

An aerial photograph of a road network, likely in a suburban or rural area. A specific route is highlighted in a light grey color, starting from the bottom left and moving towards the top right. The surrounding area is dark and textured, representing the ground and vegetation.

## **TRAFFIC MANAGEMENT IN MARDEN AND ROYSTON PARK COMMUNITY CONSULTATION AND RECOMMENDATIONS**

Report prepared by:

 **intermethod** and **infraPlan**

for the City of Norwood Payneham & St Peters

6 October 2022



# 'Traffic management in Marden and Royston Park: Community consultation and recommendations'

v7, 6 October 2022

Report prepared for:



City of  
Norwood  
Payneham  
& St Peters

Report prepared by:



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# BACKGROUND



Pollack Avenue



## INTRODUCTION

Intermethod and InfraPlan were commissioned by the City of Norwood, Payneham and St Peters (the Council) to prepare options for traffic management for the suburbs of Marden and Royston Park and, based on community feedback, prepare a concept Local Area Traffic Management Plan. This traffic management plan can guide the planning and management of road space within a defined area. It considers neighbourhood level traffic related problems, and proposes integrated solutions for a local area context. The Austroads guides explain the Local Area Traffic Management approach as the context of modifying streets and networks which were designed in ways that are no longer considered appropriate to the current needs and involves using physical devices and streetscaping treatments to influence vehicle operation.

The Council area is located adjacent to the City of Adelaide extending eastwards and covering a diverse part of inner Adelaide with its mix of residential, commercial, main street and open space areas. The Council area is traversed by the Metropolitan Adelaide arterial road network including Portrush/Lower Portrush Roads, Payneham Road, Kensington Road, Magill Road and The Parade. These roads carry high volumes of cars, buses and freight that can exceed existing network capacity in particular at peak travel periods. As a result, the permeable Council road network is subject to increasing levels of through traffic (commonly known as “rat-running”).

Traffic surveys undertaken in 2017 and 2021 identified that traffic speed and non-local through traffic in

the study area (and adjacent areas) is at a level that warrants traffic management intervention in some streets. Ensuring local roads and road networks are safe, accessible and meet the needs of the community is important for Council.

In preparing traffic management solutions, Council asked the project team to consider a range of options including traditional traffic engineering solutions as well as innovative solutions that will discourage excessive traffic volume and speed.

## ABOUT LOCAL AREA TRAFFIC MANAGEMENT

Local area traffic management intends to create more pleasant streets with acceptable levels of traffic volumes and speed by:

- ▶ Discouraging non-local traffic
- ▶ Improving driver behaviour and moderating vehicle speeds
- ▶ Providing a safer environment for everyone
- ▶ Enhancing street amenity
- ▶ Maximising opportunity for greening.

Local area traffic management studies consider origin/destination, traffic volumes, traffic speeds, crash history, cycling, journey times, wayfinding and access to arterial roads, as well as community perceptions to local traffic issues. Local area traffic management initiatives need to consider all street users, including all types of vehicles, access/service requirements and emergency vehicles.





## METHODOLOGY

The approach to this study was divided into the following stages as described below.

### CONTEXT MAPPING AND REVIEW

A detailed analysis was carried out of local context and existing conditions, precedent studies and a range of input information including road crash data, journey to work Census data, future trip growth demand and traffic count data.

Active transport was analysed including key walking movements, connections to the public transport network, access to popular local attractions including the River Torrens Linear Park. Strava heat maps were also consulted as part of a review of planned and completed infrastructure cycling works.

### BACKGROUND REVIEW OF BEST PRACTICE

A best practice review was considered examining leading Local Area Traffic Management plans prepared by other state and local government authorities to identify best practice approaches, taking into account format, key messages and objectives, layout, types of interventions, approach to implementation, priority actions/initiatives, indicators for measuring traffic calming effectiveness, cost effectiveness and community tolerance of ride discomfort and reduced vehicular access.

### MAPPING AND VISUALLY PRESENTING THE POSSIBILITIES

Preparation of multiple indicative design options utilising aerial imagery and other visual reference material. These options were discussed with Council staff and refined for inclusion in the public engagement.

### ENGAGEMENT

Community engagement included:

- ▶ Workshop with Elected Members on 23 February 2022
- ▶ Drop-in community information session on 12 April 2022
- ▶ Community engagement via on-line and hard copy surveys between 12 April and May 2022.

Community consultation was supported by a Community Engagement Pack and survey. The Pack contained project information, key issues analysis and a set of draft local traffic management options for consideration – road closures, median islands and traffic speed calming.

Engagement helped determine whether there is support/opposition to proposed preliminary options and whether there are any other common concerns

or suggestions evident in feedback.

### CONCEPT REFINEMENT

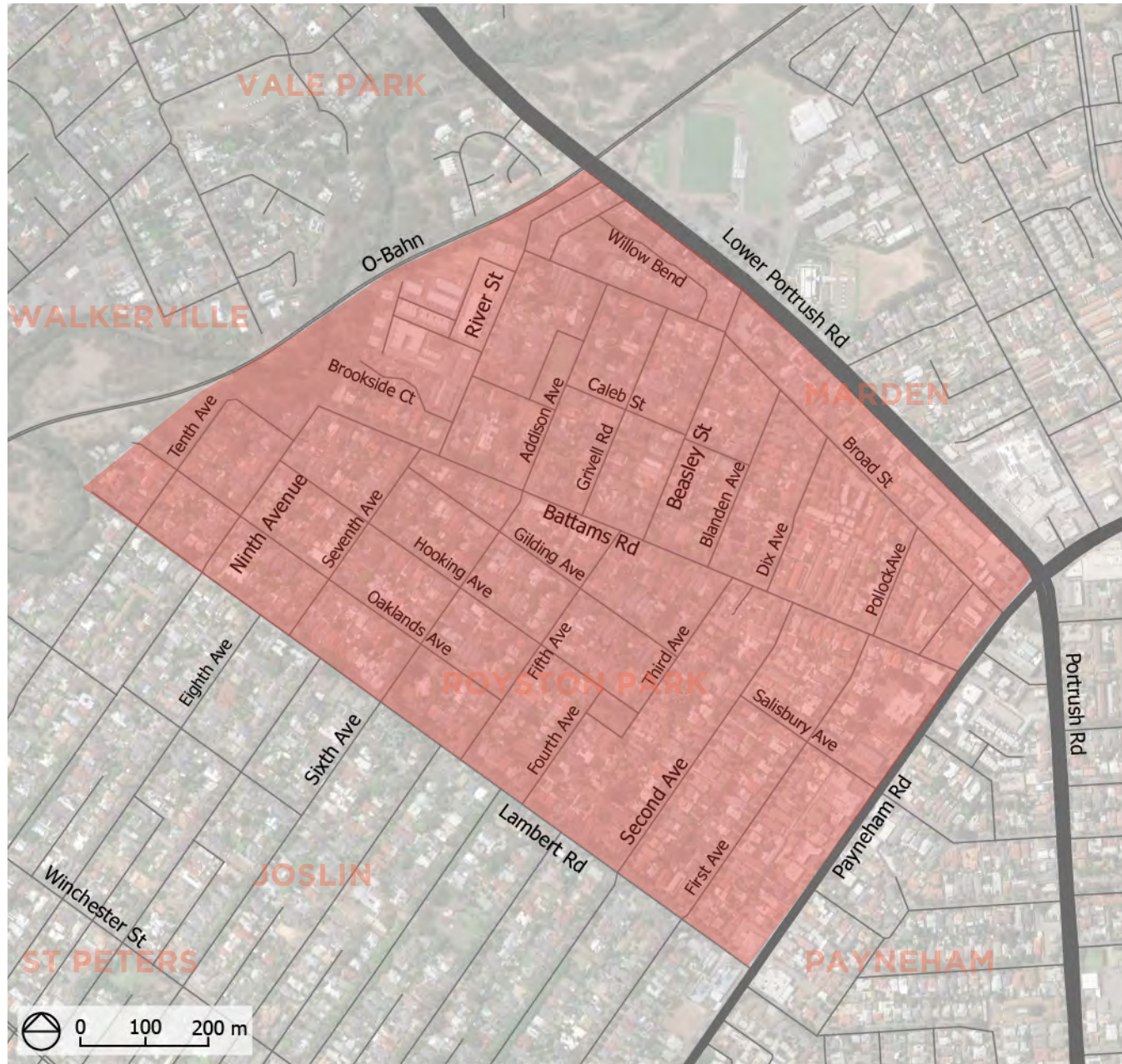
Community engagement and Council feedback was analysed and recommendation for the way forward was prepared. Based on this recommendation, the preferred local area traffic management option was prepared including high level cost estimation and plans.

Traffic management designs were progressed to the proof of concept stage (30% design) produced on aerial imagery, supplemented by site visits to ensure compatibility with existing elements.

### THIS PROJECT REPORT

This document collates key findings from all project stages to provide record and reference for subsequent design development and decision making.





## STUDY AREA CONTEXT

The map identifies the Marden and Royston Park study area. The area is bound by the arterial roads Lower Portrush Road and Payneham Road, the O-Bahn Busway corridor, and local road Lambert Road.

Payneham Road forms part of the broader All road corridor, extending 22 kilometres between the Adelaide CBD and the town of Houghton in the Adelaide Hills. The All comprises the following arterial roads: North Terrace, Payneham Road and Lower North East Road. Payneham Road is not a designated Major Traffic Route in the Functional Hierarchy for South Australia's Land Transport Network (although it has a Peak Hour Route designation). Within study area environs, Payneham Road carries approximately 33,000 to 49,000 vehicles per day.

Lower Portrush Road forms part of a strategic connection between the South Eastern Freeway and the northern areas of the Metropolitan Adelaide. It forms part of the Adelaide Outer Ring Road and is a nationally recognised key freight route. Within study area environs, Lower Portrush Road carries approximately 35,000 to 49,000 vehicles per day.

The intersection of Payneham Road and Lower Portrush Road caters for more than 49,000 vehicles per day with significant movement patterns, delay and congestion along both axis at peak periods. This can lead to motorists using the local street network to travel through the area.



Stephen Terrace further to the south is a sub-arterial state maintained road. It carries 22,000 vpd. It can be accessed via the local road network from within the study area.

The Council's Local Area Traffic Management Policy defines the road hierarchy by the volume of vehicles per day (vpd) using the road. As such, a 'local road' carries less than 2,000, a 'collector road' between 2,000 and 3,000 and a 'main collector road' between 3,000 to 6,000 vehicles per day. This defines sections of River Street and Battams Road as 'main collector roads', Sixth Avenue and a section of Beasley Street as 'collector roads' and all other roads as 'local'.

The road geometry is a grid based system modified by the terminating juncture of the River Torrens. The Avenues which extend northwards from Joslin connect onto Battams Road. The road network north of Battams Road is slightly offset from the Avenues (resulting in a number of T-intersections).

The grid network allows for a high degree of permeability for the network between the arterial roads. Glenbrook Close, Arabella Court and Willow Bend residential estates are located in the northeast quadrant of the study area. These residential enclaves connect to the local road network but then rely on a series of internal roads/driveways to connect to individual properties within the 'estates'.

This differs from the balance of the housing within the study area which is more 'traditional' shaped blocks containing one or more dwellings directly fronting the street. Houses and commercial development at the edge of the study area fronting



River Street



Beasley Street



Third Avenue

Lower Portrush Road rely on sole access to this main arterial road only (i.e. do not have internal road access into the study area.

Public transport routes are primarily provided on the adjacent arterial road network with the exception of the W90 and W91 bus routes that use Sixth Avenue Addison Avenue, Grivell Road and Caleb Street



## LAND USE

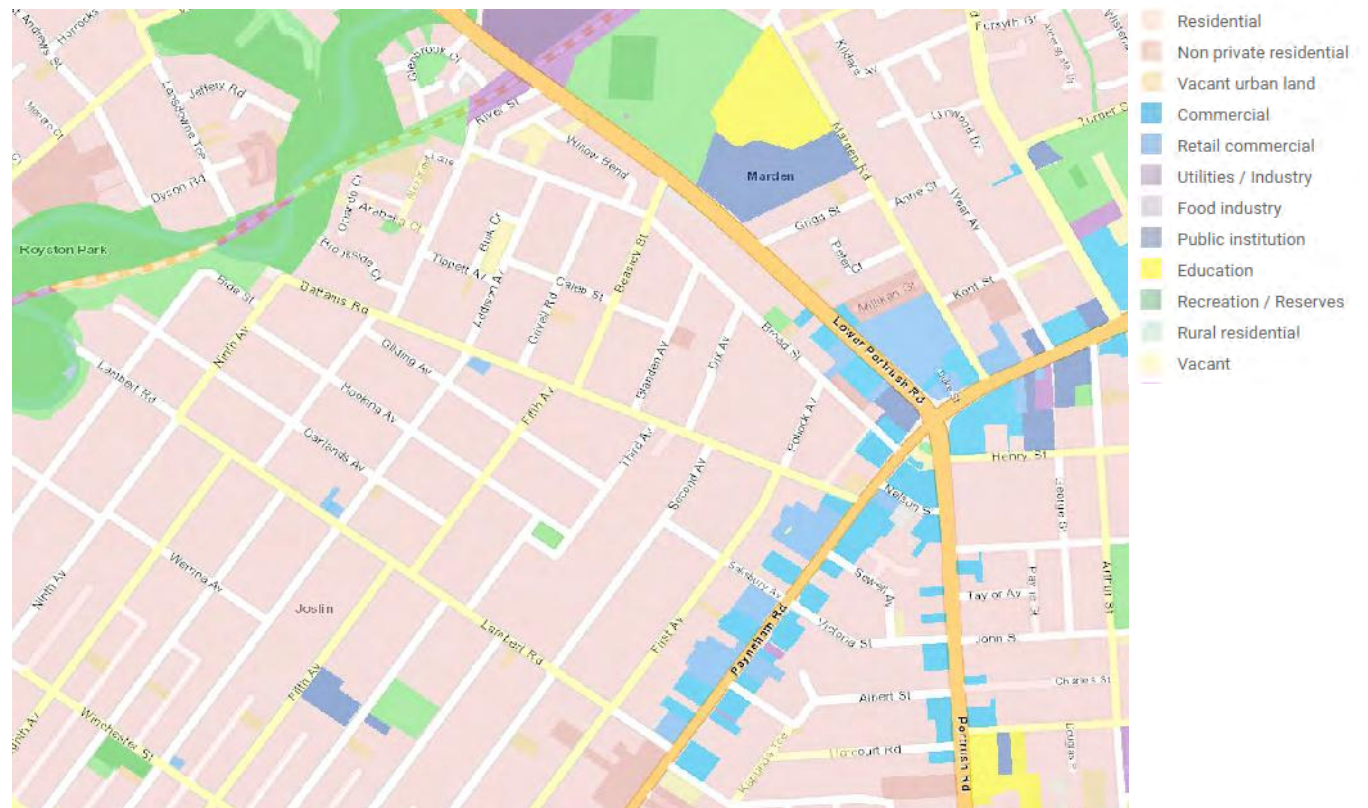
The study area is primarily residential with commercial activity (mid-dark blue on the map) focussed along Payneham Road and at the intersection with Lower Portrush Road. The majority of housing within the study area south of Battams Road are established detached dwellings on medium-large sized allotments. North of Battams Road there is a higher proportion of detached (plus semi-detached dwellings) on smaller allotments. Arabella Court, Glenbrook Close and Willow Bend estates are located adjacent to Lower Portrush Road in the northeastern part of the study area. There is also a cluster of higher density housing on land bound by Dix Avenue, Broad Street and Battams Road.

There is an emerging proportion of recent infill development across the study area with an older dwelling being replaced by one or more new dwellings.

Non-residential development within the study area includes:

- ▶ Small local centres on the corner of Battams Road and Sixth Avenue and Lambert Road and Sixth Avenue containing local services, cafes and shops
- ▶ Two small local parks in Hooking Avenue and Addison Avenue (Jaffa Jiffa Park) plus cycling and pedestrian connections to the River Torrens Linear Park
- ▶ Extended sections of commercial activity between Lambert Road and the Portrush Road intersection along the perimeter of the

Existing land uses (source: Location SA)



study area including the Payneham Tavern and Payneham Road Uniting Church.

The Marden Shopping Centre is located just outside the study area on the northeastern side of the Portrush Road intersection. This is the largest activity centre close to the study area, containing over 35 outlets ranging from health, clothing and food to postal and banking services.

The River Torrens Linear Park extends along the northwestern periphery of the study area.



## STRATEGIC CONTEXT

The State Government's 20 Year State Infrastructure Strategy highlights a need to make SA more productive, maintain liveability, improve safety of the road network and improve efficiency of key economic and freight corridors. Underneath these broader themes. Key transport aims include improved public transport function and patron share, better road safety, enhanced freight route efficiency, active transport growth and improved movement through and between economic corridors and nodes.

At the regional level, The 30 Year Plan for Greater Adelaide identifies Payneham Road as a 'Transit Corridor', whereby it is intended to be the focus of renewed activity and increased residential densities.

The Plan also seeks development that does not adversely impact the transport function of freight and/or major traffic routes. There is a general focus on making Adelaide a liveable, sustainable and more competitive city (with good main streets, access to services, walkable neighbourhoods and improved transport choices) and responding to future climate change challenges.

