



City of  
Norwood  
Payneham  
& St Peters

# CONSULTATION PACK

## MARDEN AND ROYSTON PARK

### LOCAL AREA TRAFFIC

### MANAGEMENT OPTIONS:

### FOR COMMENT

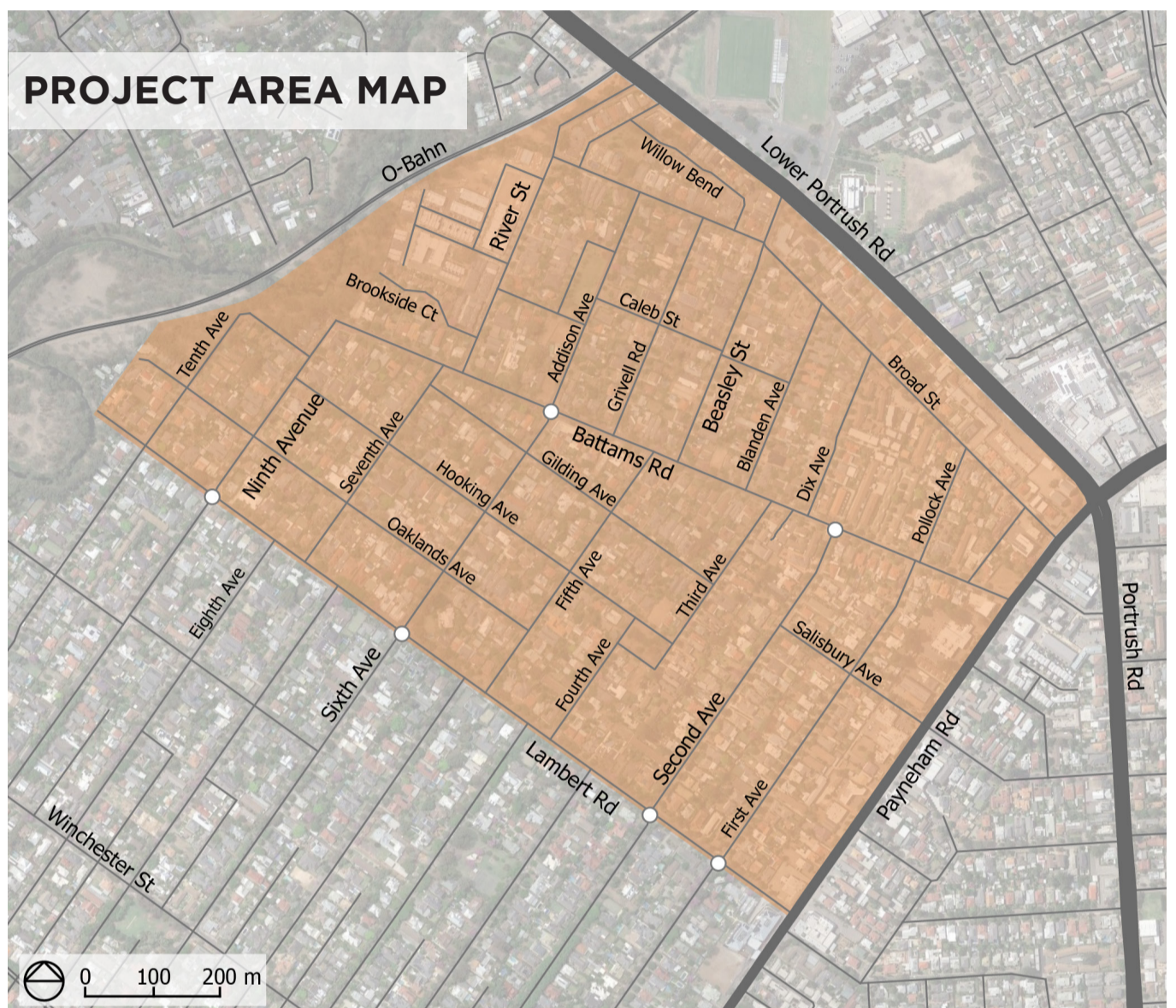


The Council invites residents and other road users in Marden and Royston Park to provide their views on traffic management options.

Residents in the area have raised concerns about speeding traffic and “rat running” (vehicles using residential streets as short cuts, instead of using main roads). These concerns have been validated by traffic data.

This consultation pack includes:

- An overview of the key traffic issues
- Possible traffic management options for your comments.



There are three ways that you can express your opinion and provide your views.

1. Visit us at the Community Drop-in Session on Tuesday 12 April (see below for details)
2. Complete the Council's online survey ([https://www.npsp.sa.gov.au/our\\_community/community\\_consultation](https://www.npsp.sa.gov.au/our_community/community_consultation))
3. Call Customer Service and have a hard copy of the survey sent to you.

