicolle

Minister/Sarah, can the below also be accommodated.

Sam

From: Flint, Nicolle [REDACTED]
Sent: Monday, 25 March 2019 3:14 PM
To: Duluk, Sam <[REDACTED]@au>; Knoll, Stephan <[REDACTED]>; Taylor, Sarah (DPTI) <[REDACTED]>
Cc: Power, Carolyn [REDACTED]
Subject: RE: Springbank Road info from Sarah Taylor

Thanks Sam

Further to this, I believe we need to provide a picture of the intersection now VS our proposal so people can see the increase in number of lanes.

Also we need to do a side by side of the Labor proposal and ours showing how we will save people time – and therefore are using taxpayers money responsibly. It would be terrible to spend millions for an option that slows people down.

Thanks

Nic

From: Duluk, Sam [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Monday, 25 March 2019 2:57 PM
To: Knoll, Stephan; Taylor, Sarah (DPTI)
Cc: Flint, Nicolle [REDACTED]; Power, Carolyn
Subject: FW: Springbank Road info from Sarah Taylor

Sarah, thanks for providing the attached on Friday.

Dear Minister and Sarah,

As previously discussed, we are still hoping to receive a communications piece from DPTI that we can provide to our electorates.

Can you please arrange for a DPTI Fact Sheet on our funding/project commitment asap. As you are aware there is another community meeting next week with a lot of mis information been circulated.

If the above can not me accommodated, please let us know.

Sarah – are you also able to arrange for a personal briefing from DPTI to us – I appreciate that Nicolle is in Canberra next week so later this week or if possible and if not, Monday morning.

Regards
Sam

Sam Duluk MP
Member for Waite



1/7-9 Young Street, Blackwood S.A. 5051
PO Box 445, Blackwood S.A. 5051
Electorate Office: 08 8278 5844
Fax: 08 8370 2626
waite@parliament.sa.gov.au



From: Power, Carolyn
Sent: Friday, 22 March 2019 5:35 PM
To: Duluk, Sam <[redacted]> Flint, Nicolle (P [redacted])
Subject: FW: Springbank Road info from Sarah Taylor

From: Power, Carolyn [redacted]
Sent: Friday, 22 March 2019 5:30 PM
To: Power, Carolyn [redacted] >
Subject: Fwd: Springbank Road

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----- Forwarded message -----
From: "Taylor, Sarah (DPTI)" <S [redacted]>
Date: Fri, Mar 22, 2019 at 5:26 PM +1030
Subject: FW: Springbank Road
To: "Power, Carolyn (DPC)" [redacted] >

Hi Carolyn

Information as discussed.

Kind Regards

Sarah

Sarah Taylor

Chief of Staff to the Hon Stephan Knoll MP
Minister for Transport, Infrastructure and Local Government
Minister for Planning
[REDACTED]

From: Davis, Kimberly (DPTI)
Sent: Friday, 22 March 2019 5:05 PM
To: Taylor, Sarah (DPTI) <[REDACTED]>
Subject: Springbank Road

Kimberly Davis

Executive Assistant to the Minister
Minister Knoll's Office
Department of Planning, Transport and Infrastructure
Level 12, 136 North Terrace • PO Box 1533, Adelaide SA 5001 • DX 171 • www.dpti.sa.gov.au



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We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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NICOLLE FLINT MP
Federal Member for Boothby

RECEIVED
02 APR 2019
Hon. Stephan Knoll

The Hon Stephan Knoll MP
Minister for Transport, Infrastructure & Local Government
GPO Box 1533
ADELAIDE SA 5001

Ref: 7449UH

Dear Minister *Stephan*

I write to you on behalf of [REDACTED] who has contacted me to share his concerns regarding traffic in the Panorama area.

As part of the Goodwood, Springbank and Daws Road Intersection upgrade [REDACTED] would like the Department of Planning, Transport and Infrastructure to also consider traffic restrictions along Eliza Place and Boothby Street in Panorama.

[REDACTED] states that cars often speed through these streets, using the area as a thoroughfare, and he would like to see the streets only open to local traffic and/or a reduction of speed limit in the area.