At the local level, the Council's City Plan 2030 identifies a vision for: *"A City which values its heritage, cultural diversity, sense of place and natural environment. A progressive City which is prosperous, sustainable and socially cohesive with a strong community spirit."*

This Plan comprises four outcomes – Social Equity, Cultural Vitality, Economic Prosperity, Environmental

Sustainability. These outcomes are underpinned by a series of objectives, strategies and targets. Relevant objectives for this traffic management study are:

- ▶ Objective 1.2 A people-friendly, integrated and sustainable transport network. This includes a focus on active transport, safety, accessibility and achieving appropriate traffic management to enhance residential amenity.
- ▶ Objective 2.3 A City which values and promotes its rich cultural and built heritage. This involves protecting and enhancing streetscape, precincts and landmarks.
- ▶ Objective 2.4 Pleasant, well designed, and sustainable urban environments.

Council also prepared the "Plan to Cycle: City-wide Cycling Plan" in 2014. The Plan and its Action Plan is updated every five years. This Plan has a central aim to increase overall cycling rates in the Council. To underpin cycling uptake, the Plan outlined the following vision ideas:

- ▶ There is an effective, connected cycling network that can be used by inexperienced and experienced riders
  - ▶ Residents have increased opportunities to choose cycling ahead of their car for short trips
  - ▶ The community recognises the importance of sustainable transport, and that cycling is a legitimate and respected form of transport
  - ▶ Cycling safety is improved.
- Council has a Local Area Traffic Management Policy. This Policy provides the framework under which the Council will address traffic management issues

associated with roads under its care, control and management.

Council has recently endorsed the NPSP Tree Strategy 2022-27. This strategy recognises the importance of street trees and their aesthetic and cooling benefits with an aim, amongst others, to increase canopy cover by 20% by 2045. There is currently a medium tree cover in the study area. A priority criteria for action is established which lists streets within traffic management study areas as a priority (b). The strategy also suggests opportunities for street trees could be investigated as part of traffic calming in these areas.

## PRECEDENT STUDIES

### Department for Infrastructure and Transport Corridor plans

The Department for Infrastructure and Transport undertook a series of corridor planning projects in 2021/22. This included Payneham Road and Portrush/Lower Portrush Roads. The reports are not yet publicly available.

### Marden – St Peters Local Area Traffic Review

Council engaged preparation of the Marden – St Peters Local Area Traffic Review (Tonkin) in 2021, which has informed preparation of this study. This review considered previous traffic investigations, analysed recent traffic data, sought to generate 'acceptable' traffic volumes and identified next steps. This 'point in time' report identified a series of options that have been considered for traffic management including road closures, road and roundabout treatments, other traffic calming measures and speed limit reduction.



# TECHNICAL CONTEXT



Ninth Avenue





## TURNING MOVEMENTS

Within the study area, there are six intersections with arterial roads. Connections onto Lower Portrush Road are:

- ▶ River Street - unrestricted movement in/out
- ▶ Beasley Street - unrestricted movement in/out.

The 600 metre distance between Beasley Street and the Payneham Road / Lower Portrush Road intersection is the longest stretch of study area frontage without public access to the arterial road network. However, there are reports of vehicles using commercial driveways to cut through from Broad Street onto Lower Portrush area.

Connections onto Payneham Road are:

- ▶ Battams Road - unrestricted movement in/out
- ▶ Salisbury Avenue - unrestricted movement in/out
- ▶ Broad Street - left-in, left-out movements only
- ▶ Lambert Avenue - a signalised T- intersection.

There are additional entry points to this study area from all of the Avenues which connect with Stephen Terrace, as well as Westminster Street which connects with Payneham Road. The O-Bahn busway corridor and the River Torrens extend along the northwestern edge of the study area. There is no cross river access between local streets in the study area and Vale Park/Walkerville on the other side. The only close point for crossing is Lower Portrush Road. The severance affect means that arterial road access into the study area is confined to Payneham Road and Lower Portrush Road only.





## WAYFINDING AND FASTEST ROUTES

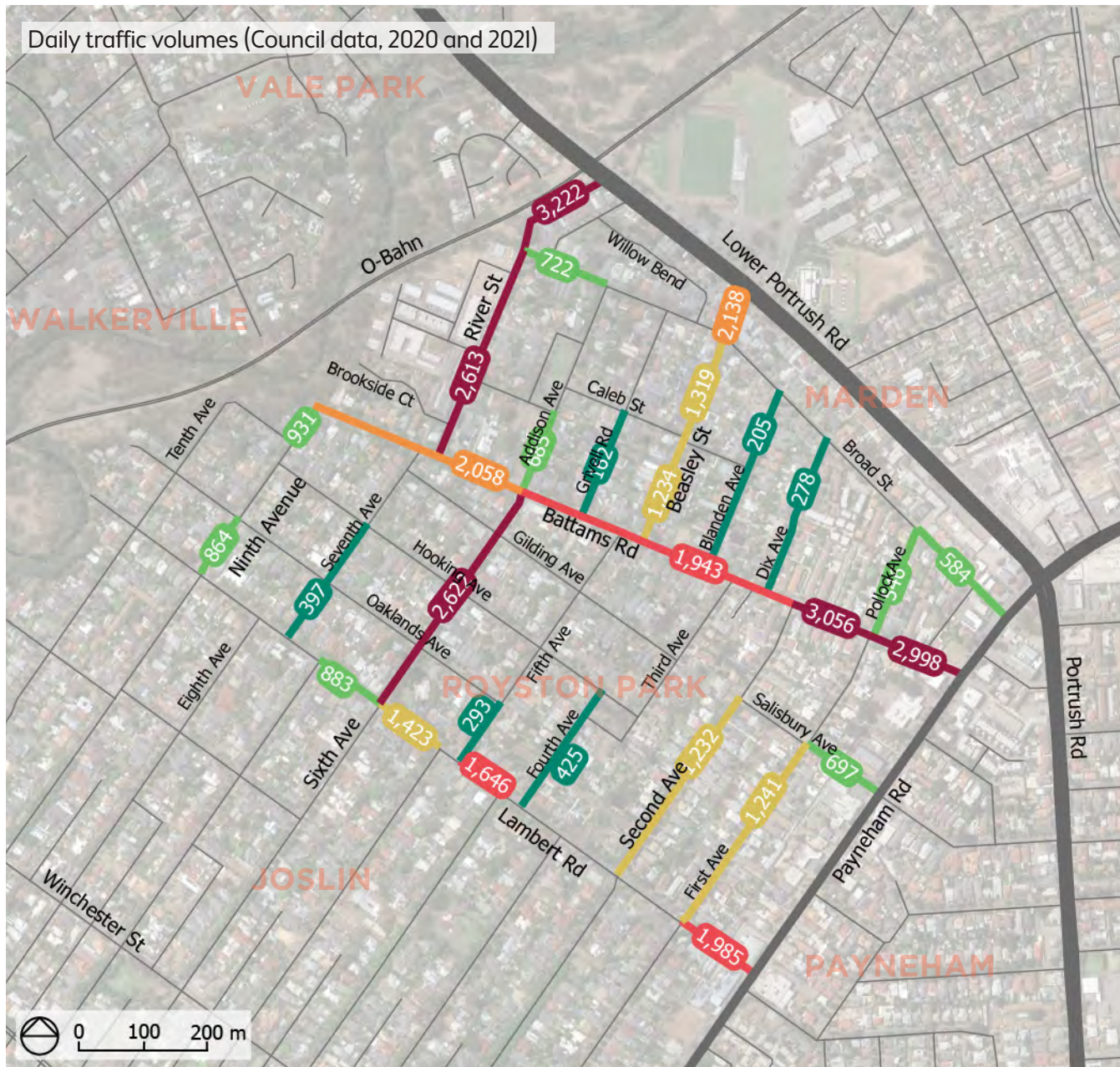
For a motorist using GPS software, a basic map search identifies the following routes through the study area:

- ▶ Via Lambert Road, Sixth Avenue and River Street
- ▶ Via Winchester Street, Sixth Avenue and River Street.

Google journey planning in the PM peak suggests a four minute shorter journey by entering the local road network and avoiding Payneham Road/Lower Portrush Road. There is an additional perception for a motorist that they are gaining time as opposed to being idle in congested traffic on arterial roads.

The 2021 Marden – St Peters Local Area Traffic Review report summarises investigations undertaken in 2017 to determine the impact of prohibiting the right turns off Lower Portrush Road into both River Street and Beasley Street in the morning peak. Assessment showed that banning right turns would increase the queue length for vehicles turning right from Lower Portrush Road into Payneham Road. As part of these investigations, discussions were held with DIT who confirmed that they would not prohibit right turn movements into Beasley Street or River Street.





## TRAFFIC VOLUMES

Traffic volumes within the study area, shown on the map, are average daily volumes based on Council surveys in 2020 and 2021.

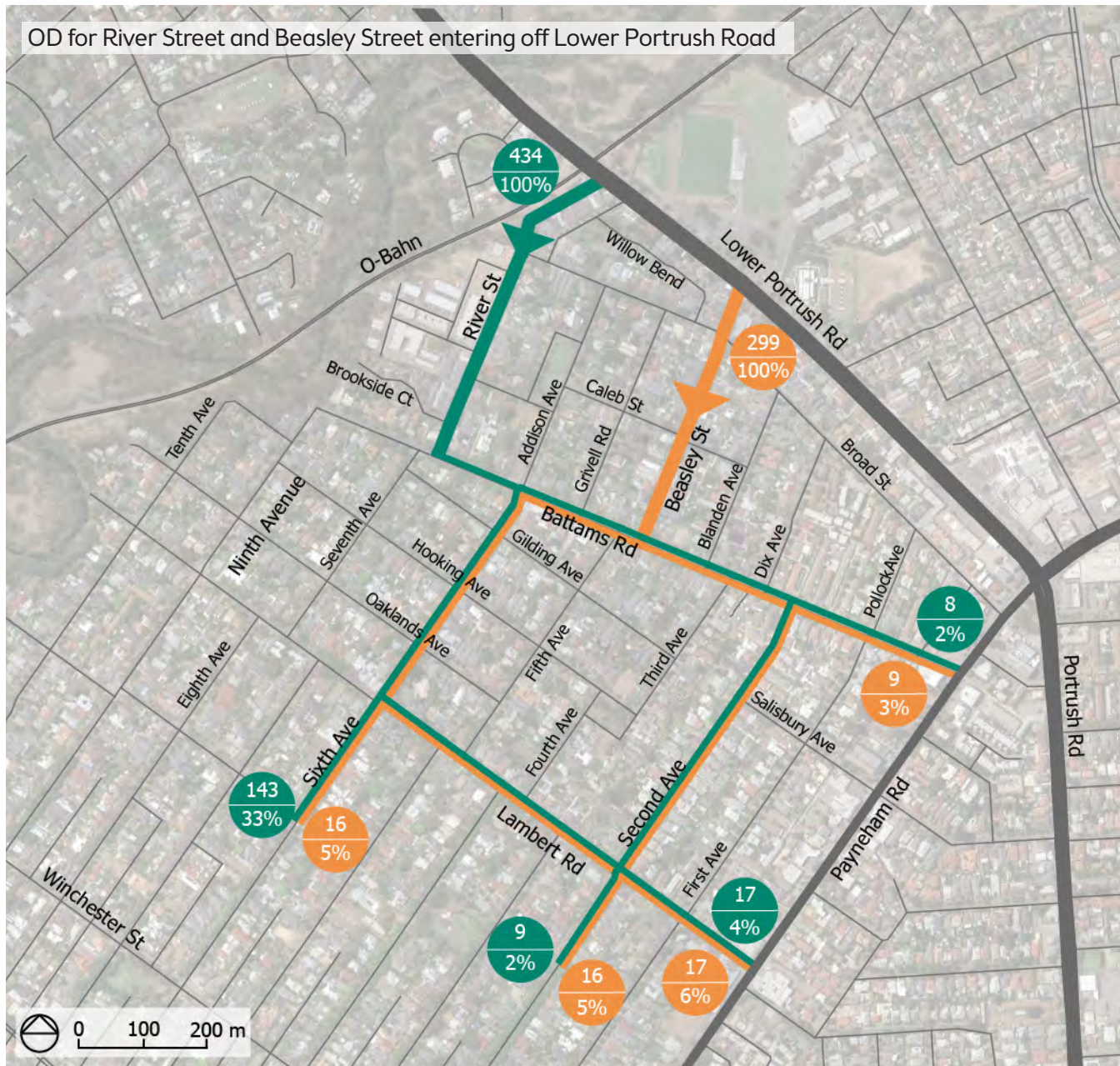
Council's Local Area Traffic Management Policy lists that local roads can typically cater for up to 2,000 vehicles per day (vpd) while collector roads are those that cater for 2,000-3,000 vpd. Traffic volumes up to 2,000 vpd in some streets can be acceptable, but in other locations (e.g. narrow streets, extensive on-street parking or more dense housing), these volumes may have a greater impact on safety and street amenity.

The daily traffic volumes for streets within the study area vary between 293 vpd (Fifth Avenue) and 3,222 vpd (entry to River Street). The highest daily traffic volumes are found in the following four streets, which (based on traffic volumes) function akin to collector roads:

- ▶ River Street – 2,613 to 3,222 vpd
- ▶ Battams Road – 1,943 to 2,998 vpd
- ▶ Sixth Avenue – 2,622 vpd.
- ▶ Beasley Street – 1,234 to 2,138 vpd.

Lack of a defined road hierarchy in this area makes it difficult to assess acceptability of high traffic volumes in these streets.





## ORIGIN AND DESTINATION ANALYSIS

This section summarises findings of the 'Marden – St Peters Local Area Traffic Review' report (Tonkin, 2021). Origin-destination (OD) assessment was carried out by matching vehicles' number plates at selected intersections to understand the routes they take through the local area. This 2021 report contained data for OD surveys undertaken in 2021 and earlier in 2017, however, First Avenue analysis was carried out in 2021 only.

### ORIGIN AND DESTINATION ANALYSIS FOR RIVER AND BEASLEY STREETS

#### Morning peak

Of all traffic entering **River Street** from Lower Portrush Road (shown in green on the map):

- ▶ 33% exited onto Stephen Tce via Sixth Avenue
- ▶ 4% exited onto Payneham Rd via Lambert Rd
- ▶ 2% exited onto Stephen Tce via Second Ave
- ▶ 2% exited onto Payneham Rd via Battams Rd

Of all traffic entering **Beasley Street** from Lower Portrush Road:

- ▶ 5% exited onto Stephen Tce via Sixth Avenue
- ▶ 6% exited onto Payneham Rd via Lambert Rd
- ▶ 5% exited onto Stephen Tce via Second Ave
- ▶ 3% exited onto Payneham Rd via Battams Rd





Approximately 51% of vehicles (200 vehicles) entering River Street and 19% (90 vehicles) entering Beasley Street traversed the study area network.

### Evening peak

Of all traffic exiting **River Street** to Lower Portrush Road:

- 21% came from Stephen Tce via Sixth Ave
- 3% came from Payneham Rd via Lambert Rd
- 4% came from Stephen Tce via Second Ave
- 10% came from Payneham Rd via Battams Rd

Of all traffic exiting **Beasley Street** to Lower Portrush Road:

- 3% exited onto Stephen Tce via Sixth Avenue
- 4% exited onto Payneham Rd via Lambert Rd
- 6% exited onto Stephen Tce via Second Ave
- 24% exited onto Payneham Rd via Battams Rd

Approximately 38% of vehicles (200 vehicles) entering River Street and 37% (120 vehicles) entering Beasley Street traversed the study area network.

Approximately 600 vehicles that use **River Street** and **Beasley Street** in the AM and PM peaks cut through the local area to avoid arterial road delays.





## ORIGIN AND DESTINATION ANALYSIS FOR FIRST AVENUE

### Morning peak

Along **First Avenue** rat running was estimated in the morning AM peak as:

- ▶ 36% (22 vehicles) in the southbound direction
- ▶ 45% (103 vehicles) in the northbound direction.

### Evening peak

Along **First Avenue** rat running was estimated in the evening (PM) peak as:

- ▶ 30% (24 vehicles) in the southbound direction
- ▶ 21% (45 vehicles) in the northbound direction.

Approximately 200 vehicles that use First Avenue in the AM and PM peaks cut through the local area to avoid arterial road delays.

It is important to note that the origin and destination surveys assumed (for the purposes of defining the project scope for analysis) that the greatest amount of rat running is along River Street, Beasley Street, Battams Road, Lambert Road and First Avenue. These streets only were surveyed as a result. This aligns with site observations, however, some rat running will also be taking place on other streets as well.

At least 800 vehicles rat run through the local streets in Marden and Royston Park in the AM and PM peak. Overall daily number of rat running vehicles in the study area is higher, to take account of other streets and off peak periods.





## TRAFFIC SPEEDS

Speed surveys help determine at what speed vehicles drive along the street network and the map to the left shows the outcome of Council speed surveys carried out in 2020 and 2021.

The posted speed limit for local roads in the study area is 50 km/h. The 85th percentile speed measures the speed at or below which 85% of motorists travel under free flow conditions. This helps identify the frequency and extent of speeding. Survey output shows that a third of all speed survey sites recorded 85th percentile speeds higher than the posted speed limit, suggesting a speeding problem.

Streets with the highest levels of speeding are:

- First Avenue – a wide and straight road with moderate-high traffic volumes (1,232 vpd) and 54 km/h traffic speed
- Second Avenue – a wide and straight road with moderate-high traffic volumes (1,241 vpd) and 54 km/h traffic speed
- River Street – a narrow road with high traffic volumes and 51 km/h travel speed in straight section
- Battams Road – a wide and sloping road with high traffic volumes and up to 52 km/h traffic speed near Blanden Avenue.

Other roads in the study area have traffic speeds exceeding 50 km/h. While 50 km/h is the posted limit it is desirable for safety reasons to have traffic speeds less than 40 km/h in residential areas. Only 3 out of the 26 survey sites had traffic speed less than 40 km/h.