Hard copies of the consultation pack and survey are also available at our Libraries and Norwood Town Hall, phone 8366 4555.

**Consultation closes at 5pm, Friday 29 April 2022.**

If you have any questions about the traffic management options, please contact the Council's Traffic Engineering Consultants, Intermethod/InfraPlan, on 0413 570 229.



## COMMUNITY DROP-IN SESSION

Tuesday 12 April, 5-7pm

You are invited to discuss this project with us at:

The Royston Park Café, 59A Battams Road

Drop-in anytime between 5-7pm



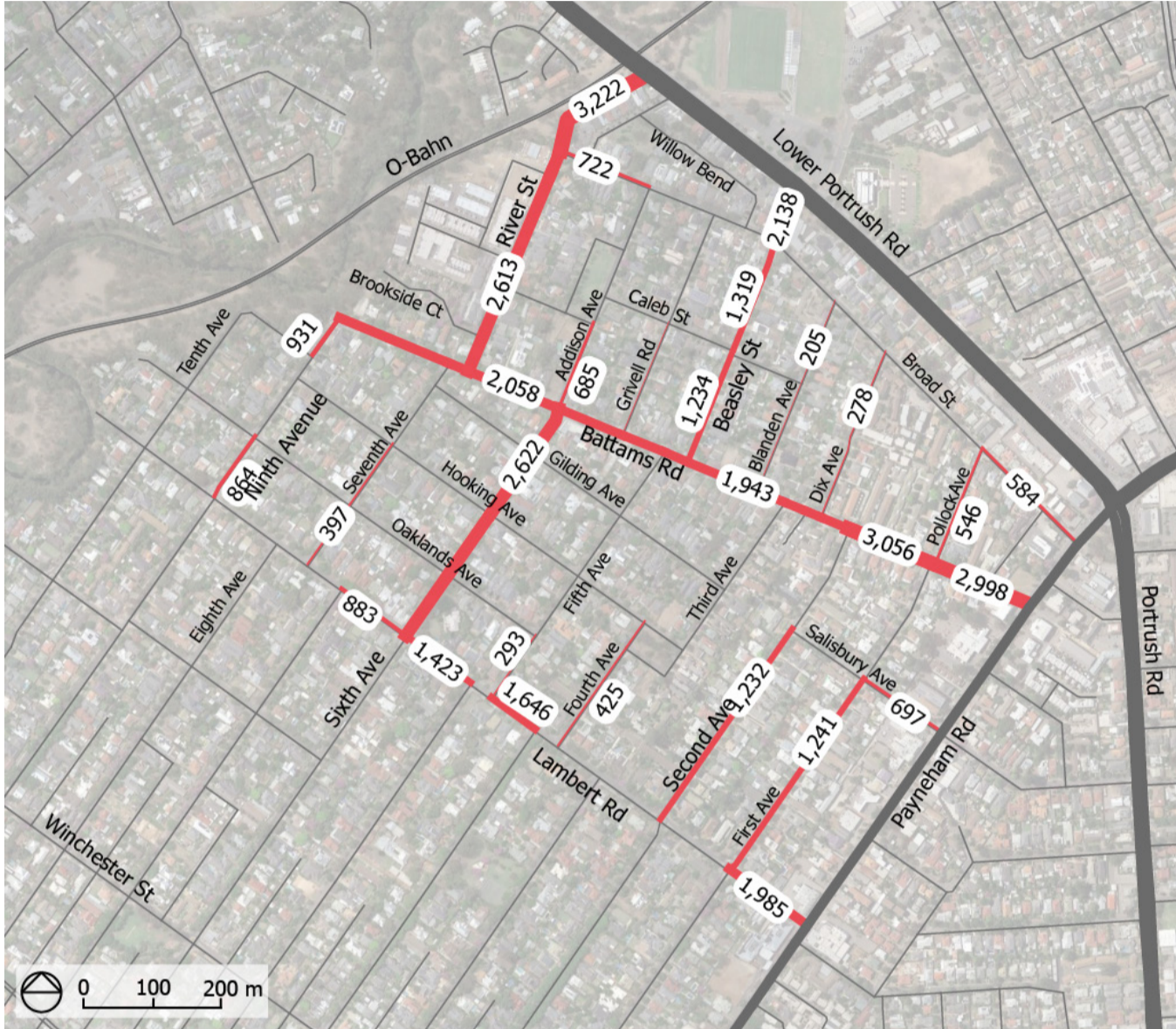
# CONSULTATION PACK

## MARDEN AND ROYSTON PARK

### LOCAL AREA TRAFFIC MANAGEMENT OPTIONS

## KEY ISSUES IN THE AREA

### 1. TRAFFIC VOLUMES AND EVIDENCE OF “RAT RUNNING”



#### Traffic volumes

The map to the left shows daily traffic volumes. From a technical perspective, streets that carry 2,000 vehicles per day and above act as collector roads. In the area, these include:

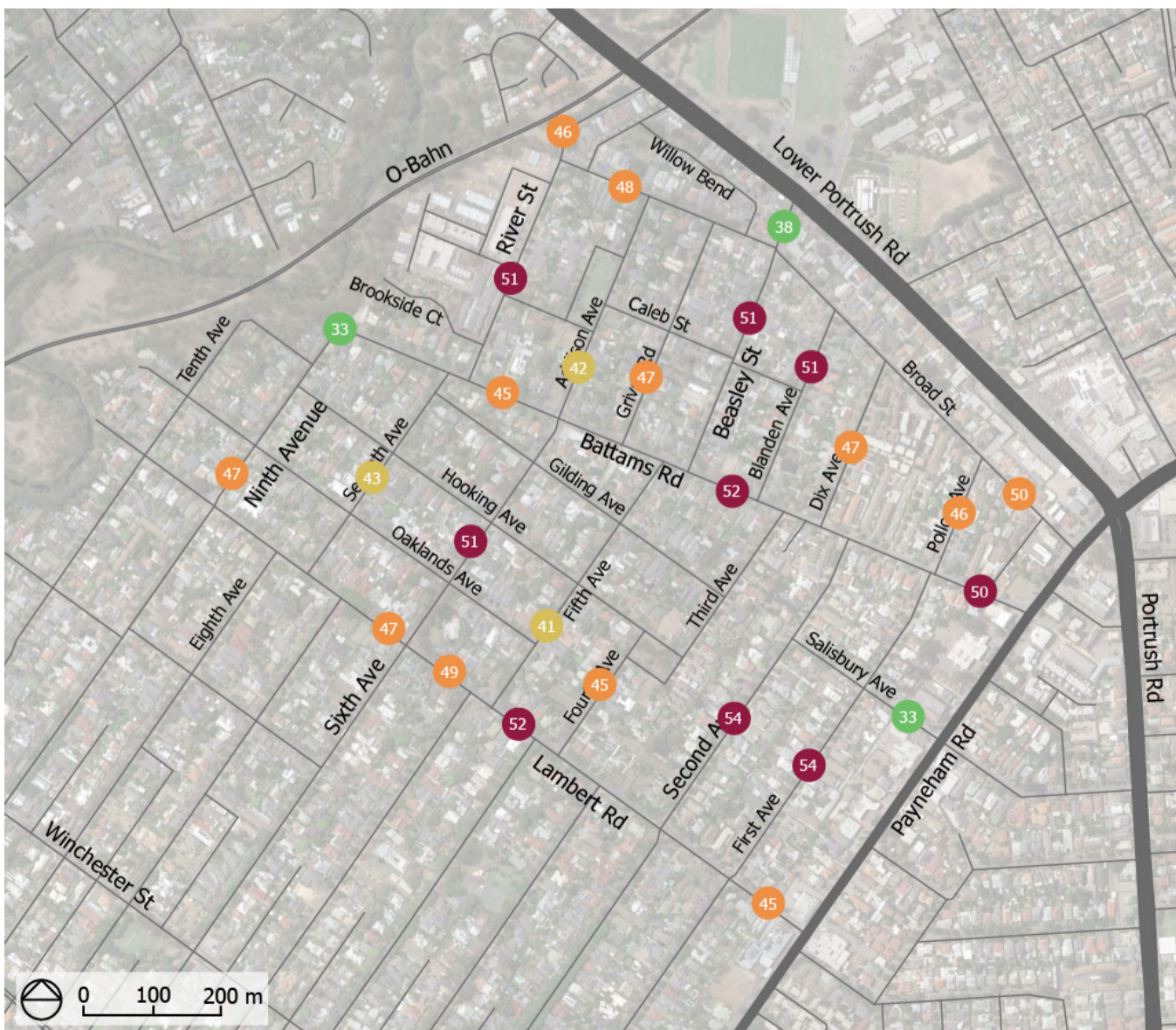
- River Street
- Beasley Street
- Battams Road
- Sixth Avenue.

#### “Rat running”

Surveys also identified that “rat running” occurs in the morning and evening peak times in River Street, Beasley Street and First Avenue.

It was estimated that approximately 450 cars (total for all streets combined) “rat run” through River Street, First Avenue and Beasley Street in the morning peak and 400 in the evening peak.

### 2. TRAFFIC SPEEDS AND CRASHES



For some local residential streets, the traffic speeds in Marden and Royston Park are considered to be high, especially along First Avenue, Second Avenue, Battams Road, Lambert Road, Blanden Avenue, Beasley Street, River Street and Sixth Avenue.

31 crashes were reported on streets within the project area during the last five years. One was a serious injury crash, six were minor injury crashes and all other crashes involved property damage only.