Could you please provide further details regarding the intersection upgrade and if there will be any traffic restrictions to nearby streets, as suggested by [REDACTED]?

Thank you for your consideration and assistance with this matter.

Yours sincerely

Nicolle Flint MP
Federal Member for Boothby

28/3/2019

cc. [REDACTED]

19MT10108



Government
of South Australia

The Hon Stephan Knoll MP
Member for Schubert

Ms Nicolle Flint MP
Federal Member for Boothby
Level 1, 724 Marion Road
MARION SA 5043

Nicolle
Dear Ms Flint

Thank you for your letter, on behalf of [REDACTED], regarding the Goodwood, Springbank and Daws Road intersection upgrade which you have strongly advocated for.

I was delighted to announce our plan to fix this intersection with you recently. The Federal Coalition and State Government will deliver a long-awaited \$35 million upgrade to the intersection that differs from the previous four-way configuration Ms Gilchrist was concerned with.

This will upgrade the existing staggered T-junction, with construction expected to start in 2020 and be completed in 2022.

As further information becomes available, such as a proposed design, this will be provided through the project website at:

www.infrastructure.sa.gov.au/road_projects/springbank_and_daws_road_realignment.

If [REDACTED] has any further enquiries or would like to register interest in the project directly, I encourage her to please contact the project team via email at dpti.communityrelations@sa.gov.au or telephone 1300 794 880.

Direct liaison with the community, in particular the owners and occupiers of directly affected properties, will be a strong focus throughout the planning and delivery for this project.

Thank you for raising this with me and I trust this information is of assistance and will enable you to respond to [REDACTED].

Yours sincerely

HON STEPHAN KNOLL MP
MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT
MINISTER FOR PLANNING

4 April 2019

Minister for Transport, Infrastructure and Local Government
Minister for Planning

Roma Mitchell House Adelaide SA 5000 | GPO Box 1533 Adelaide SA 5001 DX 171
Tel 08 7109 8430 | Email ministerknoll@sa.gov.au



Edwards, Kathrine (DPTI)

From: [REDACTED]
Sent: Thursday, 4 April 2019 3:08 PM
To: DPTI:Minister Knoll
Subject: Fw: Date Correction to the first attachment "DPTI Announce Budget Approval 23Jun17", was earlier wrongly titled 23Jun19
Attachments: DPTI Announce Budget Approval 23Jun17.pdf; Daws-Springbank Realign Approved_Bedford Happy To Sell Land Jun17.pdf; Frustration At Springbank Daws Rd Fix_Advertiser 12Feb19.pdf; Local resident _comments Re Springbank_Daws Lib Proposal on March 12th mtg 22Mar19.pdf; Springbank-Daws Comparison Of 4-Way Vs Staggered T Rec 4Apr19.pdf

Re: Springbank Road, Goodwood Road, and Daws Road proposal to KEEP THE DOG-LEG.

To: Hon Minister Stephan Knoll,

I sent this to your electorate Email address, now being correctly addressed.

Best regards,

[REDACTED]

[REDACTED]

----- Forwarded by [REDACTED] on 04/04/2019 03:00 PM -----

From:	[REDACTED]
Date:	04/04/2019 11:26 AM
Subject:	Date Correction to the first attachment "DPTI Announce Budget Approval 23Jun17", was earlier wrongly titled 23Jun19

Best regards,

[REDACTED]

[REDACTED]

----- Forwarded by [REDACTED] on 04/04/2019 11:21 AM -----

From:	[REDACTED]
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To:	nil [REDACTED] "S" [REDACTED] "SAM DJILLIK" djillik@parliament.sa.gov.au?
Cc:	E [REDACTED] council.sa.gov.au?
Date:	03/04/2019 06:47 PM
Subject:	Federal Candidate Funding Advocacy. I believe that Mitcham Council's input to NOT "throwing money down the drain" is important.

Re: Springbank Road, Goodwood Road, and Daws Road proposal to KEEP THE DOG-LEG.

----- Forwarded by [REDACTED] on 03/04/2019, 5:30pm
Dear MPs,

The following is the opinion of [REDACTED] who is very concerned that money not be wasted on a short-term proposal.