Data source: Location SA

## ROAD CRASHES

The map to the left identifies the location and severity of crashes in the study areas reported to SA Police in the five-year period from 2015 to 2020, as available at the time of writing via Location SA (<https://location.sa.gov.au/viewer/>).

Crashes are deemed isolated incidents unless there have been three or more crashes at a location in the previous five years. Crash data was mapped for the local street network. Crashes on the arterial road network are clustered around the Portrush Road intersection and Battams Road intersection. Locations with a high number of crashes on State Maintained arterial roads are generally out of scope for the local area traffic management initiatives.

Excluding arterial roads, five year data does not show significant crash location problems sites in the study except for:

- ▶ Sixth Avenue - 7 property damage crashes and 1 minor injury
- ▶ Lambert Road - at intersections with 5 property damage and 3 minor injury crashes
- ▶ Battams Road - 6 property damage and 1 minor injury.

The majority of crashes involve right turn collisions, hitting a parked vehicle or hitting a fixed object (e.g. a stobie pole). There was one report of a hit pedestrian. Crash rates are higher for local streets where rat running issues were reported earlier in this report. This suggests that reducing traffic intrusion may also reduce the level of crashes in the local street network.





Data source: Strava

## CYCLING IN THE AREA

Cycling is popular throughout the study area given the high amenity, wide streets and relatively low traffic volumes. The proximity of the study area to the popular cycling route River Torrens Linear Park means people are accessing the river trails from the surrounding suburbs by roads in the study area.

Strava data shows that the busiest cycling routes are:

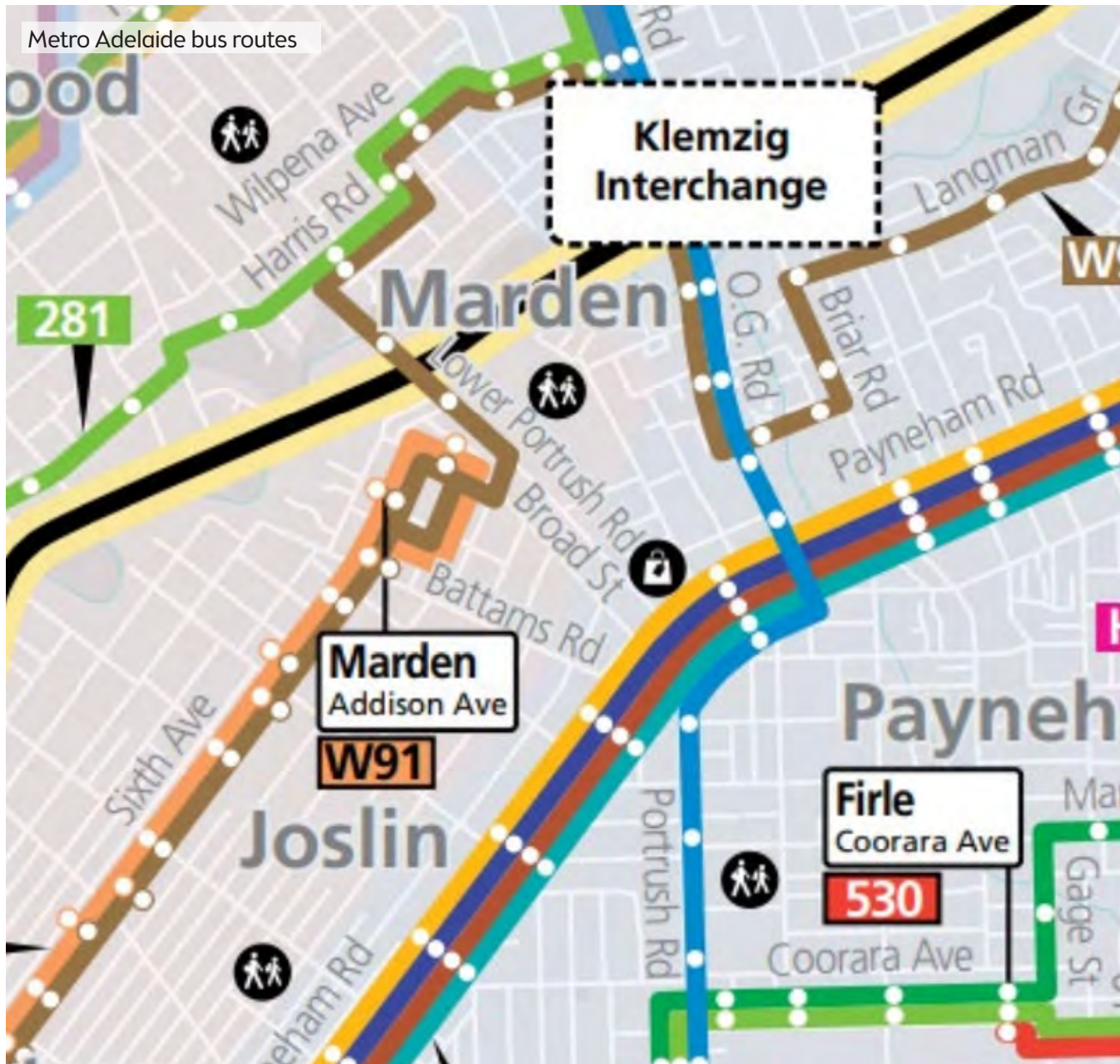
- ▶ North-south routes: Ninth Avenue, Beasley Street, Second Avenue and First Avenue
- ▶ East-west routes: Lambert Road and Battams Road.

Other than Ninth Avenue, the busiest cycling routes match the higher volume local road due to desirable connectivity for both driving and cycling.

Ninth Avenue is popular as it offers 0.6 km shorter connection to Hackney Road than the winding section of the River Torrens Linear Park. Ninth Avenue also has a flat terrain and recently upgraded streetscape, making it an attractive cycling route. Council made safety and amenity upgrades to Ninth Avenue in 2018, which included modified roundabouts, water sensitive urban design landscaping and new line marking.

Council's Cycle Plan and the Cycle Instead journey planner from the State Government website [www.cycleinstead.com.au](http://www.cycleinstead.com.au) identify Ninth Avenue, Battams Road, Fifth Avenue, Beasley St and Lambert Road as suggested local cycling routes.





## BUS MOVEMENTS

Two Metro Adelaide bus routes navigate through the study area:

- ▶ W90 via Beasley Street which travels from City along Sixth Avenue and terminates at Klemzig Interchange
- ▶ W91 which travels from the City along Sixth Avenue and then loops via Addison Ave, Grivell Road and Caleb Street adjacent Jaffa Jiffa Park.

These routes have an average daily boarding of between 45-90 passengers (the highest adjacent to Jaffa Jiffa Park).

A number of bus services run along Payneham Road providing City and cross-metropolitan connections from the eastern and north eastern suburbs.

There are private bus services operating for nearby schools that use the local road network within the study area.

It is important that traffic management measures do not hinder the safe movement of buses or result in travel delays that disadvantage bus passengers.

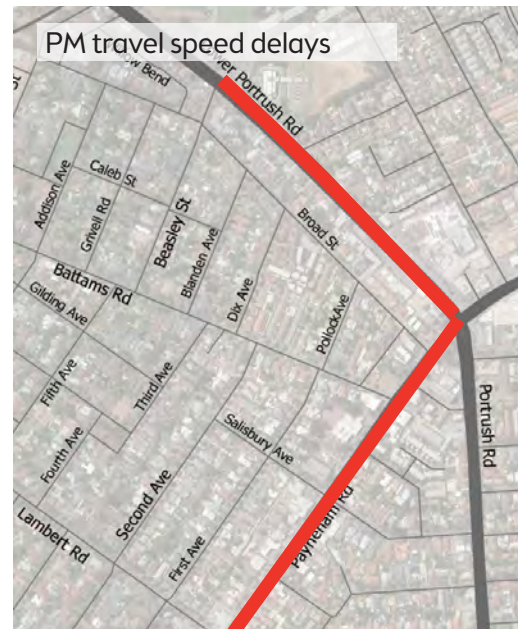
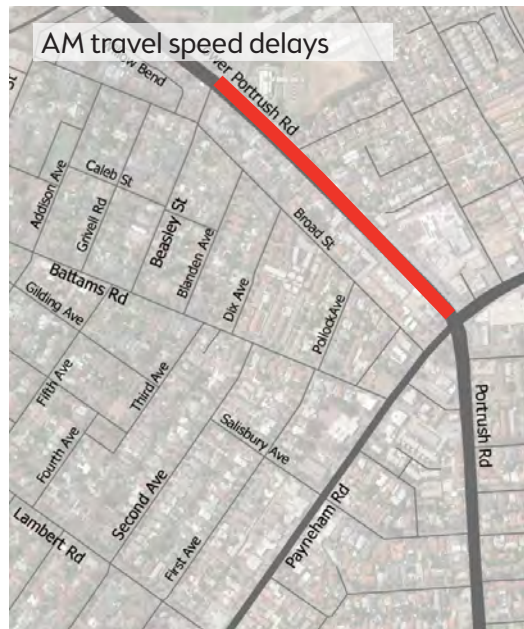


## TRAFFIC QUEUES AND JOURNEY TIME VARIABILITY

Traffic queues on arterial roads are a major reason why traffic chooses to traverse local streets instead. The maps on this page indicate the arterial links which experience travel time delay and high travel time variability, separate for the AM and the PM peaks. The maps are based on Bluetooth published by AddInsight software. This data collates information from vehicles fitted with Bluetooth devices (which typically represents 10% of all vehicles), however, it provides a representative sample to understand movement patterns and issues.

Data analysis shows that the travel speeds along Lower Portrush Road and Payneham Road at the AM and PM peak periods are below 30 km/h, well below speed limits on the adjacent local street network.

Travel time variability reflects the degree of variation in the travel time of a trip that is repeated in similar conditions over several days. Travel time variability on adjacent arterial road network is above 65% for both the AM and PM peaks. A high level of variability affects motorists' travel decisions, such as decisions regarding mode, route and departure time.





## KEY CONSIDERATIONS FOR TRAFFIC MANAGEMENT

### Access points and road network

- There are two access points from Lower Portrush Road and four from Payneham Road, providing several options of accessing the local street network
- There is a severance affect along the northwestern boundary due to the O-Bahn busway corridor and the River Torrens Linear Park
- A grid like street layout provides high movement permeability through the local streets of Marden and Royston Park
- Long and wide streets of Marden and Royston Park with good sightlines and minimal disruption do not self mitigate poor driver behaviour or speeding.

### Non-local traffic (rat running)

- People avoid Payneham Road (and especially the intersection with Lower Portrush Road) to save time utilising the permeable street grid network
- Primary rat-running streets: River Street, Beasley Street, Battams Road, Lambert Road, First Avenue, Second Avenue and Sixth Avenue
- At least 800 vehicles rat run through the local streets in Marden and Royston Park in the AM and PM peaks.

### Traffic volumes

- The highest traffic volumes within Marden and Royston Park areas were observed in River Street, Battams Road, Sixth Avenue and Beasley Street, all functioning akin collector roads.
- Tidal nature of traffic flow is also evident in these streets aligned with commuter AM and PM dominant commuter travel movements.

### Speeding

- 90% of cars travel above 40km/h
- 40% of cars speed above 50km/h (above the posted speed limit) and streets with the highest speeds are those that also experience higher traffic volumes and rat running
- Current traffic speeds are higher than best practice speed environment suitable for local residential streets.

### Crashes

- There is crash clustering primarily on Sixth Avenue, Lambert Road (at intersections) and at Battams Road
- There was one serious injury crash reported in the last five years.

### Arterial road capacity

- Lower Portrush Road and Payneham Road experience peak period delay and congestion with variable travel times.
- Traffic queues from the intersection of Lower Portrush Road and Payneham Road extend up

to Beasley Street to the northwest and Lambert Road in the southwest.

### Access by other modes

- There are two bus routes through the study area via Sixth Avenue (one as a loop and the other continuing to Paradise Interchange) – Addison Avenue – Broad Street and Grivell Road – Caleb Street with an exit via Beasley Street to Lower Portrush Road. Traffic management options should not adversely affect safe movement of these vehicles (plus general consideration for emergency service vehicles).
- Ninth Avenue, First Avenue, Second Avenue, Battams Road, Lambert Road and Beasley Street are popular cycling routes and traffic management should prevent any inconvenience to cyclists.
- There are commercial premises, local service and cafes in Battams Road and Lambert Road. Pedestrian accessibility and safe crossing of the roads is particular important for these two local streets.



# CONCEPT OPTIONS AND COMMUNITY ENGAGEMENT FEEDBACK





## CONCEPT DEVELOPMENT

Based on site observations and the context analysis presented in the previous chapter, the project team prepared preliminary concepts for traffic management, which were presented for information and discussion with staff of the City of Norwood, Payneham and St Peters and Elected Members in March 2022.

Concept options that were put forward:

- ▶ Were pragmatic with regard to budgetary considerations
- ▶ Excluded considerations of speed humps, based on significant opposition to speed humps installed in other parts of the City due to their noise impacts
- ▶ Created opportunities for additional greenery and landscaping.

Preliminary concepts were further refined for the purposes of community consultation, grouping concepts into three types:

- ▶ The first type addressed measures associated with rat running
- ▶ The second type addressed speeding along the two de-facto east-west collector roads: Battams Road and Lambert Road
- ▶ The third type of measures addressed speeding in local streets.

The full consultation pack is presented in Appendix A to this report.

## DISCUSSIONS WITH SAPOL AND SAPTA

To inform concept development, the design team has consulted with the South Australian Police (SAPOL) and South Australian Public Transport Authority (SAPTA). The purpose of this consultation was to inform intention to design and implement a local area traffic management scheme and to gain stakeholder requirements to inform the design. The results of the Origin-Destination survey showing that commuter traffic avoids the Portrush/Lower Portrush/Payneham intersection by travelling through the Marden and Royston Park areas and the higher than desirable traffic speeds within the area were also discussed.

### SAPOL

The issues relating to the speed of traffic and unwanted through movements were presented to SAPOL, together with the resident-based design solutions of implementing a roundabout such that only buses are permitted for through movements and general traffic approaching the roundabout from the north or south are subject to left-turn-only, as well as the use of cameras and number plate recognition system to enforce a 'Local traffic only' rule (Australian Road Rule 97) to avoid the use of physical road closures or route deviation measures that would result in inconvenience and excessive travel times for residents.

For the roundabout proposal it was noted that the bus only roundabout treatment is similar to a "vehicle exempt closure" and is usually implemented as part of a mid-block road closure. The DIT Code

of Technical Requirements allows such treatments (section 10.7.3) but doesn't consider their use in roundabouts and notes that they are easily violated. The symbols used here are standard (e.g. "Bus only", etc. refer to DIT Pavement Marking Manual Section 3.3.15) but their application to a roundabout is not considered within the DIT Pavement Marking Manual.

SAPOL were not supportive of a bus only roundabout as it is anticipated that such a design would be frequently violated, resulting in dangerous situations of unanticipated vehicle/pedestrian conflicts at the intersection.

SAPOL were also not supportive of camera enforcement of ARR 97, due to the difficulty of identifying vehicles that aren't local and the resources required when infringement notices are challenged in court. SAPOL expressed a preference for the use of physical traffic calming measures.

### SAPTA

SAPTA confirmed that there are no current proposals to alter the current bus routes that traverse the local area (routes W90, W90M, and W91) and that traffic management must cater for the current bus movements. The proposed bus network update of 2020 did propose changes to these routes; however, the 2020 network changes were not adopted by the previous State Government.



## COMMUNITY ENGAGEMENT ACTIVITIES

The local community was invited to provide their feedback on concept options between 1 April and 29 April 2022. Feedback could be provided via on-line or hard copy surveys (these were available at the Council office, local libraries and were also hand delivered on request). A hard copy survey is included in Appendix B. A drop-in community information session was held on 12 April 2022 to explain and discuss the concepts. In addition, a mobile number was provided on Council's website and consultation pack for answering any specific queries with regard to the project.

To advise the local community of this consultation, a leaflet was delivered to every letter box in Marden and Royston Park area at the beginning of the consultation period. Council's Facebook and internet pages also included information about this consultation.

367 survey responses were received. In addition to survey feedback, a community convened petition was received by Council with 111 signatures.

It is acknowledged that some people who attended a workshop or completed a petition also completed a survey, therefore it is not possible to determine with precision the number of people who engaged as part of this project. It is therefore estimated that 400+ people took part in engagement, as illustrated in figures to the right.

This report chapter summarises key feedback received from all of the engagement activities.

Community engagement participation  
numbers for Marden and Royston Park local  
area traffic management consultation

# 400+

people participated in  
engagement activities

# 367

people completed  
a survey

# 89

people attended a  
drop-in session on 12  
April 2022

# 15

people rang the project  
team during the  
engagement period

# 111

people signed a petition  
(convened by resident)





## COMMUNITY DROP-IN SESSION

A community drop-in session was held between 5 pm and 8 pm on Tuesday April 12.

The session was held out the front of the Royston Park Cafe at 59 A Battams Road. The project team set up a stall with maps, options and surveys available for discussion. Four project team members and one council staff member were available to provide feedback and information about the concept options.

This outdoor approach alleviated COVID-19 attendance issues and brought the session into the community. The session was very well attended with more than 80 people across the two hour advertised timeslot, with several community members staying behind until 8 pm to speak with the project team.

The on street drop-in discussion:

- Created presence/awareness of the engagement in the public domain
- Generated genuine and fast responses from a broad range of typical users
- Gathered initial comments for consideration by the project team
- Provided an opportunity for Councillor involvement.

Comments received at the session were collected by the project team. The responses are included in this report and analysed in terms of generating community understanding and views on traffic management options.