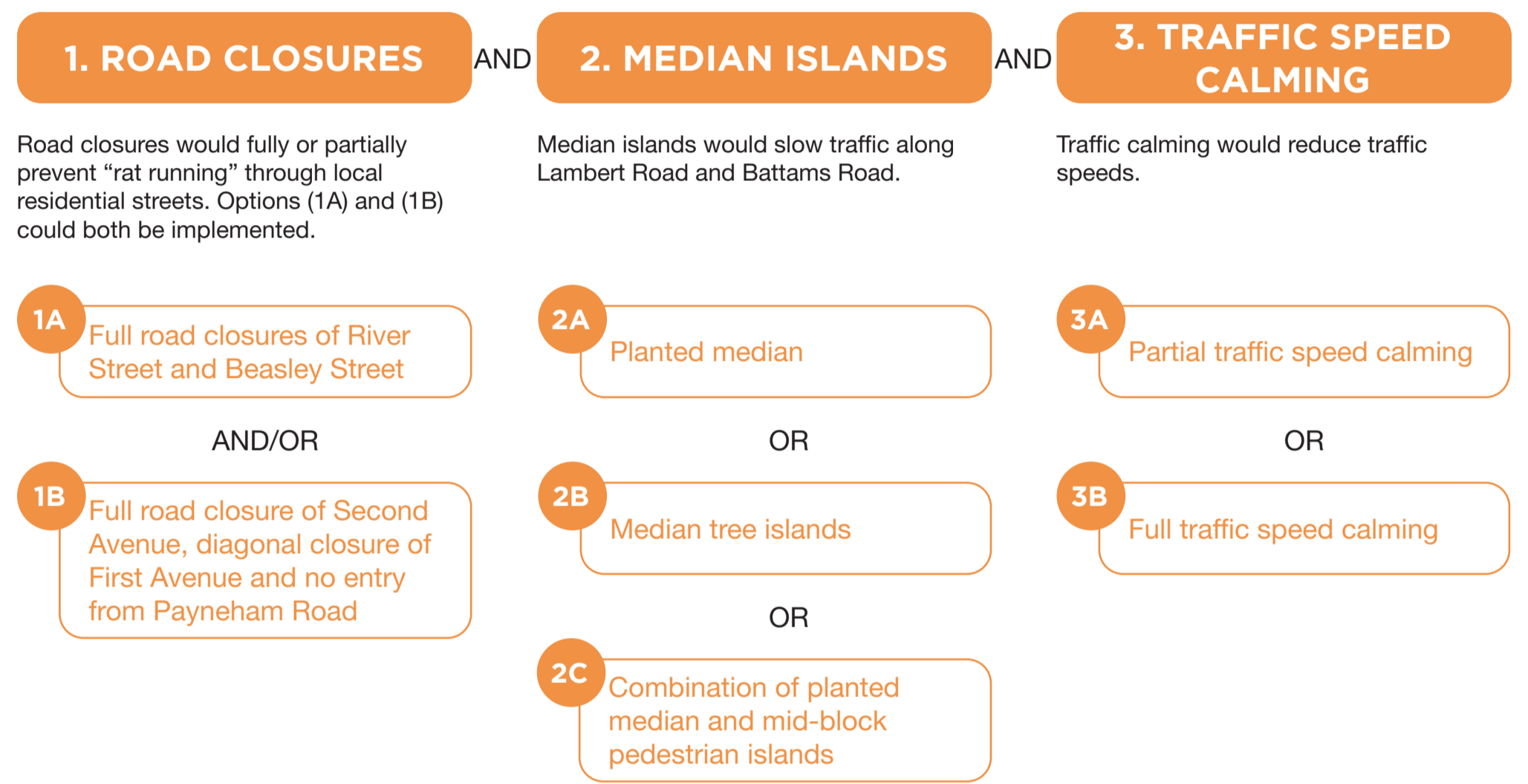
Streets with the most crashes were:

- Lambert Street (nine crashes)
- Sixth Avenue (seven crashes)
- Battams Road (six crashes) and Seventh Avenue (three crashes).

Other streets with one or two crashes included River Street, Addison Avenue, Caleb Street, Broad Street, Pollock Avenue, Salisbury Avenue, First Avenue, Second Avenue and Ninth Avenue.

TRAFFIC MANAGEMENT OPTIONS

Three types of local area traffic measures have been developed for Marden and Royston Park. Each type of measure addresses a specific traffic issue. Under each measure there are several options. The diagram below provides an overview of these options and explains how they can be combined together to create an effective solution. Each measure and option is further explained in this consultation pack.