The widening and extra lanes proposed by the State Govt & DPTI is a total waste. The claimed travel-time reductions, compared with travel-time reductions from the 4-Way concept, the details of which have not yet been presented, are currently unconvincing.

Please find attached the DPTI announcement of 23/06/2017 of State Government budget approval for the realignment proposal, which calls into question the subsequent statements that the realignment **"WAS NOT IN THE BUDGET"**.

Squeezing a few extra lanes into the confined length between the dog-leg lights will not improve East-West travel times, and probably barely reduce North-South Travel times, and will increase the desire of East-West motorists to avoid these light controlled intersections by using Eliza Place, Boothby St and O'Neill St.

Given that the Clapham - Panorama road study was to reduce back street shortcuts, this proposal looks fatuous.

By comparison, what were the details of the Regency Road, Mullers Road realignment with the intersection with Hampstead Road

Regency/Mullers/Hampstead Road realignment data for comparison has been removed from the DPTI Website. Are we living in George Orwell's novel "1984"?:

I believe that Mitcham Council's input to NOT "throwing money down the drain" is important.

We must speak up now, as otherwise the dog-leg will remain, with a likely need to modify to the desired 4-way crossroads within 5 years.

I have spoken to [REDACTED] former chief engineer, who commented that significant traffic studies and analysis was produced by Burnings during their proposal to build on the former TAFE site, and that these studies should be extracted, as well as Mitcham's own studies in conjunction with DPTI back in 2017, when DPTI and the former labour Minister for DPTI announced the 4-Way design, using land from Bedford Industries, which they have indicated could be purchased.

It must be questioned why DPTI, and the then Transport Minister, announced at a meeting held by the Clapham - Panorama Residents' Group, that approval for the 4-Way re-alignment was the most acceptable outcome.

Certainly, the residents of Panorama and Clapham agreed that this proposal should lead to fewer motorists feeling that taking a shortcut (in time) through Eliza Place, Boothby Street, O'Neil Street and Barretts Road is worthwhile.

If we do not speak up now, then this wasteful design might proceed.

Best regards,

C [REDACTED]
M [REDACTED]
E [REDACTED]

A [REDACTED]
K [REDACTED]
I [REDACTED]
A [REDACTED]
A [REDACTED]
E [REDACTED]
E [REDACTED]

The following link is an example of DPTI "Newspeak", after George Orwell's novel, "1984". They have altered what was announced by them in 2017.
https://infrastructure.sa.gov.au/road_projects/springbank_and_daws_road_realignment

The following Adelaide Now is subscription only.
https://myaccount.news.com.au/sites/adelaidenow/subscribe.html?sourceCode=AAWEB_WRE170_a_GGL&mode=premium&dest=https://www.adelaidenow.com.au/messenger/east-hills/chaotic-springbank-road-intersection-a-political-football-in-an-election-year/news-story/c677ef0ba3fb6947361ce191fe6830d7&memtype=anonymous

The Advertiser

12 February , 2019.

Confusion and frustration surrounds plans — or the lack thereof — to finally resolve issues with the notorious Goodwood, Springbank and Daws road intersection.



adelaidenow.com.au

Frustration as Springbank Rd dog-leg fix stalls

Confusion and frustration surrounds plans — or the lack thereof — to...

Comments



Jimmy Anderson What's even more confusing is the lack of any information about the roadworks going on just South of there, with both sides being narrowed. The only thing I could find was on the Centennial Park website which says a bus lane is being put in on the Northbound side, and a dedicated bike lane on the Southbound. Stupid! There was never a bottleneck where they are doing this work before, but there is now.



Jared Hannah Nothing new be waiting another 20years



Ernie McKenna its so stupid including the lack of information....that cars were trying to use what is to be (a bike lane) as a vehicle lane!



Simon Connelly It's the new 'LeCornu' of Adelaide.

1



Dave Walsh Nicolle Flint Member for Boothby knew the intersection needed fixing at the last election. Instead of doing anything about it, she's been busy stabbing Turnbull in the back and voting down increases for pensions, students and unemployed.