## COMMUNITY DROP-IN SESSION FEEDBACK SUMMARY

Project team members took notes from the verbal feedback from attendees during the session. The main points were:

- ▶ A general view that traffic speeding is a safety risk in the study area. Some respondents suggested a 40 km/h restriction with others satisfied with current 50 km/h speed limit subject to improved signage and enforcement.
- ▶ Most considered traffic volumes were high with particular focus on the northern part of the study area (including Battams Road and River Street). Some considered new higher density housing as a key cause in addition to rat running vehicles.
- ▶ Traffic volume and speed caused issues for residents when they seek to leave their property with delays and angry/inpatient drivers a common concern.
- ▶ Opinion on road closures was not consistent. Some residents voiced support for road closures while others strongly opposed closures. A key issue against road closures was local access for residents who considered they would be required to travel further along arterial roads to access their house. Most attendees who lived in the northern part of the study and used Lower Portrush Road opposed closures.
- ▶ There was general support for traffic calming (and measures that reduced traffic speed) although some questioned property access if roads were narrowed or sightlines impaired.

- ▶ Queries were made with regard to bus movements in the local area (school and Adelaide Metro buses).

## SPECIFIC COMMENTS

The following comments were collected for individual roads in the study area at the session.

### Battams Road

- ▶ Sightlines on the Battams / Ninth corner are poor when reversing from driveway.
- ▶ Hoon driving at night on Battams Road with sign knocked over on roundabout (although may have been caused by truck).
- ▶ Sightline concerns for River Street/Battams Road intersection.
- ▶ Traffic calming on Battams Road was desired.
- ▶ Issues were raised with the corner of Battams Road and Ninth Avenue. Kerb protuberances limit turning movements too greatly.
- ▶ Battams Road sometimes feels like a 'race track' particularly up to Sixth Avenue.
- ▶ Could you restrict right hand turn movements from Battams Road into Second Avenue at least during peak hour periods?
- ▶ Speeding cars from Second Avenue roundabout to Sixth Avenue (along Battams Road) 'gun it all the way'.
- ▶ The clearway on Payneham Road next to Battams Road is good for locals entering and exiting, however, it also brings traffic into the local roads travelling northwest and then cutting to Lower Portrush Road.

- ▶ Metro buses have been seen travelling down Battams Road even though it is not a bus route.
- ▶ Concerns with right turn from Payneham Road.
- ▶ Recommendation to move bus stop 12 to the north on Battams Road intersection, to where it was previously located on the corner of Broad/Payneham Road.

### Broad Street

- ▶ Broad Street is used as a park-n-ride for people catching buses.
- ▶ There is a rat running movement between Lower Portrush Road and Pollock Avenue via a laneway off Broad Street behind number 7. This movement is facilitated by an illegal U-turn on Lower Portrush Road opposite the laneway exit using right turn lane to Marden Shopping Centre. (Project team member inspected this area with the resident during the session).
- ▶ Limited on-street parking on Broad Street. Cited overflow parking for medical clinic as reason for parking shortfall.
- ▶ Permit on-street parking zones in area have caused a negative flow-on effect to the Avenues area (particularly Broad Street).
- ▶ River Street/Broad Street intersection is unsafe for cyclists due to road narrowing.
- ▶ Do not want to see traffic redirected down Broad Street from River Street due to closures.

### Sixth Avenue

- ▶ Proposed traffic lights on Sixth Avenue.



### River Street

- ▶ A closure on River Street will result in traffic diverting to Stephens Terrace, leading to greater issues.
- ▶ Concerns of speeding along River Street.
- ▶ River Street is too narrow to accommodate two way vehicle movement. Very hard to pass through in particular if soccer is on. Should not

have any more vehicles.

- ▶ River Street is popular as a short cut to Stephens Terrace but not sure if want the road closed.
- ▶ Want a roundabout and assessment of 'right of way' on River Street /Broad Street intersection.
- ▶ School buses cut through River Street to Lower Portrush Road via Addison Road to Broad Street rather than diverting to Beasley Street.

### Pollock Avenue

- ▶ Suggested closure on Pollock Avenue.
- ▶ Difficulty for trucks to pass due to traffic measures as road is too narrow.
- ▶ Some of the Pollock Avenue residents are not happy with infrastructure works conducted 4-5 years ago, as traffic is still speeding down the middle of the road.





- ▶ Residents on Pollock Avenue have organised and continually voiced concerns to council about incomplete construction on Pollock Avenue.
- ▶ Pollock Avenue already has trees in the road so there is no need for anymore devices.

### Beasley Street

- ▶ Rumble strips and an unbroken white line on Beasley Street is dangerous as cars 'barrel' down the middle when turning onto Beasley Street. Yellow lines need to be extended from the corner to push parked cars further from intersection.
- ▶ Cars along Beasley Street have had mirrors broken off due to traffic coming too close along narrow road.

## ENGAGEMENT SURVEY

An engagement survey was developed seeking community views on traffic management options.

The survey contained six questions including:

- ▶ Importance of traffic issues (rat running and high traffic speed)
- ▶ Rating of potential street improvements
- ▶ Level of support for potential measures including road closures of River Street, Beasley Street (IA), road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue (IB)
- ▶ Level of support for median measures (three options)
- ▶ Level of support for traffic calming measures (two options).

A hardcopy of the survey was available and an electronic version was provided on the project page on Council's website. Project team members also visited residents at their request to either answer queries or provide a hard copy form.

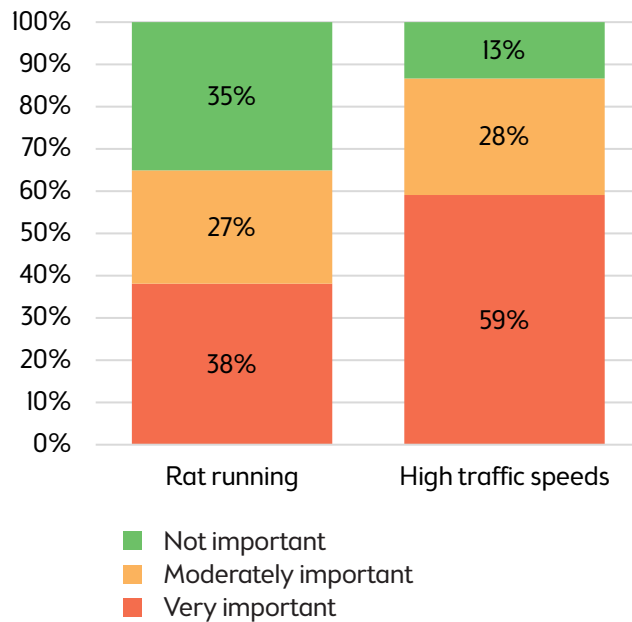
Soon after consultation started, an additional question was added to the survey, 'Would you support the introduction of a 40 km/h speed limit in Marden and Royston Park'?

This report chapter summarises key feedback from the surveys, to every question asked. Five hard copy surveys were received and they were analysed together with electronic surveys. Copy of all survey comments are included in Appendix C.

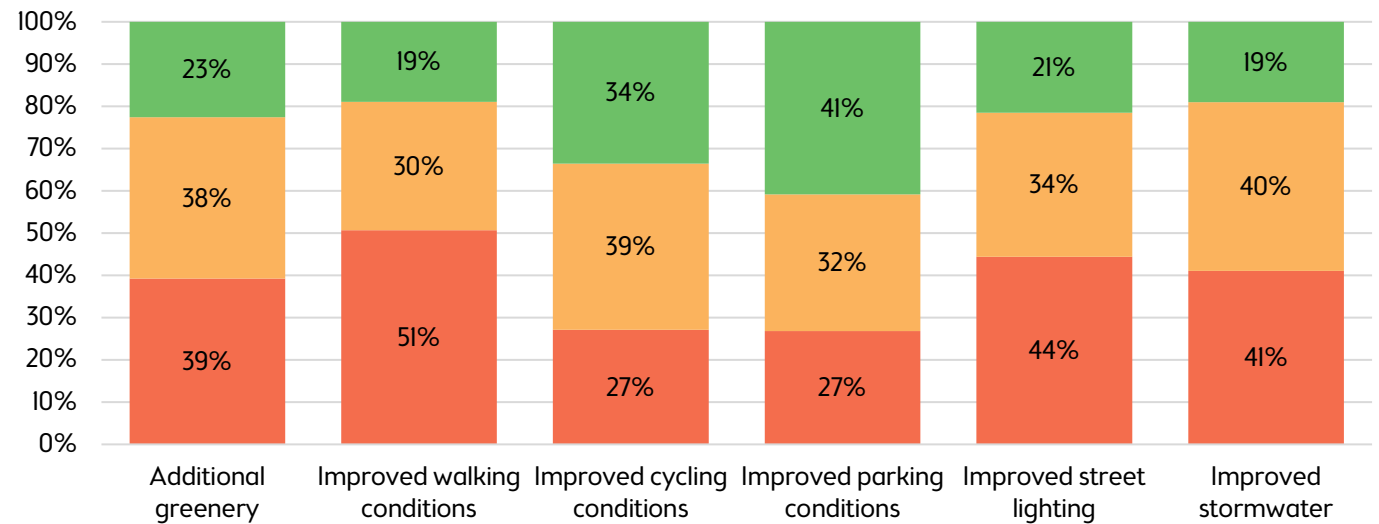


## SURVEY FEEDBACK SUMMARY

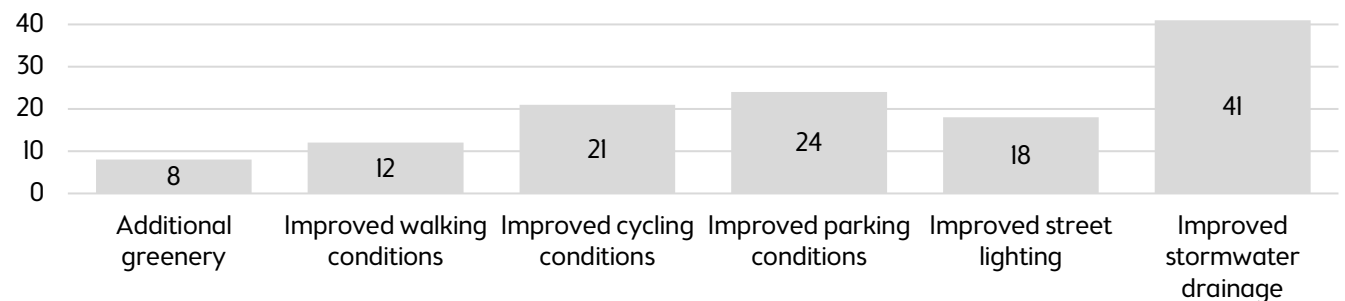
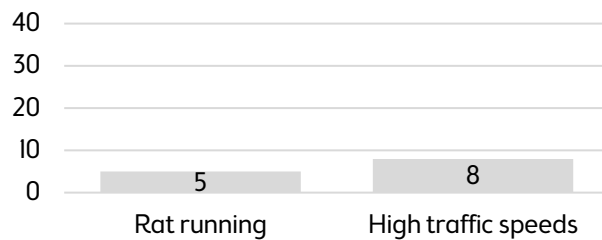
How important is it to address the following issues in the Marden and Royston Park local street network?



What importance do you rate the following street improvements for the Marden and Royston Park local street network?

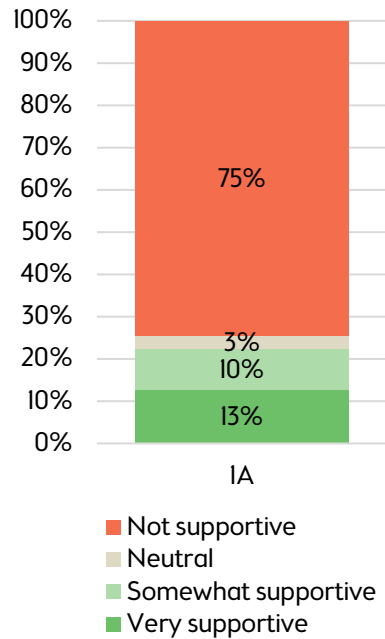


Number of people who did not answer the question or answered 'don't know'

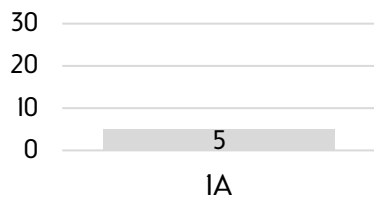




## How supportive are you of the measure 1A - Full road closures of River Street and Beasley Street?



Number of people who did not answer the question or answered 'no opinion'





### Summary of comments for measure 1A

Summary of feedback for respondents who were **very supportive** of measure 1A:

- ▶ Current concerns over road safety and speeding
- ▶ High traffic volumes - e.g. Battams Road, River Street and Sixth Avenue
- ▶ Area used as a short cut with need to stop through traffic
- ▶ High levels of traffic noise
- ▶ Too many vehicle accidents or near misses.

Summary of feedback for respondents who were **somewhat supportive** of measure 1A:

- ▶ Good option but would impact on local resident access
- ▶ There is a need for action but not sure if full closure is right action (trial option suggested)
- ▶ Local residents should still have access to Lower Portrush Road
- ▶ Need to understand impacts more – will it stop speeding, will it reduce number of cars and what is impact on Battams Road?
- ▶ Action is needed but cautious if this option is the answer.

Summary of feedback for respondents who were **neutral** of measure 1A:

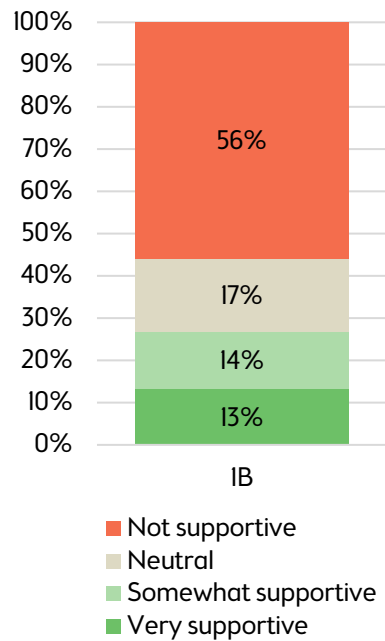
- ▶ Could move cars to other local streets.
- ▶ Difficult to balance local access needs with traffic management.

Summary of feedback for respondents who were **not supportive** of measure 1A:

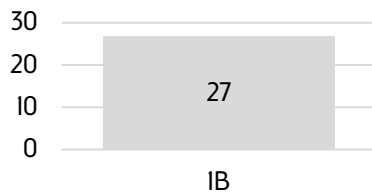
- ▶ Many 'strong' objections to the measure with a number of comments stating they are opposed
- ▶ Significant adverse impact on local residents including loss of important access to Lower Portrush Road
- ▶ Increased travel time and significant disruption for local residents
- ▶ Better flow on arterial roads (including intersection improvements) will resolve rat running issue and therefore need for closure
- ▶ Will only force rat running onto other streets
- ▶ Will create issues at Battams Road/Payneham Road intersection
- ▶ Do not agree that rat running is a significant issue to warrant road closure.



## How supportive are you of the measure 1B - Full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue



Number of people who did not answer the question or answered 'no opinion'





## Summary of comments for measure 1B

For respondents **very supportive** of measure 1B feedback identifies the following broad comments:

- ▶ Current issues of traffic speed and road safety could be resolved
- ▶ Road closure only effective option to divert traffic from area
- ▶ Could reduce traffic on Pollock Avenue and First Avenue
- ▶ Different level problem perception and also level of support subject to location (e.g. more support from First Avenue residents).

For respondents who were **somewhat supportive** of measure 1B feedback identifies the following broad comments:

- ▶ Local access for residents should not be stopped
- ▶ Could increase impact on Battams Road
- ▶ Consider partial or other road closure options
- ▶ Not as invasive as measure 1A.

For respondents who were **neutral** of measure 1B feedback provided the following comments:

- ▶ If this measure is introduced maybe River and Beasley Streets closure is not as important
- ▶ Traffic could divert to other roads (Grivell Road, Lambert Road or Battams Road)
- ▶ No current issue with traffic movement
- ▶ Local access needs to be maintained.

For respondents who were **not supportive** of measure 1B feedback identifies the following broad comments:

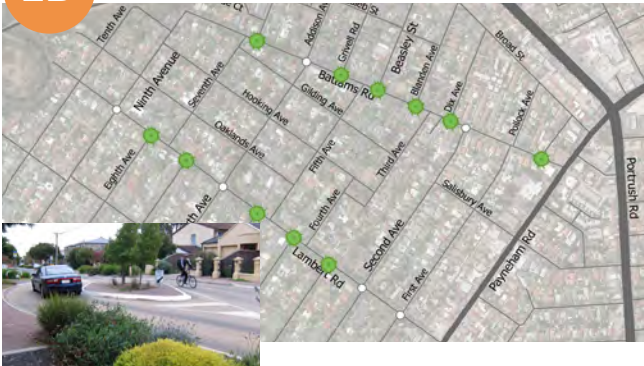
- ▶ Many general comments 'strongly' opposing the measure – many consider this not the right solution and most not in favour of road closures
- ▶ Adverse access impacts for local residents who would be inconvenienced and disrupted
- ▶ Battams Road would become the only way into the area
- ▶ This is a cheap option with adverse impacts on local residents and will relocate problems to other streets
- ▶ How do emergency vehicles access local streets?
- ▶ Viewed as not necessary and too harsh a response to the rat running problem.