City of  
Norwood  
Payneham  
& St Peters

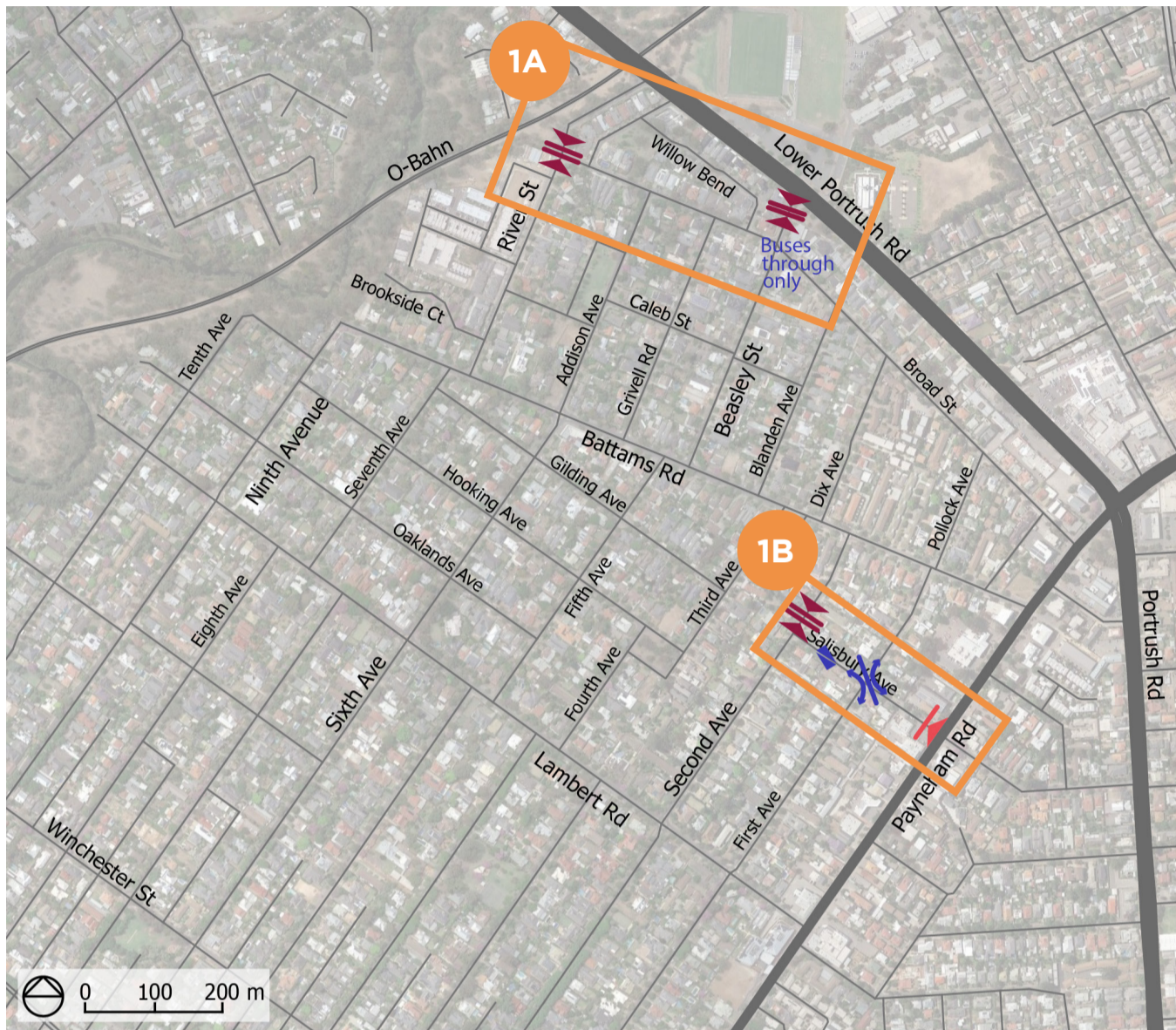
# CONSULTATION PACK

## MARDEN AND ROYSTON PARK

### LOCAL AREA TRAFFIC MANAGEMENT OPTIONS








## 1. ROAD CLOSURES OPTIONS



Road closures shown on the map as (1A) and (1B) can work separately or in combination. They could also be combined with other options (2 or 3).

#### Map key

-  Full road closure
-  Half road closure
-  Diagonal road closure
-  Slow point build out

 Diagonal road closure example



 Half road closure example



 Full road closure example



Road closures are the most effective measure for addressing “rat running”. Cyclists would be allowed through the closures and buses would be allowed through the Beasley Street closure.

#### 1A Full road closures of River Street and Beasley Street

##### Pros

Eliminates “rat running”.

##### Cons

- Longer routes for residents. Residents would not be able to access Marden and Royston Park from Lower Portrush Road from the north and would need to detour via Payneham Road.
- Some motorists would illegally drive through the bus only entry at Beasley Street, which would require regular enforcement from SA Police.

##### Additional opportunities

River Street, north of closure, could be turned into a public space, providing a community green with associated facilities.