2

4 Way Intersection

Proposal V1 (2017)

Double T Junction

Proposal V2 (2017)

	<p>DIVERT west end of Springbank Rd South behind 'Peter Van'.</p> <ul style="list-style-type: none"> Align with Daws Rd. Create ONE Set of traffic lights. <p><u>Observation:</u> Free flowing movements in ALL directions</p>	<p>WIDEN all intersections and retain TWO sets of traffic lights (130 Metres apart).</p> <ul style="list-style-type: none"> North-South with extra lanes East-West Rds. with 'extra lane storage capacity' <p><u>Observation:</u></p> <ul style="list-style-type: none"> North-South flow increases East-West movement relegated to 'holding pattern' Rarely seen or used and at least two existing ones in Adelaide have been converted to 4-way intersections.
<p>Driving from Springbank Rd. to Daws Rd.</p>	<ol style="list-style-type: none"> Wait for green light at intersection Proceed to destination. 	<ol style="list-style-type: none"> Wait for green light Turn left, Drive 130 metres while moving into turning lane Wait for a light Right turn & proceed to destination
<p>Driving from Springbank Rd. to go South on Goodwood Rd.</p>	<ol style="list-style-type: none"> Wait for a left turn green light Continue on Goodwood rd. 	<ol style="list-style-type: none"> Wait for a left turn green light Drive 130 metres Stop, wait for another green light Continue on Goodwood Rd.
<p>Travelling South along Goodwood Rd.</p>	<ol style="list-style-type: none"> Wait for green light Proceed to destination. 	<ol style="list-style-type: none"> Wait for green light on Springbank Rd. Wait for green light on Daws Rd. Proceed to destination.
<p>Turning off Goodwood Rd. into Springbank Rd</p>	<ol style="list-style-type: none"> Wait for green light at intersection Proceed to destination 	<ol style="list-style-type: none"> Wait for green light at Daws Rd. Drive 130 metres Wait for right turn light on Springbank Rd. Proceed to destination
<p>Driving from Daws Rd. to get to Springbank Rd.</p>	<ol style="list-style-type: none"> Wait for green light at intersection Proceed to destination 	<ol style="list-style-type: none"> Turn left at the lights Move to right hand turn lane on Goodwood Rd. An Queue at the Springbank Lights (limited space) Turn on green light Wait to merge into the single lane of Springbank Rd <p><i>N.B. Opportunity to use the proposed extra-large storage capacity on Daws Rd. As highlighted by DPTI artist impression.</i></p>



Government of South Australia

Department of Planning,
Transport and Infrastructure

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[Home](#) A Friday Note - 23 June 2017

A Friday Note - 23 June 2017 from DPTI, announces realignment

Dear all,

More crisp, clear days with some rain on the way to break up the dry start to winter.

SAFETY

Our department received funding in yesterday's State budget for many infrastructure projects, which will significantly improve the safety of South Australians. These include a \$305 million investment for Stage 1 of the duplication of Main South Road between Seaford and Sellicks Beach. This section of road has been identified as a priority in the State Government's Integrated Transport and Land Use Plan and the highest priority for upgrade by members in a recent RAA Risky Roads survey.

Our program of works for 2017/18 also includes improvements to Port Wakefield Road (at four locations between Dry Creek and Lower Light).

These are just a few examples of works which will produce significant improvements to safety on our roads, as well as supporting many jobs for South Australians.

As of midnight on Thursday, June 22 there had been 39 fatalities on South Australian roads this year.

BUDGET

The Budget also provided funding for us to run extra train services during evenings, weekends and major event periods. New timetables will be released later this year, with changes to include: the Gawler, Outer Harbor, Seaford, Tonsley and Belair lines running to a 30-minute frequency instead of 60 minutes during week nights and Tonsley line services running at a 20-minute frequency instead of 30 minutes during peak periods.

The Budget also announced \$9.3 million to upgrade jetties across South Australia. The investment will ensure jetties at Port Bonython, Port Noarlunga, Whyalla, Henley Beach and Semaphore remain accessible and safe for all users.