## 2A Planted median



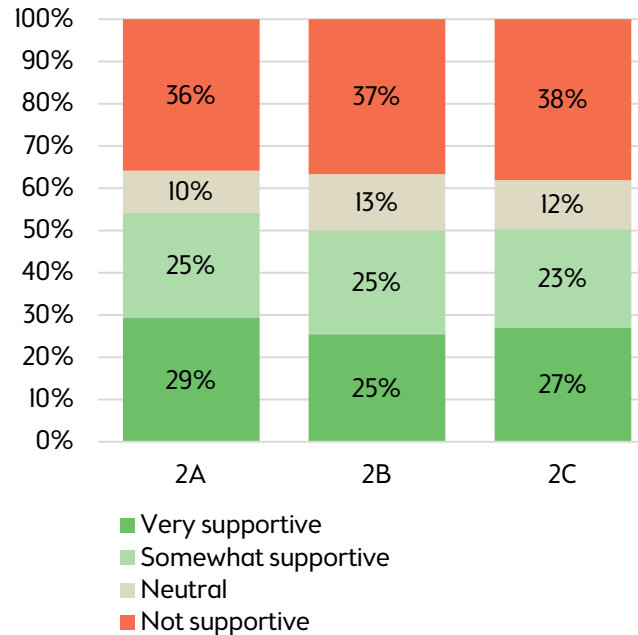
## 2B Median tree islands



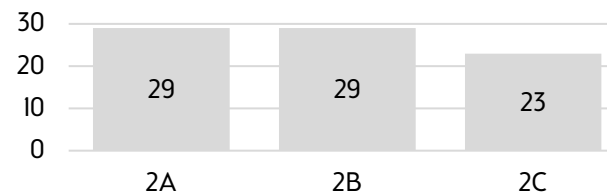
## 2C Planted median and crossings



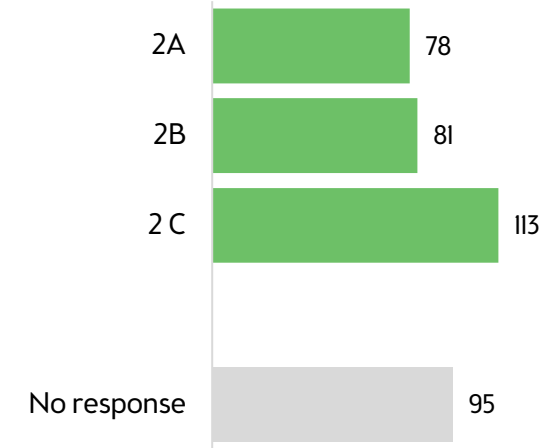
## How supportive are you of the median measures in Batts Road and Lambert Road



Number of people who did not answer the question or answered 'no opinion'



If you have a preferred median measure (2A, 2B or 2C), please state which one



- Measure 2A received 54% support (very supportive/somewhat supportive) with 36% not supportive
- Measure 2B received 50% support (very supportive/somewhat supportive) with 37% not supportive
- Measure 2C received 50% support (very supportive/somewhat supportive) with 38% not supportive. Conversely, when asked to identify preferred option, this measure received the highest level of support (42%).



## Summary of comments for median island option

### Summary of feedback for respondents who preferred measure 2A:

- ▶ Number of general supportive comments
- ▶ There is a need to slow down traffic speed
- ▶ Is an aesthetically pleasing option
- ▶ Support more greenery and trees (this option has the most trees)
- ▶ Could slow traffic and reduce rat running including for Battams Road
- ▶ Need to address cyclist safety and car parking (trees and narrowed road).

### Summary of feedback for respondents who preferred measure 2B:

- ▶ Other options would have more negative impact on local residential access
- ▶ Potential loss of road space for option 2A and it may push cars to Second Avenue
- ▶ Could discourage rat running
- ▶ This option has least travel movement impact (some citing particular issues of right turns into some local streets and need for detours)
- ▶ More trees would improve local streetscapes
- ▶ Level of effectiveness questioned.

### Summary of feedback for respondents who preferred measure 2C:

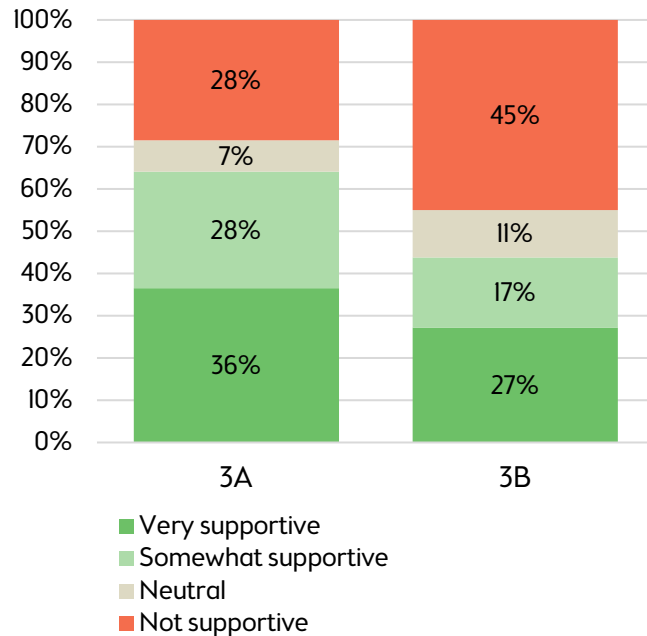
- ▶ Best option for cyclists
- ▶ An aesthetically pleasing option and slowing traffic is a good outcome
- ▶ A good option for Battams Road which is wide and vehicles travel too fast
- ▶ Street trees can damage property
- ▶ Could increase traffic on other roads such as Beasley Street and Addison Avenue.

### Summary of feedback for respondents who did not select a preferred median measure:

- ▶ Roads are too narrow and this area is valued for its wide roads
- ▶ Lambert Avenue and Battams Road would be negatively impacted including on street parking
- ▶ Would restrict access to individual houses
- ▶ Measures will not slow down traffic or reduce rat running
- ▶ A waste of money and streets should be left alone.



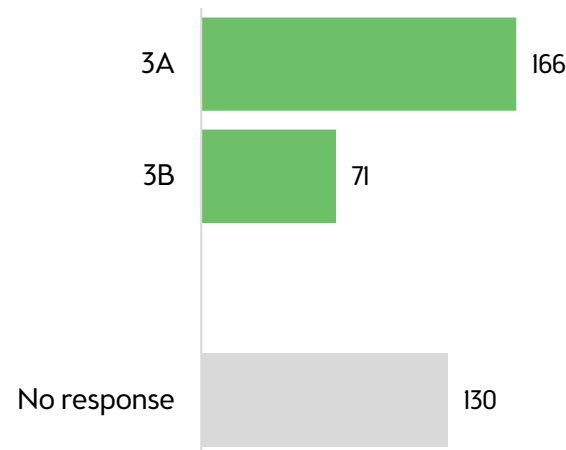
## How supportive are you of the traffic calming measures



Number of people who did not answer the question or answered 'no opinion'



If you have a preferred traffic speed calming approach (3A or 3B), please state which one



### Summary of comments for traffic calming options

Summary of feedback for respondents who preferred measure 3A:

- A more effective cost solution and is good compromise
- Would be harder to drive to Ninth Avenue with full traffic calming option
- 3B is too restrictive
- A better option than road closures
- Some concerns where measures may affect

specific household access.

- Could improve local safety and slow traffic.

Summary of feedback for respondents who preferred measure 3B:

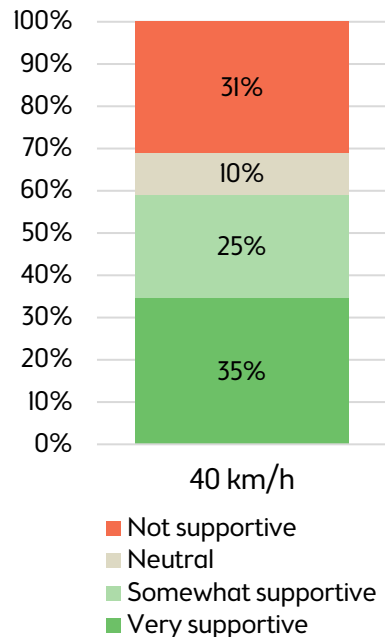
- A more extensive option but could be effective
- More greening opportunities in this option
- Belief that speeding traffic is a key issue and would be resolved (Beasley Street, Battams Road and Broad Street cited)
- Traffic calming could discourage rat running
- 3A directs vehicles down Dix Avenue
- Site specific recommendations for measures.

Summary of feedback for respondents who were not supportive of measures 3A or 3B:

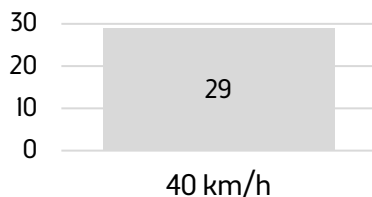
- Concerns over speed humps including noise and pollution
- Considers existing streets are acceptable and should not be ruined (like in Evandale)
- Potential for increased driver stress
- Problem is people not using main roads
- Site specific concerns for objections such as road width, loss of parking, preference for road closure and traffic diversion
- Will not solve the problem and will inconvenience local residents.



## Would you support the introduction of a 40km/h speed limit in Marden and Royston Park?



Number of people who did not answer the question or answered 'no opinion'



- ▶ 60% of valid respondents supported (very/somewhat supportive) a 40km/h speed limit with 31% not supportive.

### Summary of comments for introduction of a 40 km/h speed limit

For respondents **very supportive** of measure feedback identifies the following broad comments:

- ▶ Number of comments stating this is a good idea
- ▶ Roads are dangerous and witnessed accidents
- ▶ Not safe for children, cyclists and pedestrians
- ▶ Other areas have seen speed lowering and traffic calming being better than road closures
- ▶ Would help discourage rat running along with traffic calming
- ▶ Need better enforcement and signage (current speed limit is ignored)
- ▶ Roads are wide end enticing drivers too speed.

For respondents who were **somewhat supportive** of measure feedback identifies the following broad comments:

- ▶ Need more information to make informed decisions
- ▶ Improve cycling infrastructure at same time
- ▶ If traffic calming was introduced than no need to change limit
- ▶ 50 km/h is acceptable (some also consider there is no issue on their street)
- ▶ Support if reduces rat running.

For respondents who were **neutral** of measure feedback identifies the following broad comments:

- ▶ 50 km/h is sufficient if policed and streets are

wide enough

- ▶ Rarely see speeding due to roundabouts
- ▶ Not sure if will have any effect and drivers ignore the posted limit.

For respondents who were **not supportive** of measure feedback identifies the following broad comments

- ▶ General opposition comments (or view it is not needed) to 40 km/h limit
- ▶ 50 km/h is slow enough and speed limit reduction would not change rat running or speeding drivers
- ▶ Should start by policing current speed limit
- ▶ Streets are wide enough for 50 km/h to be appropriate
- ▶ Area is too large and would be too slow driving at 40 km/h.



## SURVEY RESPONDENT CHARACTERISTIC

### Post code information

The table below shows post code information provided by survey respondents. Note that 92% of all respondents had residential post code 5070 (same post code as Marden, Royston Park and surrounding suburbs) and therefore were residents of the local area.

Post code	Number of respondents	Proportions of all respondents
5070	332	92.0%
5069	17	4.7%
5079	2	0.6%
5081	2	0.6%
5087	2	0.6%
5021	1	0.3%
5060	1	0.3%
5085	1	0.3%
5109	1	0.3%
5162	1	0.3%
5979	1	0.3%
	361	100%
No postcode information provided	6	

### Respondents' street address

The table below shows residents' residential street as indicated on the surveys.

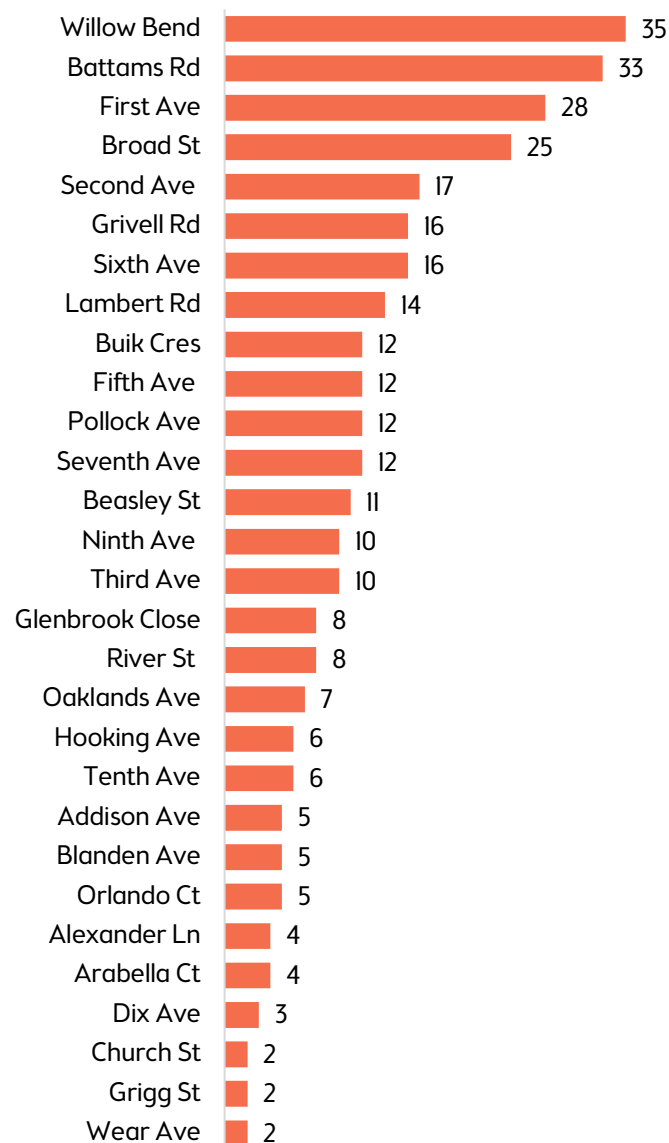
Respondents' street address	Number of respondents	Proportions of all respondents
Addison Ave	5	1.5%
Alexander Ln	4	1.2%
Arabella Ct	4	1.2%
Battams Rd	33	9.6%
Beasley St	11	3.2%
Blanden Ave	5	1.5%
Broad St	25	7.3%
Buik Cres	12	3.5%
Carolyn Ave	1	0.3%
Church St	2	0.6%
Dix Ave	3	0.9%
Fifth Ave	12	3.5%
First Ave	28	8.2%
Fourth Ave	1	0.3%
Gilding Ave	1	0.3%
Glenbrook Close	8	2.3%
Grigg St	2	0.6%
Grivell Rd	16	4.7%
Hooking Ave	6	1.7%
Idla Cres	1	0.3%
Ilford St	1	0.3%
Lambert Rd	14	4.1%
Llandower Ave	1	0.3%
Lower Portrush Rd	1	0.3%
Lynwood Dve	1	0.3%

Respondents' street address	Number of respondents	Proportions of all respondents
Maple St	1	0.3%
Mimosa Dve	1	0.3%
Ninth Ave	10	2.9%
Oaklands Ave	7	2.0%
Orlando Ct	5	1.5%
Pollock Ave	12	3.5%
River St	8	2.3%
Second Ave	17	5.0%
Seventh Ave	12	3.5%
Sixth Ave	16	4.7%
Sunrise Court	1	0.3%
Tenth Ave	6	1.7%
Third Ave	10	2.9%
Tippett Ave	1	0.3%
Wear Ave	2	0.6%
Westminster St	1	0.3%
Willow Bend	35	10.2%
	361	100%
No residential street address provided	24	

The chart overleaf ranks in descending order streets with most survey responses from their local residents.



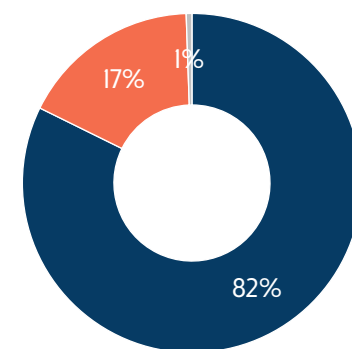
### Number of respondents in relation to their residential street address



### Relationship to the area

Survey respondents were asked whether they were residents, visitors, workers or property owners in Marden and Royston Park:

- 82% (302 people) stated that they were residents of the study area, Marden and Royston Park
- Of the 302 residents, three also worked in this area
- 37% (135 people) of all of the respondents stated that they were property owners in Marden and Royston Park.

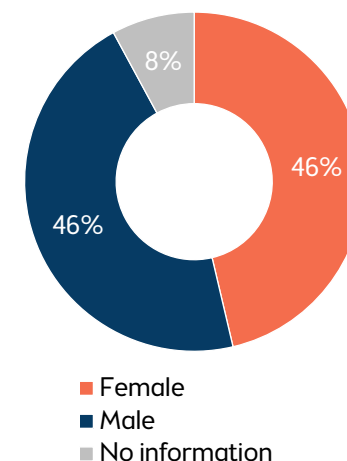


■ Residents of the study area  
 ■ Not residents  
 ■ No information

### Gender

Equal participation of males and females was observed, as summarised in the data below.

Gender	Number of respondents	Proportions of all respondents
Female	170	46%
Male	168	46%
No information	29	8%
Total	367	100%



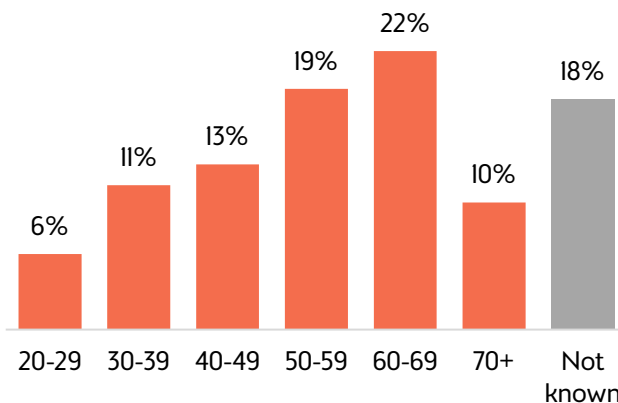
■ Female  
 ■ Male  
 ■ No information



## Age group

All adult age groups were represented in the survey, as shown in the data and chart below.

