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## Frequently asked questions

### What is being done to minimise the impact on Forestville Reserve?

Minimising the impact on Forestville Reserve has been a key consideration in the design and in developing the construction methodology. The following will be implemented to help minimise impacts to the reserve:

- the site compound for the project will be located outside of Forestville Reserve to minimise the impacts;
- the overpass will be constructed 7.5 metres off the tram overpass helping to minimise the footprint of the project and the visual impact of the overpass within the reserve, while allowing for natural light to flow in between the structures;
- the ramps will be open structures to allow for natural light and landscaping underneath the ramp structure; and
- the basketball key and netball ring will be relocated nearby;

### Will vegetation be impacted?

The Mike Turtur Bikeway Overpass Project has been carefully designed and planned to minimise vegetation impacts, as much as practically possible. However, vegetation removals are required as part of the project to safely construct the bridge, ramps, stairs and create cycling and pedestrian paths.

The vegetation removals will be managed in accordance with legislative requirements, with vegetation removals offset in accordance with the Department for Transport and Infrastructure's Vegetation Removal Policy.

See the Vegetation Fact Sheet at [www.ptpa.com.au/miketurturoverpass](http://www.ptpa.com.au/miketurturoverpass) for more information.

### What is being done to minimise tree removals?

Every effort will be made to retain and protect as many trees as possible. This design has worked to avoid large trees with the majority to be removed being amenity trees and ground covers.

See the Vegetation Fact Sheet at [www.ptpa.com.au/miketurturoverpass](http://www.ptpa.com.au/miketurturoverpass) for more information.

### Has the inclusion of a community garden been considered as part of the eastern ramp?

There are currently no plans to include a community garden, however the PTP Alliance will continue to work with the City of Unley to identify opportunities in addition to the proposed landscaping. A landscaping design and planting palette is currently being developed.

### **Why are the elevators located on opposite sides of the overpass?**

The elevators are located on opposite sides of the overpass due to a number of existing constraints on the Goodwood Railway Station platforms. These include the platform width, existing Brownhill Creek culvert, door opening locations, accessible boarding locations and overhead wiring masts.

### **Will there be clear delineation on the overpass for pedestrians, cyclists and elevator users?**

The design of the overpass provides extra space to minimise the conflict between users. The overpass has a clear width of 4 metres, which is above the minimum width required. The overpass will provide clear delineation using line marking and signage to direct users. This includes line marking the path at 3 metres wide, central to the bridge, to create a landing space along the edge of the path for people to step into from the lift before encroaching the Shared Use Path.

There is also a short walkway connecting the overpass to the elevators that will provide further separation between commuters waiting for the elevator and cyclists.

### **How does this compare to South Road shared use overpass?**

The South Road shared use overpass is 2.9 metres wide, and the Mike Turtur Bikeway overpass will be 3.5 metres wide on the ramps and 4 metres wide in the overpass. The handrail on the ramps is a similar height at approximately 1.3 metres. Much like the South Road overpass the Mike Turtur Bikeway overpass has full height screening for the section that crosses over the railway lines.

### **Will a wheelchair user be able to self-propel up the ramps?**

The ramps are designed to the *Disability Discrimination Act* (DDA) standards and includes the provision of rest and flat areas and providing a gradient no greater than 1:14 with landings every 6 metres, in line with the rail access standards.

### **Why can't the ramp on the eastern side be straight?**

The primary objective of the project is to provide a direct link over the railway lines for the Mike Turtur Bikeway. East of the Goodwood Railway Station the Mike Turtur Bikeway switches to the southern side of the tram line via the tram underpass. If the eastern ramp was straight users would need to double-back to switch to the south via the tram underpass. A straight ramp would also impact the use of Railway North Terrace and Devon Street North

### **Why can't the station underpass just be upgraded to meet Disability Discrimination Act requirements?**

Modification or replacement of the existing pedestrian underpass at Goodwood Station was considered by the Department for Infrastructure and Transport in the planning stage. However, without significant complex construction and operational impacts, it would not meet the current standards for shared use or address the project objective of providing improved and more direct connectivity for cyclists.

### **Will the station underpass stay open upon project completion, and will any works occur to improve it?**

The station underpass will stay open. Minor improvements will be carried out to the station underpass including installation of CCTV and upgrades to lighting.

### **Why is a tram stop and interchange not being included as a part of the project work?**

A tram stop and interchange are not included in the project scope as there are existing tram stops approximately 400 metres either side of the Goodwood Railway Station. The Mike Turtur Overpass Project will improve accessibility between the railway station and the existing tram stops by connecting directly to the station platforms.

### **Were other designs considered including building the overpass on the southern side of the tram overpass?**

Alternative designs that included a curved ramp within Forestville Reserve were considered. While that design met the project objective of providing connectivity to the Goodwood Railway Station and the Mike Turtur Bikeway there would have been more tree removals, cyclist conflicts between the Mike Turtur Bikeway and Marino Rocks Greenway and impacts to the skatepark. It was therefore deemed by the Department for Infrastructure and Transport, the PTP Alliance, Council and user groups that this option would not be pursued.

An overpass structure on the southern side of the tram overpass would not be able to accommodate elevator access to Goodwood Railway Station platforms, the ramps for this overpass would also impact properties and their driveway access, on both sides of the railway corridor. As such the option did not meet the project objectives.

### **Why aren't the arched tram underpasses being increased in width as part of the Mike Turtur Bikeway Overpass Project?**

The Mike Turtur Bikeway Overpass project is constructing a new standalone structure over the rail corridor and is not undertaking works to the existing tram overpass. The design of the Mike Turtur Bikeway Overpass and its connecting paths and ramps will improve sightlines through the existing arched tram underpasses for Bikeway users.

While the Mike Turtur Bikeway Overpass Project does not include modifications to the existing tram overpass infrastructure, it does not preclude any future modifications.

### **Will the two tram underpasses on the western side remain open?**

The two tram underpasses on the western side (Forestville Reserve to Lyons Parade) will remain open with the on-ground Shared Use Paths linking into them.

### **Will there be detours for local traffic, pedestrians, and cyclists during construction?**

The impacts to local traffic during construction will be minimal, however there will be the need for some traffic management on local streets while large pieces of equipment are transported to site. Advanced notice will be provided to local residents before any traffic management is in place.

During construction, pedestrian and cyclists' detours will be in place to maintain safe access around the project area in all directions. Advanced notice of pedestrian and cyclist detours will be communicated via footpath stickers, signage, notices to the mailing list and local residents, and also be available on the project website. Every effort will be made to minimise impacts to the community.

### How will construction impacts be managed?

Construction noise and vibration on an infrastructure project cannot be eliminated altogether, however works will be managed to minimise disturbance.

The PTP Alliance uses a range of measures to mitigate noise and vibration impacts including:

- provision of advance notice of works to nearby stakeholders;
- where possible, scheduling intrusive works for least impact to nearby residents and businesses;
- monitoring noise levels prior to, and during construction;
- enclosing stationary equipment (such as generators) to reduce noise;
- regularly testing equipment to ensure it is operating at a high standard; and
- where possible, using small or non-vibratory equipment.

Vibration levels will be managed throughout the project to ensure compliance levels set by the Environment Protection Authority are adhered to.

It is important to note that experiencing vibrations does not mean the structural damage will occur to properties.

See the Construction Impacts Fact Sheet at [www.ptpa.com.au/miketurturoverpass](http://www.ptpa.com.au/miketurturoverpass) for more information.