##### Indicative cost

Approximately \$60,000.

#### 1B Full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue

##### Pros

- Full road closure of Second Avenue, north of Salisbury Avenue, and a diagonal closure of First Avenue would prevent “rat running” through these two streets.
- No entry at Payneham Road would prevent “rat running” traffic accessing the area.
- Traffic speeds in First and Second Avenues would be significantly reduced

##### Cons

- Longer routes for local residents.

##### Additional opportunities

Greening at Second Avenue closure.

##### Indicative cost

Approximately \$115,000.



City of  
Norwood  
Payneham  
& St Peters

# CONSULTATION PACK

## MARDEN AND ROYSTON PARK

### LOCAL AREA TRAFFIC MANAGEMENT OPTIONS



## 2. MEDIAN ISLANDS OPTIONS

Traffic surveys identified speeding in Battams Road and Lambert Road, with speeds exceeding the posted limit of 50 km/h. 50% of all crashes in the project area occurred along these two streets with many at intersections. These median island options would slow down traffic but not prevent “rat running”.

### Pros (for all options)

Reduction in traffic speeds, reduction in road crashes and minor deterrence of “rat running”.



### 2A Planted median

This option would introduce median islands with plantings in the middle of Battams Road and Lambert Road.

#### Pros

Reduction in traffic speed

#### Cons

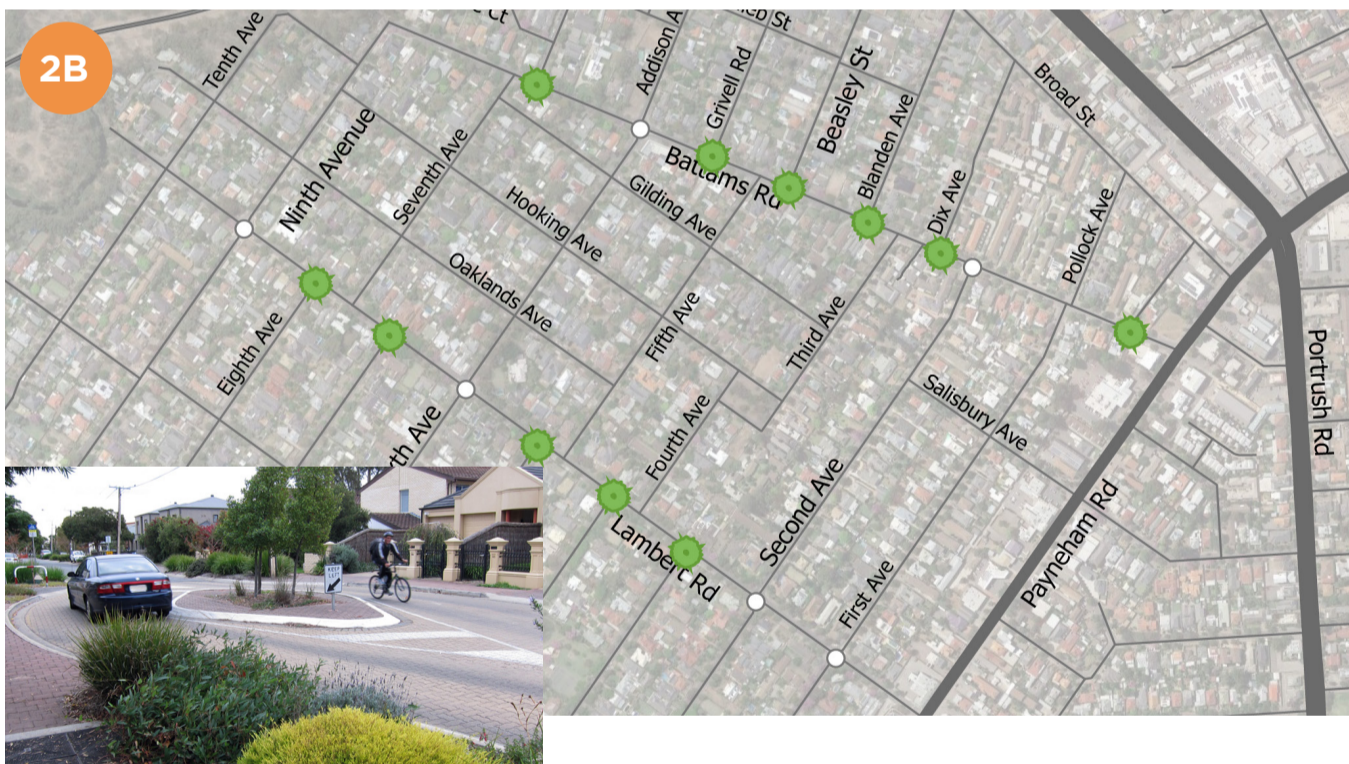
- Minor detours for right turning traffic
- Narrower traffic lanes
- Minor parking loss at U-turn locations

#### Additional opportunities

Significant additional greening of street

#### Indicative cost

Approximately \$1,000,000



### 2B Median tree islands

This option would introduce tight landscaped roundabouts along medians at intersections.