Age group	Number of respondents	Proportions of all respondents
20-29	22	6%
30-39	42	11%
40-49	48	13%
50-59	70	19%
60-69	81	22%
70+	37	10%
No information	67	18%
	367	100%



## PETITION

The petition (convened by a resident from First Avenue, St Peters) asked people to sign and agree to the following response to Council:

- ▶ It is very important to address rat running and high travel speeds
- ▶ Answer 'very important' to all street improvements
- ▶ Very supportive of Option 1A
- ▶ Very supportive of Option 1B
- ▶ Very supportive of Option 2A
- ▶ Very supportive of Option 3B.

In total, 111 persons signed the petition.

Of the petition signatories:

- ▶ 72 (or 65%) are from First Avenue (with most from St Peters or Joslin)
- ▶ 8 (or 7%) are from Lambert Road (from Joslin or Royston Park)
- ▶ 17 (or 15%) are from Sixth Avenue and Fifth Avenue (generally from Royston Park)
- ▶ The remaining residents were from Second Avenue, Dix Avenue, Battams Road, Beasley Street or outside the immediate area.

One resident from Battams Road signed the petition, although excluded support for Option 1A .

## KEY COMMUNITY ENGAGEMENT FINDINGS

### Issues to address in Marden and Royston Park local street network

59% majority of the respondents considered high traffic speeds to be an important issue to address with further 28% considered it moderately important, 87% in total. Smaller proportion of respondents, 38%, considered rat running to be a very important issue, with further 27% considered it moderately important, 65% in total.

### Support for the 40 km/h speed limit

Total of 60% were supportive of lowering the speed limit from 50 km/h to 40 km/h (35% were very supportive and 25% were somewhat supportive). Many respondents linked higher speed with safety risks and wanted to see slower and safer street environment in their local area.

### Desired street improvements

Additional street improvements that need to be considered, rated in the order of the proportion of respondents who viewed these to be important (both very and moderately important) are improvements to:

- ▶ Walking conditions (81%)
- ▶ Stormwater drainage (81%)
- ▶ Street lighting (79%)
- ▶ Greenery (77%)
- ▶ Cycling (66%)
- ▶ Parking (59%).

### Road closures (Options 1A and 1B)

Majority of the survey respondents opposed street closures:

- ▶ 75% of all the respondents (270 people) opposed closure of River Street and Beasley Street
- ▶ 56% (190 people) opposed closure of Second Avenue

The community petition contained 110 signatures in support of road closures although many signatories were outside the study area (albeit still affected as part of the same local road network).

At present, there is clear majority community opposition within Marden and Royston Park to road closures.

### Median measures (Options 2A, 2B and 2C)

The three options generated similar response rates with 54% supportive of option 2A and 50% supportive of 2B and 2C. On choosing a single preferred option from three presented options, 2C generated the greatest support, approximately 40% higher than options 2A or 2B.

Cost, house access, carriageway width, tree maintenance, reversing larger vehicles were common issues raised and need to be fully considered.

### Traffic calming measures (Options 3A and 3B)

Smaller scope of traffic measures suggested in Option 3A had 64% majority support, while fuller package of measures suggested in Option 3B was opposed by 45% of the respondents while being

supported by 44% of the respondents. There is clearly a hesitancy in supporting extensive traffic calming measures throughout the area.

## Traffic management design recommendations

- ▶ Traffic calming needs to be a priority consideration, followed by rat running.
- ▶ Traffic management needs to enable introduction of the lower speed limit.
- ▶ Traffic management should incorporate broader street improvements wherever possible, especially focussing on improvements to walking, stormwater drainage, street lighting and increased greenery.
- ▶ Median design should follow the concept suggested by Option 2C.
- ▶ Minimalist approach to traffic calming measures needs to be employed, based on preferred design Option 3A.
- ▶ Design should consider comments and concerns raised by the respondents in this consultation.
- ▶ At this point in time road closures are not supported.
- ▶ A one year review of effectiveness of any traffic management measures introduced should suggest whether additional speed calming measures or closures may be needed. These can be designed, consulted on and implemented at a later date.



# MULTI-CRITERIA PRIORITISATION FRAMEWORK





## ABOUT MULTI-CRITERIA ANALYSIS

Multi-criteria analysis, abbreviated as MCA, is a tool that incorporates several considerations together to aid decision-making.

MCA developed for this project assessed the level of problems associated with traffic in local streets. MCA can help identify a priority order for streets that may benefit from traffic management treatment.

MCA criteria for this project was guided by data sets available. MCA scoring was on a scale from 1, 'poor performance', to 7, 'very good' performance. Full range of scores were scaled linearly between these minimum and maximum values. The table on this page summarises MCA criteria and how the scores were established. Total of six criteria were incorporated into the MCA.

Based on the range of MCA scores, streets were assigned a rank, from 1 where most significant combination of issues was recorded to 28 with the least issues. Note that there are 29 streets in the study area, and two of the street share a ranking due to the same MCA score, hence ranking goes down to 28.

Results of the MCA are included overleaf.

### Basis for scoring MCA criteria

Criterion	Notes	Minimum score of 1 = 'poor performance'	Maximum score of 7 = 'very good' performance
Street width	Street width of 6 metres allows two cars to comfortably pass one another. Street widths greater than 6 metres are likely to attract speeding, unless buildouts into a road narrow the width of the travel path. Widths for each street were measured in several locations to arrive at a 'typical' width.	9 metres or greater	6 metres or less
Street section length	This criterion measured the longest street section length that does not require the driver to slow down or give way at intersections, roundabouts or any speed lowering devices.	300 metres or greater	120 metres or less
Actual vehicle speed	Desirable 'design' speeds in residential areas are 30 km/h or less. At speeds of 50 km/h the risk of injury in an event of a crash is very high.	50 km/h	30 km/h
Total number of crashes recorded in the last 5 years	Crash events were counted for each street. Crashes at intersections were counted twice, once for each of the intersecting streets.	6	0
Rat running	Additional criterion (low score '1') was applied to several streets known for high volumes of rat running traffic, as established by traffic surveys or raised during consultation.	1	
In need of general street improvements	Additional criterion (low score '1') was applied to several streets which would significantly benefit from the following improvements: landscaping, resurfacing (new road and/or footpath pavement) or accessibility (ease of crossing). These were established in discussions with the Council.	1	



## MCA INPUTS

## MCA data inputs

Street name	Width (metres)	Maximum uninterrupted length (metres)	Total street length (metres)	Car volume (vehicles per day)	Estimated proportion of rat running vehicles in peak periods	Vehicle speeds (km/h)	Total number of crashes on the street (over 5 years)	Approximate crash rate per kilometre (all types of crashes)
North of Battams Road								
North of Battams Road - east-west streets								
Willow Bend	6.8	200	413					0.0
Broad Street	8.1	340	947	722		48	2	2.1
Arabella Court	5.1	141	141					0.0
Tipett Avenue	6.7	107	107					0.0
Caleb Street	7.9	197	309				2	6.5
Battams Road	12.5	416	1,070	3,056		52	6	5.6
North of Battams Road - north-south streets								
River Street	10.4	349	516	2,613	38%	51		0.0
Bulk Crescent	6	108	148					0.0
Addison Avenue	9.2	340	339	685		42	2	5.9
Grivell Road	8.3	347	340	162		47		0.0
Beasley Street	8	340	417	1,234	37%	51	1	2.4
Blanden Avenue	8.4	292	294	205		51		0.0
Dix Avenue	8.2	249	254	278		47		0.0
Pollock Avenue	6.3	170	175	546		46	1	5.7
North of Lambert Road								
North of Lambert Road - east-west streets								
Bide Street	7.1	110	110	111				0.0
Gilding Avenue	7.8	178	504	177			1	2.0
Hooking Avenue	9.6	178	679	180			1	1.5
Oaklands Avenue	8.5	338	717	168			2	2.8
Salisbury Avenue	8.9	124	259	697		33	1	3.9
Lambert Road	12.5	435	1,240	1,985		52	9	7.3
North of Lambert Road - north-south streets								
Tenth Avenue	10	247	247				1	4.0
Ninth Avenue	7.8	308	308	931		47	2	6.5
Seventh Avenue	8.5	347	347	397		43	3	8.6
Sixth Avenue	10.1	379	379	2,622		51	7	18.5
Fourth Avenue	10	220	220	425		45		0.0
Fifth Avenue	7	425	425	293		41	1	2.4
Third Avenue	10	287	533				1	1.9
Second Avenue	10.4	400	488	1,232		54	2	4.1
First Avenue	10.2	449	521	1,241	26%	54	2	3.8

## MCA RESULTS

### MCA scores

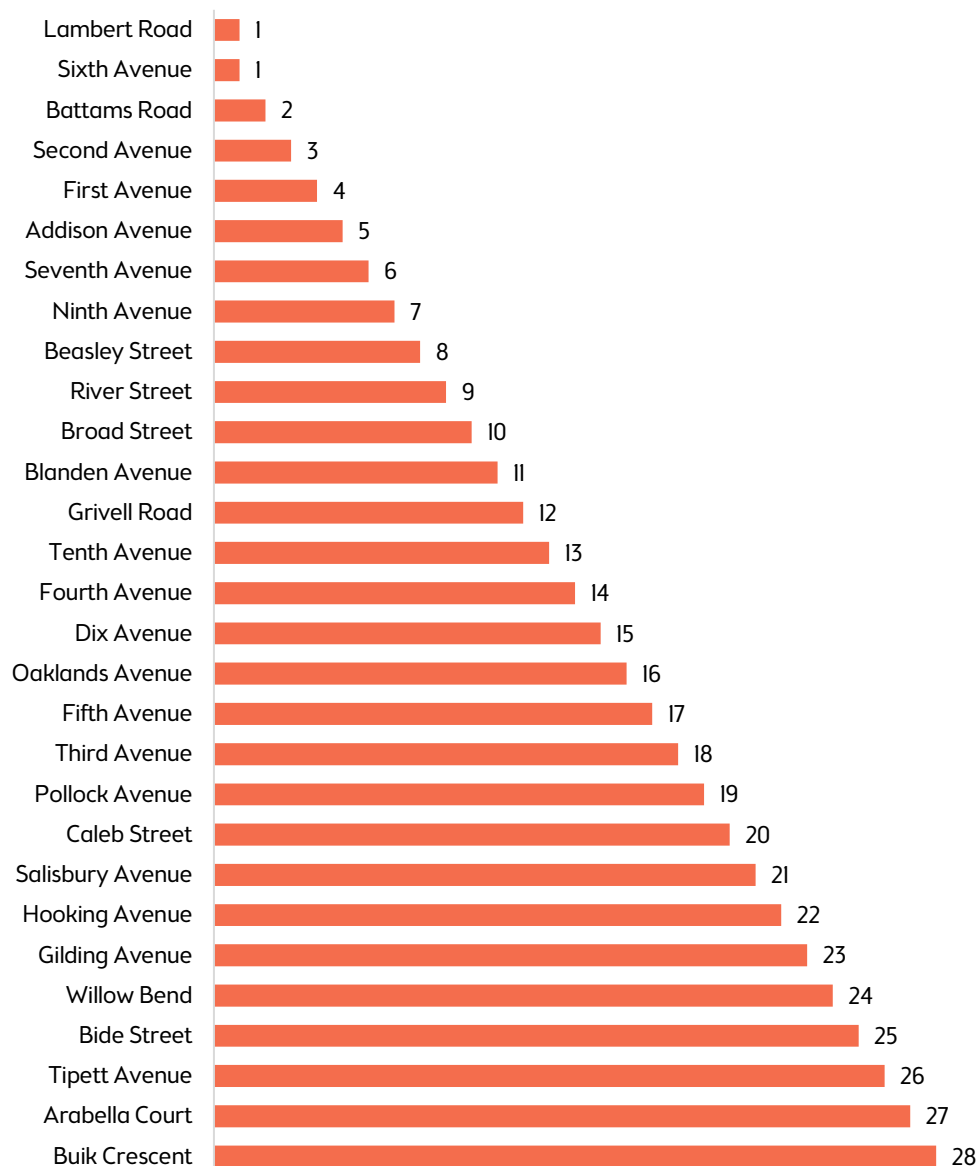
Street name	Width score	Uninterrupted length score	Rat running score	Landscaping, resurfacing, or accessibility score	Vehicle speed score	Crash rate score	Total MCA score	Priority rank (1 = highest priority, 28 = lowest)
North of Battams Road								
North of Battams Road - east-west streets								
Willow Bend	3.9	3.2			5.0	5.0	4.3	24
Broad Street	2.2	1.0			1.4	3.6	2.0	10
Arabella Court	5.0	4.5			5.0	5.0	4.9	27
Tipett Avenue	4.1	5.0			5.0	5.0	4.8	26
Caleb Street	2.5	3.3			5.0	1.0	2.9	20
Battams Road	1.0	1.0	1	1	1.0	1.3	1.0	2
North of Battams Road - north-south streets								
River Street	1.0	1.0	1		1.0	5.0	1.8	9
Buik Crescent	5.0	5.0			5.0	5.0	5.0	28
Addison Avenue	1.0	1.0		1	2.6	1.1	1.3	5
Grivell Road	1.9	1.0			1.6	5.0	2.4	12
Beasley Street	2.3	1.0	1		1.0	3.4	1.7	8
Blanden Avenue	1.8	1.2			1.0	5.0	2.2	11
Dix Avenue	2.1	2.1			1.6	5.0	2.7	15
Pollock Avenue	4.6	3.9			1.8	1.2	2.9	19
North of Lambert Road								
North of Lambert Road - east-west streets								
Bide Street	3.5	5.0			5.0	5.0	4.6	25
Gilding Avenue	2.6	3.7			5.0	3.7	3.7	23
Hooking Avenue	1.0	3.7			5.0	4.0	3.4	22
Oaklands Avenue	1.7	1.0			5.0	3.1	2.7	16
Salisbury Avenue	1.1	4.9			4.4	2.4	3.2	21
Lambert Road	1.0	1.0	1	1	1.0	1.0	1.0	1
North of Lambert Road - north-south streets								
Tenth Avenue	1.0	2.2			5.0	2.3	2.6	13
Ninth Avenue	2.6	1.0			1.6	1.0	1.6	7
Seventh Avenue	1.7	1.0			2.4	1.0	1.5	6
Sixth Avenue	1.0	1.0			1.0	1.0	1.0	1
Fourth Avenue	1.0	2.8			2.0	5.0	2.7	14
Fifth Avenue	3.7	1.0			2.8	3.4	2.7	17
Third Avenue	1.0	1.3			5.0	3.7	2.8	18
Second Avenue	1.0	1.0	1		1.0	2.3	1.3	3
First Avenue	1.0	1.0	1		1.0	2.4	1.3	4



This chart established a priority for local traffic management purely based on the six MCA criteria. Note that this theoretic approach does not reflect consultation feedback or efficiencies in construction (i.e. the need to group and stage the works).

The recommended approach is discussed in the last report section.

MCA priority rank from 1=highest to 28=lowest





# **SUGGESTED STAGING OF WORKS AND CONCEPT DESIGN NOTES**





## SUGGESTED STAGING OF WORKS

Retrospective civil engineering works are costly and disruptive, therefore it is recommended that a staged approach to local area traffic calming is adopted.

### STAGE 1

It is recommended for Council to extend consultation on the lower speed limit to Council boundary with the City of Adelaide Council (or at least to include areas up to Stephen Terrace). Reduction of the speed limit to 40 km/h in the study area received 60% majority support, so its implementation is recommended as the first step in the local traffic calming process.

### STAGE 2

Install local area traffic management devices in the area between Lower Portrush Road and north of Battams Road. Implementing improvements in the entire area at the same time is likely to prevent displacement of disbenefits to other streets in the area. Streets where devices are likely to bring most benefit to the community are: Beasley Street, River Street, Battams Road, Addison Avenue and Broad Street.

Approximate cost estimate of Stage 2 – \$980k.

Evaluate impact on traffic volume and speeds six months after installation.

### STAGE 3

Install local area traffic management devices in the area between Battams Road and Lambert Road. Streets where devices are likely to bring most benefit to the community are: Lambert Road, First Avenue, Second Avenue, Sixth Avenue.

Approximate cost estimate of Stage 3 – \$1,020k.

Evaluate impact on traffic volume and speeds six months after installation to establish if any further treatments are necessary.

The consultant team has prepared concept designs of each proposed traffic management device in AutoCAD drafting software, to ensure that the works are feasible within the existing site constraints. These designs were provided to the Council as background information for the purpose of future detailed design.