\$14m has been provided to boost the Women's Sporting Facilities Fund and \$4.5m has been included to facilitate the first stage of the redevelopment of Priceline Stadium.

\$1.1m will be provided to upgrade Mt Gambier Airport.

Thanks to all who worked so hard in preparing our department for Budget day. For more information on the budget visit www.statebudget.sa.gov.au

HUMBLE HERO

While many put significant effort into our preparations, **the true departmental hero of yesterday's budget is Paul Gelston. Every significant improvement has Paul's fingerprints on it in some form – improvements to rail services, the realignment of the intersection of Daws, Springbank and Goodwood Roads, Blackwood Roundabout, Main South Road duplication ... the list is impressively long. We have been lucky to also have a Minister to drive and recognise the value of these projects to the state.**

Paul's service, loyalty and commitment to supporting the community is without peer and he is humble to a fault. We can all learn much from him.

CUSTOMER SERVICE

Some fantastic feedback for our Vehicle Regulation team from a client who stated: "it's nice to deal with someone that actually cares".

The client contacted DPTI regarding a Jubilee plate his now 91-year-old father used to have back in 1995, which held sentimental value to the date he and his wife met but since been surrendered.

Once fully subscribed Jubilee plates were discontinued, but the client contacted DPTI to see if there was any way he could surprise his father by obtaining these plates again.

The Vehicle Regulation Team made a considered determination to allow the plates to be reallocated back to his father (pictured below), who subsequently transferred them to his son, as the father no longer drives.

Have a good weekend

Michael Deegan https://dpti.sa.gov.au/chief_executive_articles/a_friday_note_-_23_june_2017

Posted by

u/I_r_hooman

SA

1 year ago

Springbank, Goodwood and Daws Road Intersection to be finally upgraded!! Approx late June, 2017

adelaidenow.com.au/news/s...

https://www.reddit.com/r/Adelaide/comments/6k47i3/springbank_goodwood_and_daws_road_intersection_to/

News

This thread is archived on Reddit

New comments cannot be posted and votes cannot be cast SA

8 points · 1 year ago

For those that can't see beyond the paywall.

Dog-leg "dog's breakfast" intersection on Goodwood Rd to be abolished

ONE of Adelaide's most disruptive dogleg intersections will cease to exist from next year, to be replaced by a new design by the Transport Department.

The Advertiser can today reveal plans for the intersection of Goodwood, Springbank and Daws roads, which will be joined up in one traffic-light controlled intersection.

The "realignment" project, which is yet to be finally costed, will put an end to the dogleg delay for east-west traffic on Daws and Springbank roads. Last year, costs for the project were estimated at \$30 million.

Currently, vehicles must stop once to enter Goodwood Rd and then again to exit. The realignment will allow motorists to move directly across Goodwood Rd through one set of traffic lights.

Transport Minister Stephen Mullighan said the end of the two staggered T-junctions would streamline traffic flow, reduce congestion and improve safety.

"Extensive public consultation will be undertaken including doorknocking, one-on-one meetings, mail-outs, phone and email inquiry lines and direct contact with stakeholders and interest groups," he said. Mr Mullighan said the design may change after public consultation.

The current redesign will significantly disrupt the Bedford site on the southeast side of the intersection. The group is working with the Government on the project.

Transport Department illustrations show about a quarter of the Bedford site built over as Springbank Rd is diverted to the south.

The organisation is one of SA's oldest charities, providing employment and training opportunities for disabled people for more than 120 years.

Bedford chief executive Sally Powell said the organisation was moving into formal negotiations with the Government on the design.

She said Bedford had already indicated it had outgrown its site and was happy to move, with the right compensation to be determined.

The organisation moved to the site in 1949 and was keen to minimise the disruption to its clients if it moved, she said.

"We have been working with the State Government for some time and the works have converged with us outgrowing the site quite nicely," she said.

State Government figures show on average more than 60,000 vehicles a day travel through the two intersections, with 21 crashes resulting in 24 casualties between 2012 and 2016.

Elected members from across the political divide have called for an end to the traffic chaos at the intersections