#### Pros

Reduction in traffic speed

#### Cons

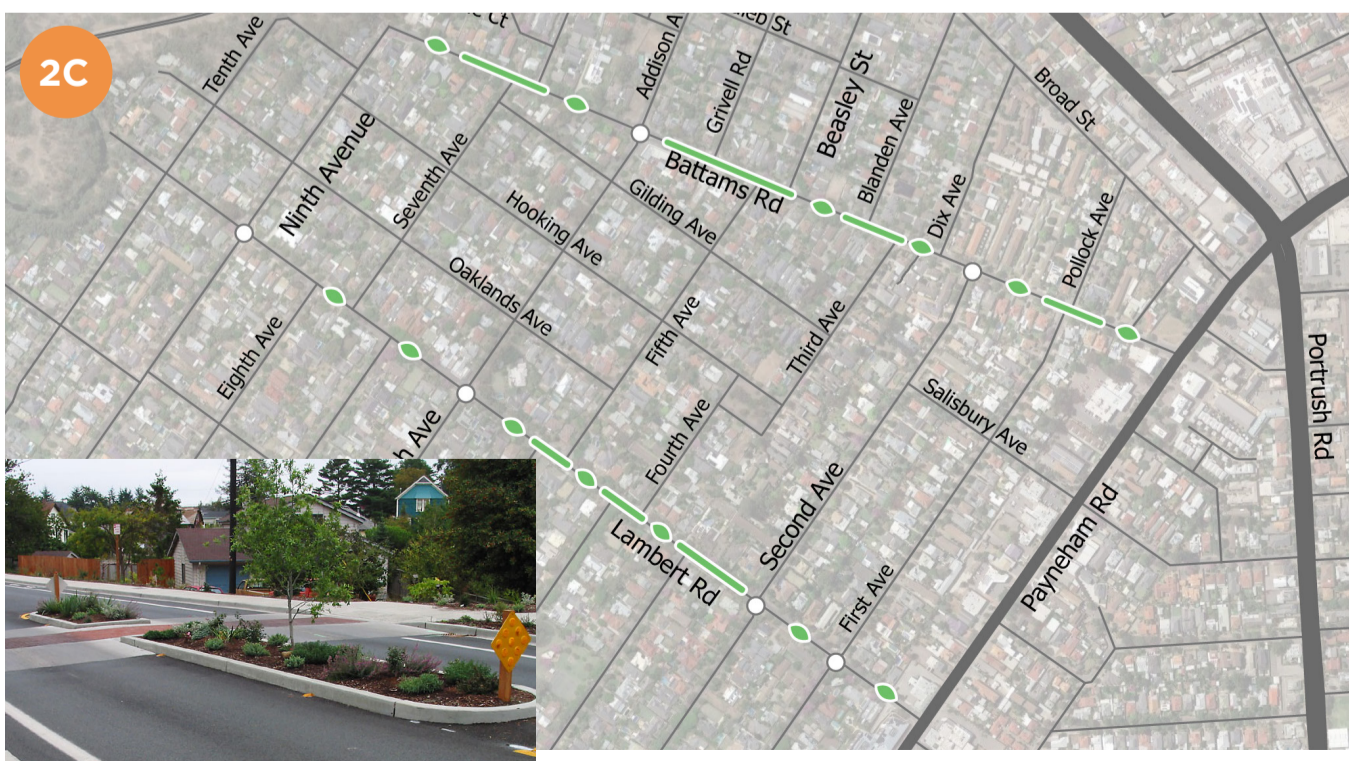
None identified

#### Additional opportunities

Moderate additional greening of streets

#### Indicative cost

Approximately \$220,000



### 2C Combination of planted median and mid-block pedestrian islands

This option would introduce mid-block raised landscaped pedestrian crossing points and planted medians. Of the three options, it would have a maximum impact on reducing traffic speeds.

#### Pros

Reduction in traffic speed

#### Cons

Loss of car parking at landscaped crossing points

#### Additional opportunities

- Significant additional greening of streets
- Significantly improved road crossing conditions

#### Indicative cost

Approximately \$1,350,000

Image source: Richard Drdul



City of  
Norwood  
Payneham  
& St Peters

# CONSULTATION PACK

## MARDEN AND ROYSTON PARK

### LOCAL AREA TRAFFIC MANAGEMENT OPTIONS



### 3. TRAFFIC SPEED CALMING OPTIONS



All streets in Marden and Royston Park are wide, allowing for two lanes of traffic in each travel direction plus on-street car parking. Long stretches of wide streets encourage drivers to drive fast through the local street network. These options aim to reduce travel speeds.