### Streets in the order of MCA priorities and further considerations

Street name	Priority MCA rank	Suggested staging of works	Notes and further considerations
Lambert Road	1	3	
Sixth Avenue	1	3	
Battams Road	2	2	
Second Avenue	3	3	
First Avenue	4	3	
Addison Avenue	5	2	
Seventh Avenue	6	-	Treatment on Lambert Road will address the issue
Ninth Avenue	7	-	MCA does not reflect recent works
Beasley Street	8	2	
River Street	9	2	
Broad Street	10	2	
Blanden Avenue	11	-	
Grivell Road	12	-	
Tenth Avenue	13	-	
Fourth Avenue	14	-	
Dix Avenue	15	-	
Oaklands Avenue	16	-	
Fifth Avenue	17	-	
Third Avenue	18	-	
Pollock Avenue	19	2	Low cost treatment recommended to address community concerns
Caleb Street	20	-	
Salisbury Avenue	21	-	
Hooking Avenue	22	-	
Gilding Avenue	23	-	
Willow Bend	24	-	
Bide Street	25	-	
Tipett Avenue	26	-	
Arabella Court	27	-	
Buik Crescent	28	-	

# SCHEMATIC OF PROPOSED TRAFFIC CALMING MEASURES



## Map key

-  Landscaped island
-  Landscaped kerb buildout
-  Slow point (one lane) angled buildout
-  Landscaped median
-  Informal pedestrian crossing point
-  Wombat crossing

**Landscaped islands** will slow down vehicles by deviating them from straight travel paths. The islands provide opportunities for greening, including planting of trees.

**Landscaped kerb buildouts** will narrow the road to a maximum width equivalent to two lanes, which will help reduce vehicle speeds.

**Slow point (one lane) angled buildouts** narrow a road to one lane (2.8 to 3 metres in width) and deviate vehicle paths, significantly reducing traffic speeds. Vehicles will need to give way to one another. Buildouts provide greening opportunities.

**Landscaped medians** (variable width between 1.4 and 2.6 metres) will substantially increase greening in the area and reduce through traffic by blocking entry into some side streets. Small gaps will be provided to facilitate bicycle turns.

**Informal pedestrian crossing points** comprise kerb ramps and kerb protuberances. They will provide breaks in medians and improved crossing conditions.

**Wombat crossings** provide pedestrian crossing priority. Installed on a raised platform, these crossing points also slow vehicles down.

Note: This schematic map is indicative only. Please refer to concept drawings for the layout and positioning of proposed devices.





Example of a landscaped island



Example of a landscaped median



Example of a slow point (one lane) angled buildout



Example of an informal crossing point

## OVERVIEW OF DESIGN CONSIDERATIONS

The implementation of the recommended design assumes that traffic management initiatives will be implemented in stages, as recommended earlier in this report.

### Road closures

The narrative of the consultation responses spoke of a community desire to reduce vehicle speeds and, to a lesser degree, reduce the amount of unwanted through traffic, but without the inconvenience of road closures. Therefore, road design closures (consultation options 1A and 1B) are not part of the recommended design response at this point in time.

### Speed limit

A desire for a safer and greener environment was prominent in the comments received, with specific mentions of improved pedestrian crossing facilities. Council wish to pursue a 40 km/h speed limited area to improve safety for all road users and to encourage sustainable movement modes, such as walking and cycling. The traffic calming measures developed will aim to reduce the average speed of traffic to 40 km/h and provide safer crossing facilities within an enhanced landscaped environment. In addition, as the first stage to local area traffic management, a reduction to the posted speed limit is also proposed.

### Turnpath design considerations

The traffic control devices are designed based on the turnpaths of waste collection vehicles (MRV template), cars (B99), cars with trailer (B99 with 6m trailer) and buses/trucks (Heavy Rigid Vehicle)

operating at 5 km/h. A design and check vehicle approach is used, with the design vehicle being able to manoeuvre within the appropriate lane with 300 mm clearance to kerbs and street furniture for local roads and 500 mm for arterial roads. The check vehicle is permitted to straddle adjacent lanes and use the full carriageway width. Generally, the MRV is the design vehicle used throughout the project area and the HRV – the check vehicle. Exceptions are the bus routes and defacto collector roads (likely service vehicle route) where the HRV is the design vehicle.

The use of the HRV is considered as a conservative approach, as the 12.5m length HRV will rarely be used within the study area, with the typical bus length used by Adelaide Metro being 10.7m in length, and the best-selling Australian heavy truck being 9.2m in length<sup>1</sup>. For proof of concept the HRV is considered the worst case, and assumes HRV size vehicles can continue to use the local road network but with additional restrictions when compared with the MRV, and B99 with trailer vehicles, as the roundabouts currently cannot accommodate a HRV U-turn manoeuvre.

It should be noted that there are many instances of the current road layout not being able to accommodate the movements of the larger vehicles. Where, through the use of vehicle templates, it was proved that this is the case, the largest vehicle that currently can be accommodated was deemed the design vehicle (refer to tables following that list design vehicle movements).

<sup>1</sup> 2021 25% market share, Isuzu FRR I10 series vehicle, extra-long wheelbase version FRR I10-260XLWB 9,155mm overall length.

### Impact on cyclists

The reduction in motor vehicle speeds resulting from the installation of the traffic calming devices and the likelihood of the implementation of a 40 km/h speed limited area will improve the riding and walking environment within the project area. Where possible, bicycle bypasses have been provided as part of the traffic calming devices. However, the use of the landscaped medians, landscaped islands, kerb extensions and pedestrian islands will require cyclists to share the traffic lane and mix with motor traffic.

The anticipated reduced motor vehicle speeds and volumes when considered in the context of the Austroads guidance on the separation of cyclists and motor vehicles<sup>2</sup>, indicates that a shared carriageway solution is acceptable.

<sup>2</sup> Cycling Aspects of Austroads Guides



## DESIGN NOTES FOR OPTION 2C: PLANTED MEDIAN AND CROSSINGS

The preferred option (based on consultation responses) for the treatment of Battams Road and Lambert Road was 'Option 2C Planted median and crossings'. The east-west orientation of these two roads requires the predominant north-south through traffic movements to either cross them or use them as part of a staggered north-south movement. This east-west orientation provides an ideal opportunity to modify these roads to create a barrier to the north-south through movements. Their direct connections to Payneham Road make them defacto collector roads, particularly Lambert Road having a signalised intersection, and as such they have an important role of connecting the local roads to the arterial network that is maintained with the concept design, though the passage to exit and enter residential properties is more convoluted.

The 12.7 m to 13.2 m wide cross-section of Battams Road and the 11m to 13.2 m width of Lambert Road, combined with their lengths that exceed 1 km create and their grade towards to the River Torrens, result in a driving environment that promotes speeds that exceed the posted speed limit and speeds that create an unsafe walking and cycling environment. The four roundabouts along Lambert Road and the two roundabouts on Battams Road help to reduce speeds, with 85th percentile speeds reaching 52 km/h for both roads.

To further reduce traffic speeds, provide opportunities for greening and to improve pedestrian and cyclists crossing facilities, a kerbed planted median is proposed for these two roads. Their role as a connection to the arterial network can be maintained.

To act as a pedestrian refuge, the median width needs to be a minimum of 2 metres to accommodate people with prams and to safely stand a bicycle when crossing. For Battams Road the median width achieved ranges from 1.9 m to 2.6 m, the reduction to 1.9m is at a crossing location near the Battams Rd/Second Ave roundabout and is the result of accommodating the west to east movement of a 12.5m truck (HRV).

For Lambert Road the median width achieved is 0.6 m to 2.6 m, with the 0.6 m median in the narrowest stretch of Lambert Road, from Ninth Avenue to Eight Avenue.

To allow for parallel parking manoeuvres a traffic lane width of 3.1m to 3.2m has been provided, this leaves a parking lane width of 2.1 m. The reduction in traffic lane width from 4.5 m to 3.1 m/3.2 m and the side friction created by a landscaped kerbed median with frequently placed kerb protuberances (to allow for the absence of parked vehicles) will have a speed reducing effect, with Austroads suggesting a 15% reduction in the 85th percentile speeds will be achieved. Depending on the width of intersecting side roads, the 3.2 m wide traffic lane width is locally widened to allow a HRV to turn left into the side road.

As well as reducing speeds and preventing direct north-south movements, the median will prevent overtaking manoeuvres eliminating the risk of head-on collisions. A disadvantage of the median is the broken down vehicle scenario, where a broken down vehicle stands adjacent to a parked vehicle leaving following vehicles no opportunity to pass. However, site observations identified very low on-street parking utilisation (hence the need for kerb protuberances to slow traffic, see below) and, given the improved reliability of mechanical vehicles, the chances of such a scenario is extremely low. To assist in speed reduction and to improve the safety of pedestrians crossing the roads, kerb protuberances are provided every 75 m to 125 m. In addition, wherever possible kerb protuberances are placed in alignment with north-south pedestrian desire lines defined by the north-south orientated local road network.

A wombat crossing is proposed near the collection of commercial buildings at the Battams Road and Lambert Road intersections with Sixth Avenue to cater for the higher pedestrian numbers that these buildings will generate.

To maintain permeability for north-south cyclists gaps within the median are provided aligned with the local north-south streets. It should be noted that the current situation of cyclists mixing with motor traffic is maintained but the speed differential between motorists and cyclists will be reduced improving the road environment for cyclists. However, it should be noted that there may be an increase in driver frustration as overtaking opportunities will be restricted by the median.

The roundabout at the Lambert Road/Sixth Avenue intersection will need to be modified to allow for a HRV to turn right. The roundabouts on Sixth Avenue and the roundabout at Lambert Road/Second Avenue represent the only opportunities that HRV vehicles have to turn right within the study area boundary. Noting that left turns throughout the study area are possible at the side roads providing a loop to enter and exit the area.

The roundabout at Lambert Road/First Avenue currently cannot cater for HRV or MRV right turns. Council's waste collection service should be engaged to understand if a right turn at this roundabout is necessary to efficiently conduct the collection of waste. If the right turn is necessary, then the roundabout will need to be modified as shown on the concept drawings.

A summary of the movements possible is provided in the following tables.

## DESIGN NOTES FOR OPTION 3A: PARTIAL TRAFFIC SPEED CALMING

The public consultation identified a preference for a partially calmed area using devices located on the key north-south roads, the majority of which are connected to the existing roundabout intersections of Battams Road and Lambert Road, and the east-west route of Broad Street. With the planted median Option 2C preventing many of the north-south movements, the north-south roads connected via roundabouts will become the focus of drivers wanting to cut-through the area. The devices of Option 3A will dissuade many drivers from using these roads as well as reducing their speeds. The design considerations of the devices proposed for Option 3A are provided below on a street-by-street basis.

### Addison Avenue

Addison Avenue forms part of the W70 and W71 bus route. Due to the 9.2 m width of Addison Avenue and the use of this road by buses, the type of device is restricted to either a pair of kerb extensions or a landscaped island. To minimise on-street parking loss, kerb extensions have been used to reduce the two-way carriageway width to 5.5 m, increasing side friction and reducing vehicle speeds. The low frequency of the bus timetable makes the likelihood of two buses passing this point at the same time very low, with the 5.5 m width unlikely to delay buses.



## Design and check vehicle movements for Battams Road

Street name	Vehicle	Template	Comments
Battams Rd/ Sixth Ave	Bus/truck	HRV (design)	<ul style="list-style-type: none"> <li>All current movements at the roundabouts are maintained.</li> <li>Right turn possible. The right turn movements allow a HRV to exit the area to the arterial road network.</li> </ul>
	Waste collection	MRV (check)	<ul style="list-style-type: none"> <li>All movements at the roundabouts are maintained.</li> </ul>
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> <li>All current movements at the roundabouts are maintained.</li> </ul>
Battams Rd/ Second Ave	Bus/truck	HRV (check)	<ul style="list-style-type: none"> <li>Right turns currently are not possible at this roundabout and this situation has been maintained.</li> </ul>
	Waste collection	MRV (check)	<ul style="list-style-type: none"> <li>Right turns currently are not possible at this roundabout and this situation has been maintained.</li> </ul>
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> <li>All movements at the roundabout maintained.</li> </ul>
Battams Rd/ River St	Bus/truck	HRV (check)	<ul style="list-style-type: none"> <li>Current left turn into River St requires the truck body to enter the pedestrian refuge area.</li> <li>Proposed left turn not possible unless refuge is substantially reduced or removed.</li> <li>Left turn into Battams Rd will require additional parking restrictions.</li> </ul>
	Waste collection	MRV (check)	<ul style="list-style-type: none"> <li>Right turns currently are not possible at this roundabout and this situation has been maintained.</li> </ul>
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> <li>All movements at the roundabouts are maintained.</li> </ul>
Battams Rd/ remaining local roads	Bus/truck	HRV (check)	<ul style="list-style-type: none"> <li>Right turns restricted.</li> <li>Left turn into Battams Rd will require additional parking restrictions.</li> </ul>
	Waste collection	MRV (check)	<ul style="list-style-type: none"> <li>Right turns restricted.</li> </ul>
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> <li>Right turns restricted.</li> </ul>

## Design and check vehicle movements for Lambert Road

Street name	Vehicle	Template	Comments
Lambert Rd/ Sixth Ave	Bus/truck	HRV (design)	<ul style="list-style-type: none"> <li>Currently a HRV cannot perform a U-turn at the roundabout.</li> <li>Modification is needed to allow right turn movements.</li> </ul>
	Waste collection	MRV (check)	<ul style="list-style-type: none"> <li>All current movements maintained.</li> <li>No U-turn.</li> <li>Right turns possible.</li> </ul>
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> <li>All current movements maintained.</li> <li>U-turn possible.</li> </ul>
Lambert Rd/ Second Ave	Bus/truck	HRV (check)	<ul style="list-style-type: none"> <li>All current movements maintained.</li> <li>A right turn is possible at this roundabout.</li> </ul>
	Waste collection	MRV (check)	<ul style="list-style-type: none"> <li>All current movements maintained.</li> <li>No U-turn.</li> <li>Right turns possible.</li> </ul>
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> <li>All movements at the roundabout maintained.</li> <li>U-turn possible.</li> </ul>
Lambert Rd/ First Ave	Bus/truck	HRV (check)	<ul style="list-style-type: none"> <li>Straight ahead movements only.</li> </ul>
	Waste collection	MRV (check)	<ul style="list-style-type: none"> <li>Right turns currently are not possible at this roundabout and this situation has been maintained.</li> <li>To provide a right turn the roundabout will need to be modified.</li> </ul>
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> <li>All movements at the roundabouts are possible and have been maintained.</li> </ul>
Lambert Rd/ remaining local roads	Bus/truck	HRV (check)	<ul style="list-style-type: none"> <li>Right turns restricted.</li> <li>Left turn into Lambert Rd will require additional parking restrictions.</li> </ul>
	Waste collection	MRV (check)	<ul style="list-style-type: none"> <li>Right turns restricted.</li> </ul>
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> <li>Right turns restricted.</li> </ul>

### Beasley Street

The spacing of the driveway crossovers prevents the use of a landscaped blister type median as shown on the consultation material. However, a one lane angle slow point is proposed due to the shorter length of this type of device, with a 2.8 m aisle and 30-degree deflection providing the shortest length slow point. The one lane angle slow point will use fully mountable kerbs and a mountable area to allow MRV or an HRV to pass through<sup>3</sup>. The devices are located in conjunction with the existing pedestrian island refuge near Broad Street to provide a spacing of 130m.

In lieu of the kerb extensions to be located between Broad Street and Lower Portrush Road, an elongated pedestrian refuge island was used to improve the crossing opportunities and safety of the Lower Portrush Road footpath desire line. The island will also reduce vehicle speeds, along Beasley Street and for vehicles turning from Lower Portrush Road.

### Broad Street

Broad Street, from Addison Avenue to Beasley Street, forms part of the W90/W91 bus route, with the traffic control devices needing to accommodate buses. The consultation results highlighted a strong preference for improving crossing facilities. As such the single lane slow point shown in the consultation document have been changed to a pedestrian island, located to provide a safe crossing at the Willows Bend Reserve pathway.

Kerb extensions have been used to reduce the two-way carriageway width to 5.5m, increasing side friction and reducing vehicle speeds. The low frequency of the bus timetable makes the likelihood of two buses passing this point at the same time very low, with the 5.5 m width unlikely to delay buses.

### First Avenue and Second Avenue

Where the spacing of driveway crossovers permit, a landscaped blister island has been used to maximise the potential for speed reduction and greening opportunity. To allow heavy vehicles to pass a paved portion with a 40 mm high mountable kerb in accordance with AS 2876 is needed<sup>4</sup>. Where the spacing of the crossovers is more frequent, generally following urban infill, a one lane angle slow point is installed due to the shorter length of this type of device, with a 3 m aisle and 30-degree deflection providing a short length slow point. For consistency, this angle has been used for all one lane angle slow points in the area. The one lane angle slow point will use fully mountable kerbs and a mountable area to allow MRV or HRV to pass through<sup>5</sup>. The spacing of the devices range from 100m to 130m, with the positioning taking advantage of existing lighting wherever possible to reduce costs and to avoid intersections and crossovers.

Access to the domestic crossovers has been maintained though some turns may be restricted. Parking restrictions will be needed to ensure that a waste collection vehicle can align to an approach

that allows it to can pass through the device, and to allow a cyclist to bypass the device by following the existing kerb and water table.

### River Street

The design vehicle for this road is an HRV, representing a truck. Where the spacing of driveway crossovers permit single lane angle slow points have been used. The density of closely spaced crossovers in River Street prevents the desirable spacing of devices between 100 m and 120 m, with a 170 m spacing achieved.

Near the junction with Lower Portrush Road a continuous median is shown, incorporating a landscaped island to reduce traffic lane widths to 3.2 m, providing side friction and reducing vehicle speeds. A pedestrian island at the junction provides a gateway treatment to the traffic calmed area, as well as a two stage pedestrian crossing of the 22 m mouth of River Street and forming part of the continuous median treatment.

### Sixth Avenue

The design vehicle for this road is an HRV, representing a bus. Where the spacing of driveway crossovers permit, two options for a landscaped island have been shown.

Option A is a landscaped blister island that maximises the potential for speed reduction and greening opportunity. A fully mountable area of the blister island is required to allow a bus to negotiate the device, this is not ideal due to the effect on passenger comfort and would require discussion with SAPTA to ascertain whether this would be

<sup>3</sup> ASI742.I3-2009 Appendix C – Where occasional large trucks drive over the device fully mountable kerbs are to be used.

