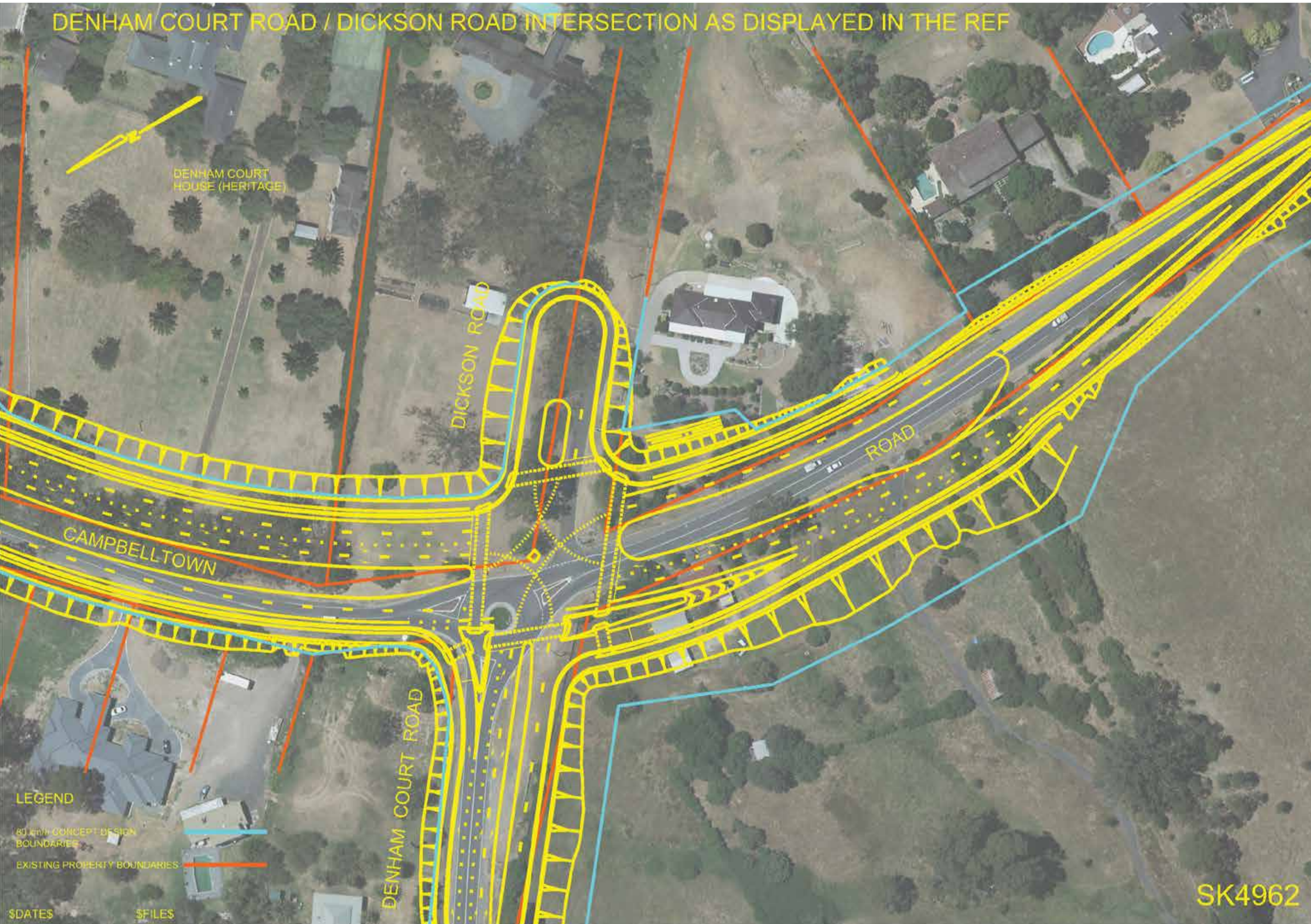


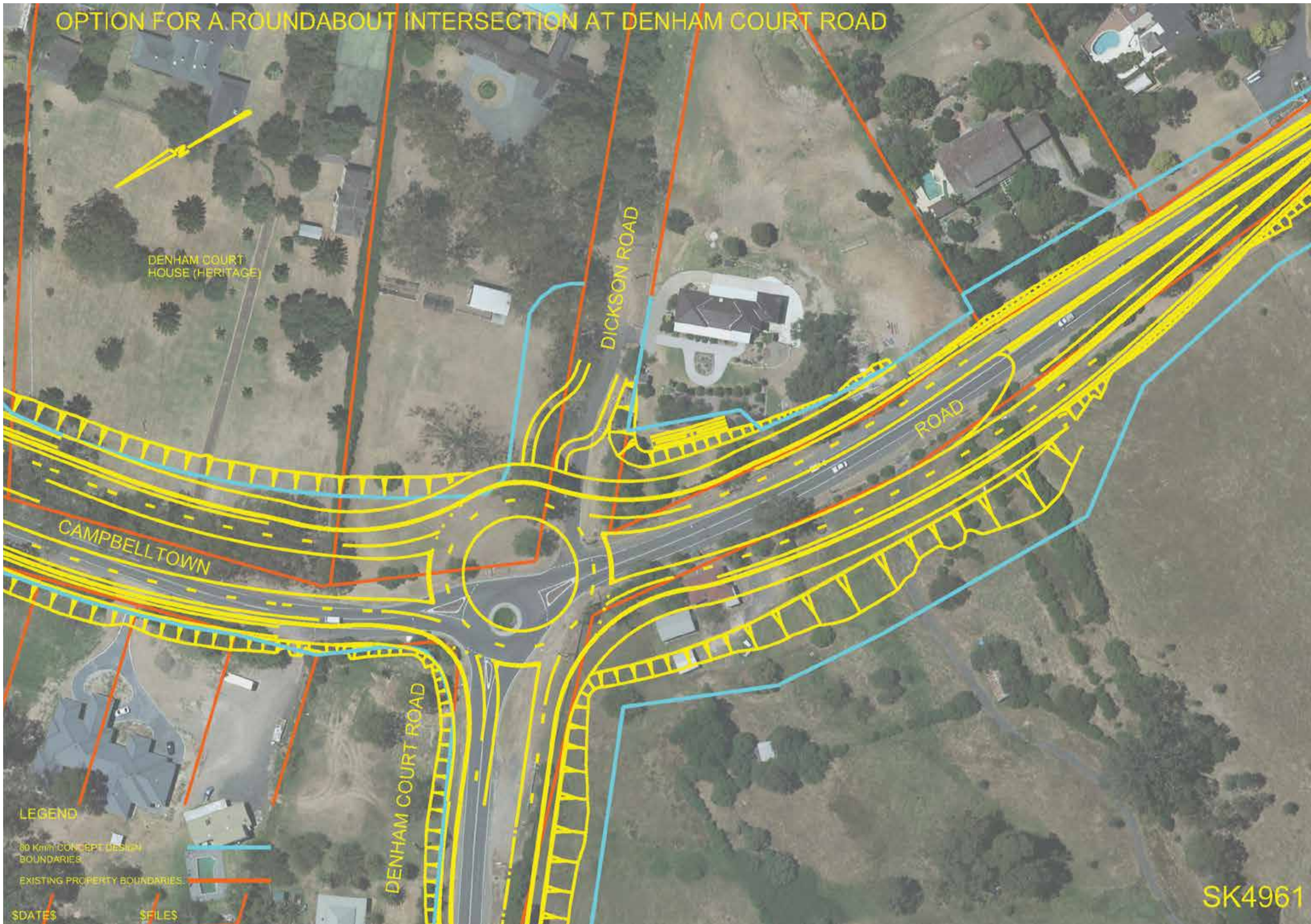
# Zouch Road to Denham Court Road Local Access

**Option provided in the proposal: U-Turn within Dickson Road as shown in REF**



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| <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Provides a U-turn facility.</li> <li>• Uses traffic lights to provide safe access.</li> </ul> | <p><b>Impacts:</b></p> <ul style="list-style-type: none"> <li>• Impact on local properties.</li> </ul> |
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**Alternate option: Provision of a dual circulating roundabout**



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| <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Based on current traffic modelling, has an expected operational life to 2036.</li> <li>• Assists in maintaining local access.</li> <li>• Able to accommodate all expected vehicle types.</li> </ul> | <p><b>Impacts:</b></p> <ul style="list-style-type: none"> <li>• Changes the footprint of intersection and impacts local properties.</li> <li>• Not suitable in a 6 lane configuration.</li> <li>• Would need to be upgraded after 2036 with slip lanes further impacting local properties.</li> </ul> |
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**Removal of U-Turn facility at Dickson Road and use existing roundabout at the intersection of Campbelltown Road / M5 Hume Motorway / Williamson Road**

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| <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Minimises impact to local properties.</li> </ul> | <p><b>Impacts:</b></p> <ul style="list-style-type: none"> <li>• Restricts local access options.</li> <li>• Requires motorists to drive approx 5km return trip to the existing roundabout to U-turn safely.</li> </ul> |
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