#### 3A Partial traffic speed calming

In this option, traffic calming measures are proposed on the streets with the highest traffic volumes only.

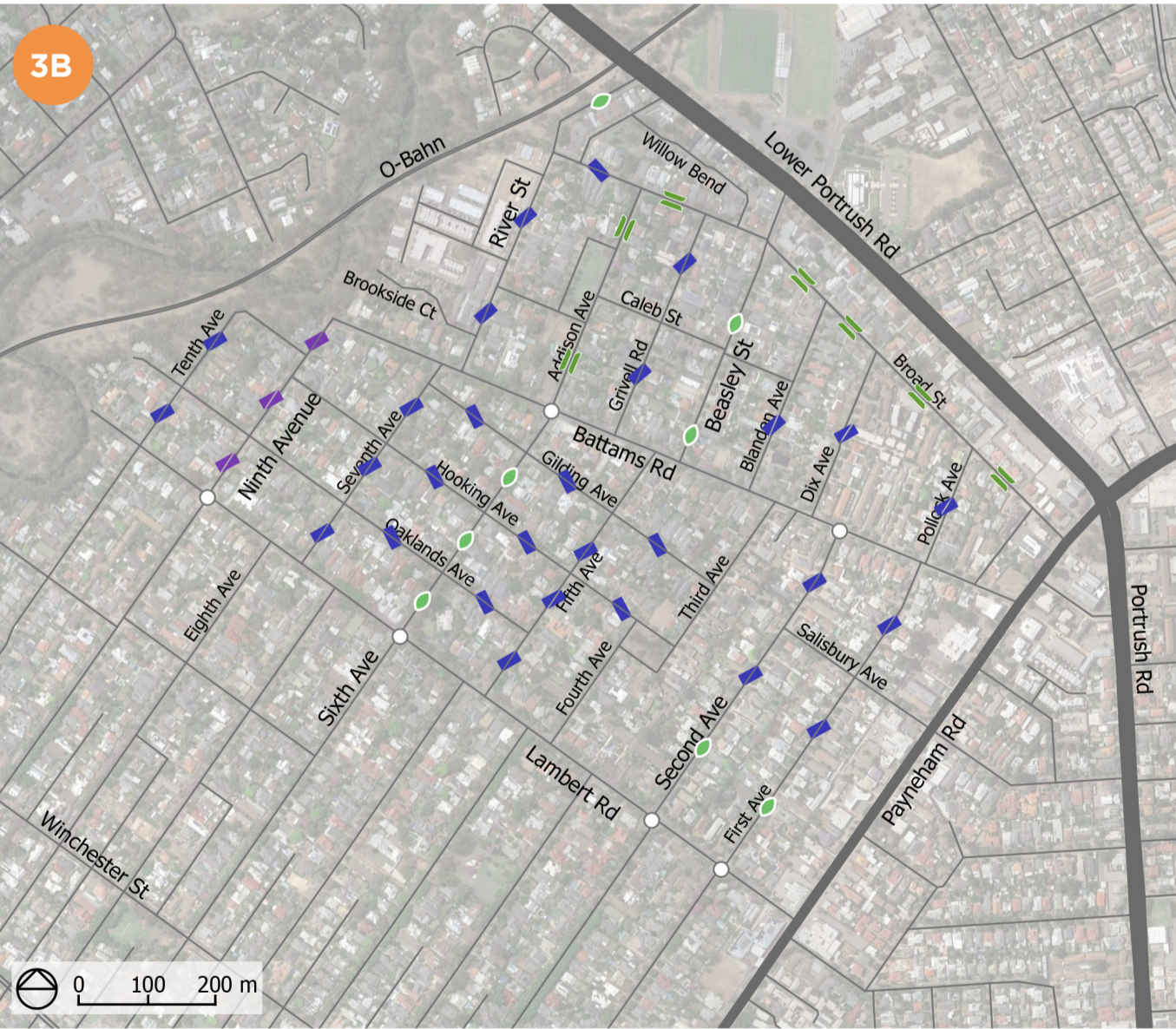
**Pros**  
Medium impact speed reduction

**Cons**

- Delays to traffic as they give way
- Some loss of car parking

**Additional opportunities**  
Some additional greening

**Indicative cost**  
Approximately \$1,000,000



#### 3B Full traffic speed calming

In this option, traffic calming measures are proposed on most streets.


**Pros**  
High impact speed reduction.

**Cons**

- Delays to traffic as they give way
- Some loss of car parking

**Additional opportunities**  
Extensive greening

**Indicative cost**  
Approximately \$1,575,000





 Single lane slow point example



 Landscaped island example



Map key

-  Landscaped island
-  Single lane slow point
-  Two-lane slow point
-  Landscaped buildout