<sup>4</sup> Part 2 – Code of Technical Requirements, Section 10.9.1

<sup>5</sup> ASI742.I3-2009 Appendix C – Where occasional large trucks drive over fully mountable kerbs to be used.



acceptable<sup>6</sup>. The blister can be enlarged to avoid a bus needing to pass over a raised area, however the resulting design would be at a minimum 15.5 m wide and require the carriageway to be locally widened into the verge and reducing the footpath width. Option B is a landscaped pedestrian island that allows a bus to pass through the device without any vertical deflection. The island enables a two-stage crossing for pedestrians, improving crossing opportunities and safety, and will slow vehicle speeds by forced horizontal deflection. With a 4.2 m wide island a 22 m long approach and departure painted diagonal striped dividing treatment is required, which will result in several on-street parking spaces being removed. This option would be substantially cheaper to install when compared to Option A.

Where the spacing of the crossovers is more frequent, kerb extensions have been used, as angle slow points cannot satisfactorily accommodate the movements of a bus.

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6 Part 2 – Code of Technical Requirements, Section 10.9.1; where long vehicles such as a bus regularly use the centre blister, it shall be designed so that the vehicle does not ride over the median or kerb extensions.

# APPENDIX A – CONSULTATION PACK

The consultation pack accompanied community engagement survey. It was available for download from the Council website and in hard copy format at local libraries and the Norwood Town Hall. It was developed for printing on A3 size pages.







City of  
Norwood  
Payneham  
& St Peters

# CONSULTATION PACK

## MARDEN AND ROYSTON PARK

### LOCAL AREA TRAFFIC

### MANAGEMENT OPTIONS:

### FOR COMMENT

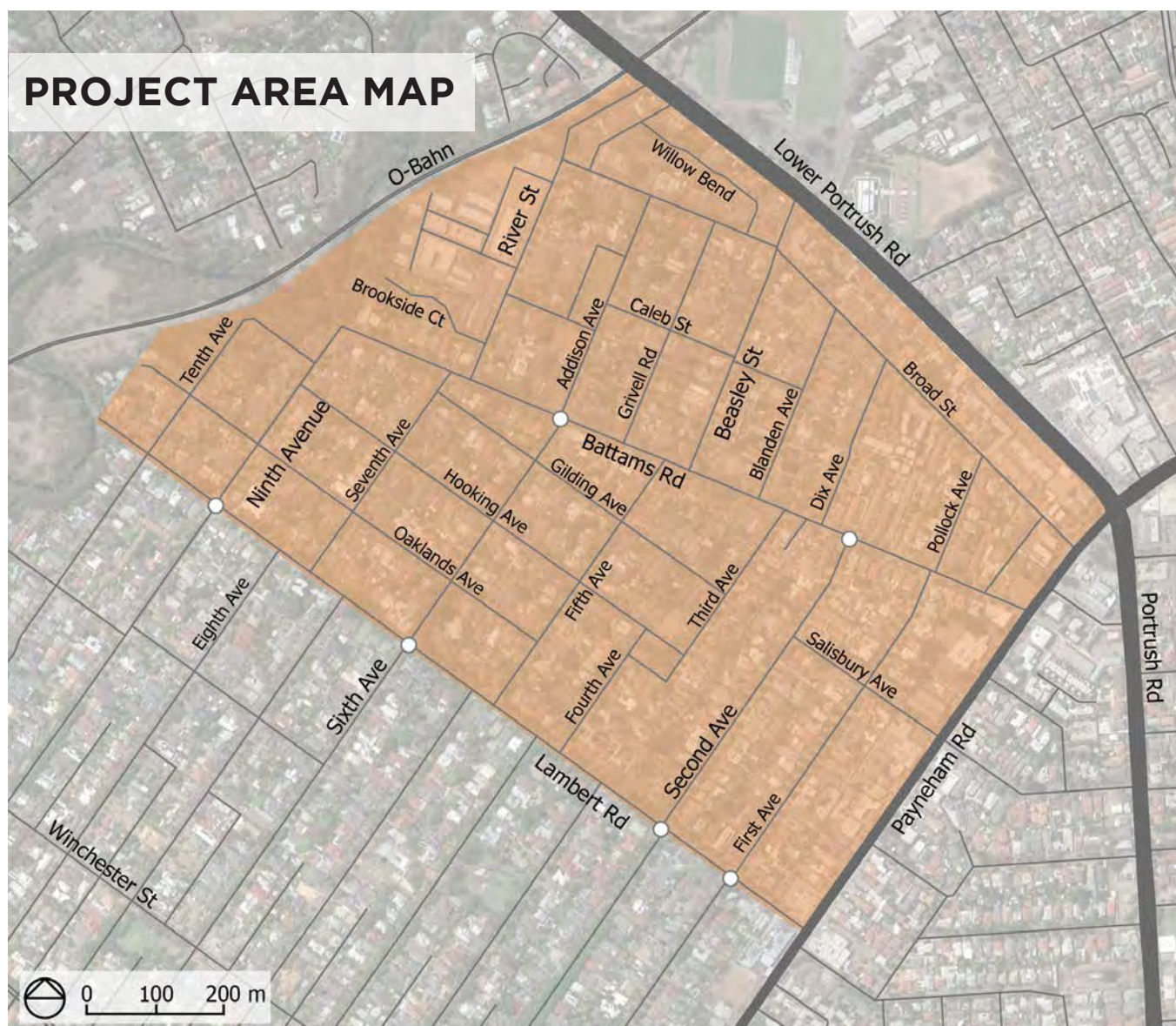
infraPlan  
intermethod

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.**

The community feedback received will guide the Council on the way forward for traffic management in Marden and Royston Park. If you have any questions, please contact our project team on 0413 570 229.



## COMMUNITY DROP-IN SESSION

Tuesday 12 April, 5-7pm

You are invited to discuss this project with us at:

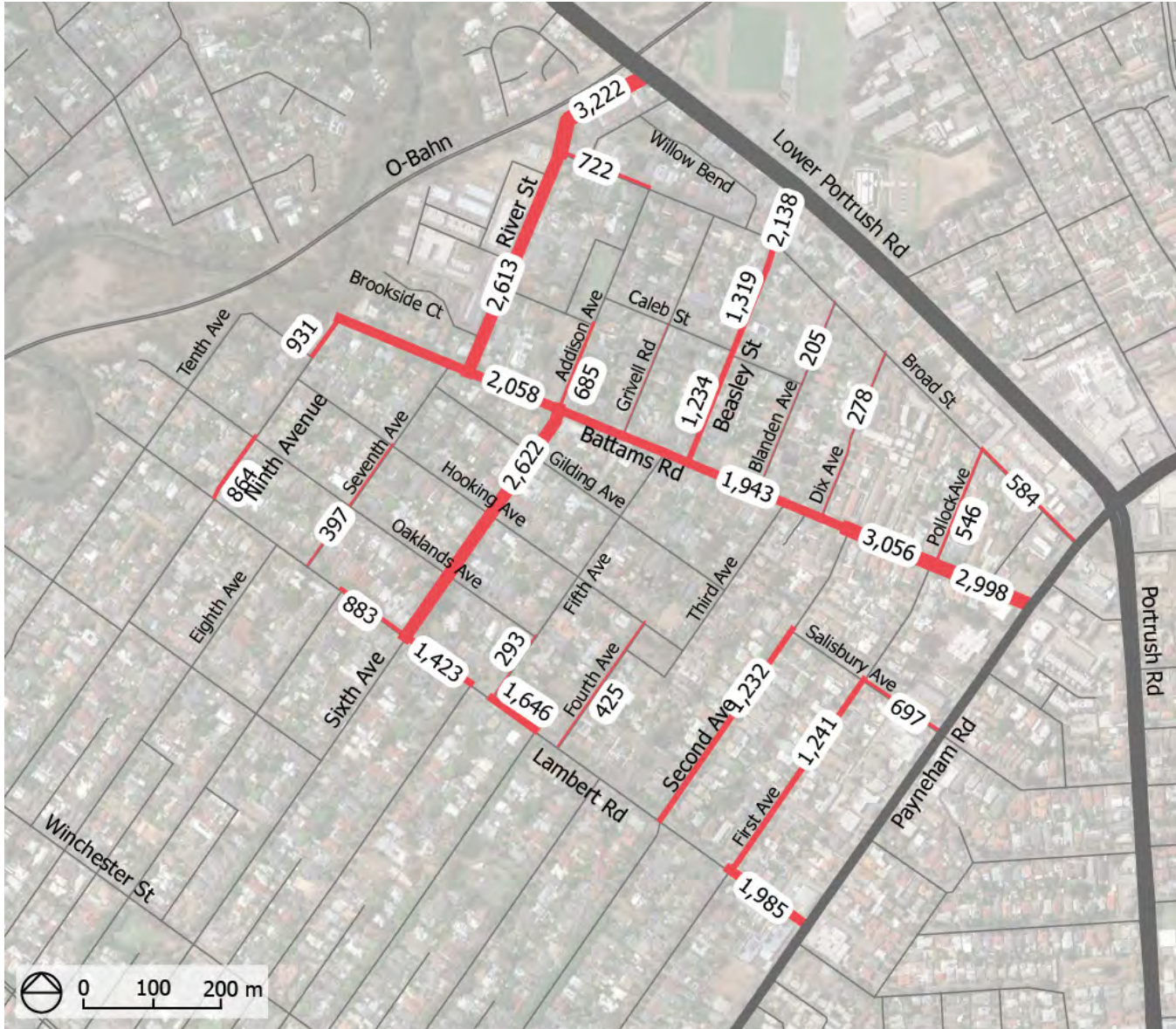
The Royston Park Café, 59A Battams Road

Drop-in anytime between 5-7pm



## 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:

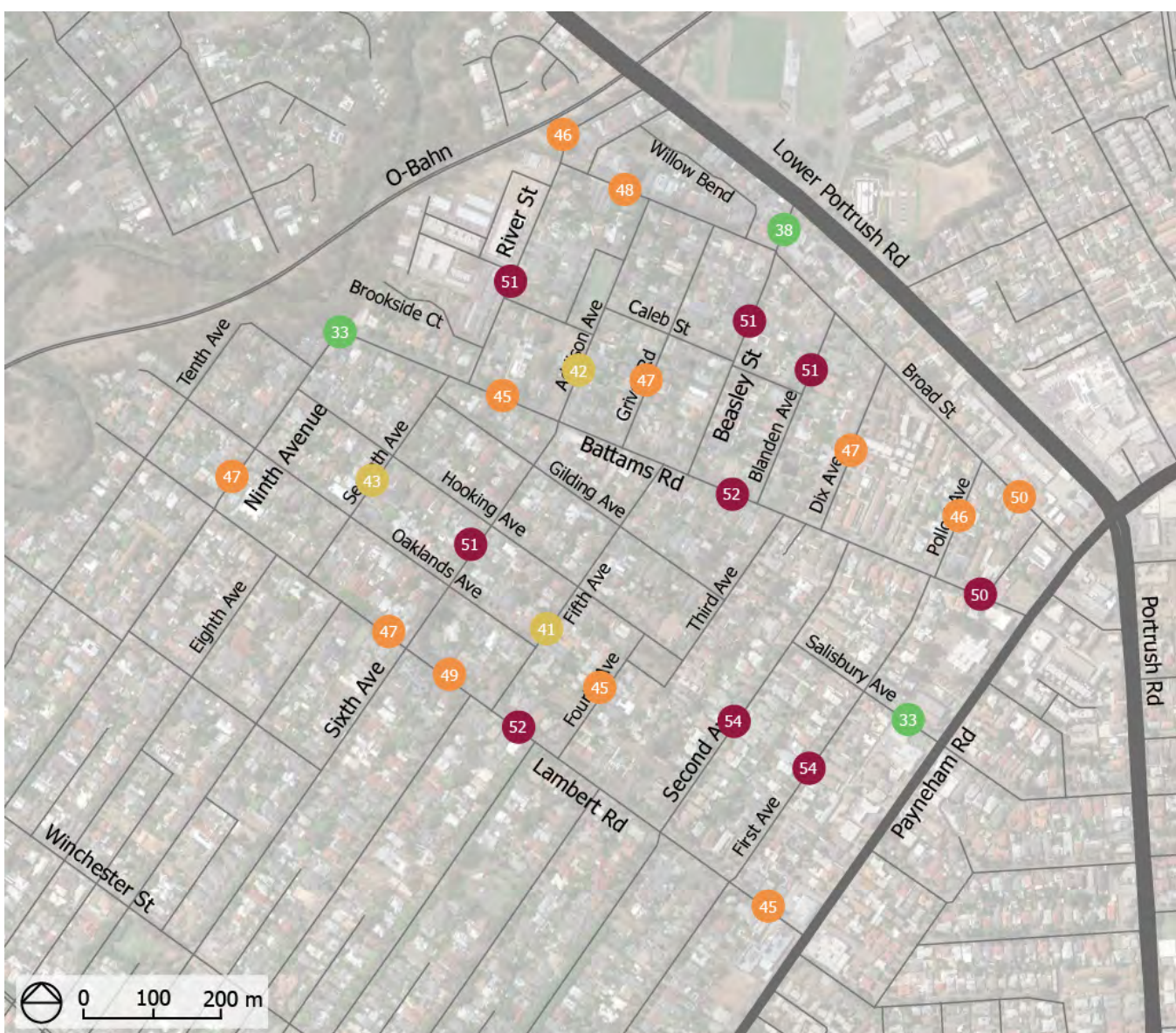
- River Street
- Beasley Street
- Battams Road
- Sixth Avenue.

#### “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:

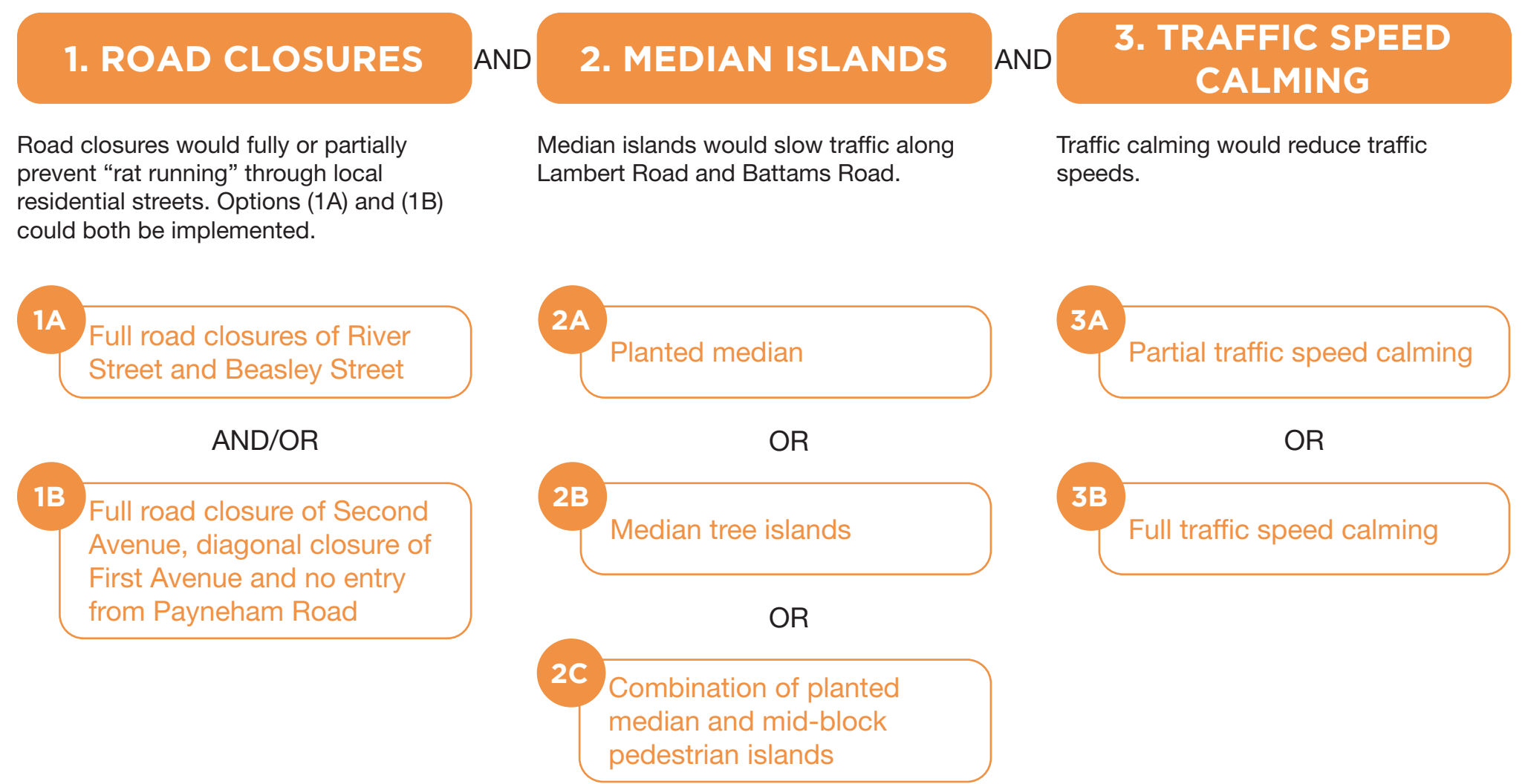
- Lambert Street (nine crashes)
- Sixth Avenue (seven crashes)
- Battams Road (six crashes) and Seventh Avenue (three crashes).

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.









## 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.





# 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

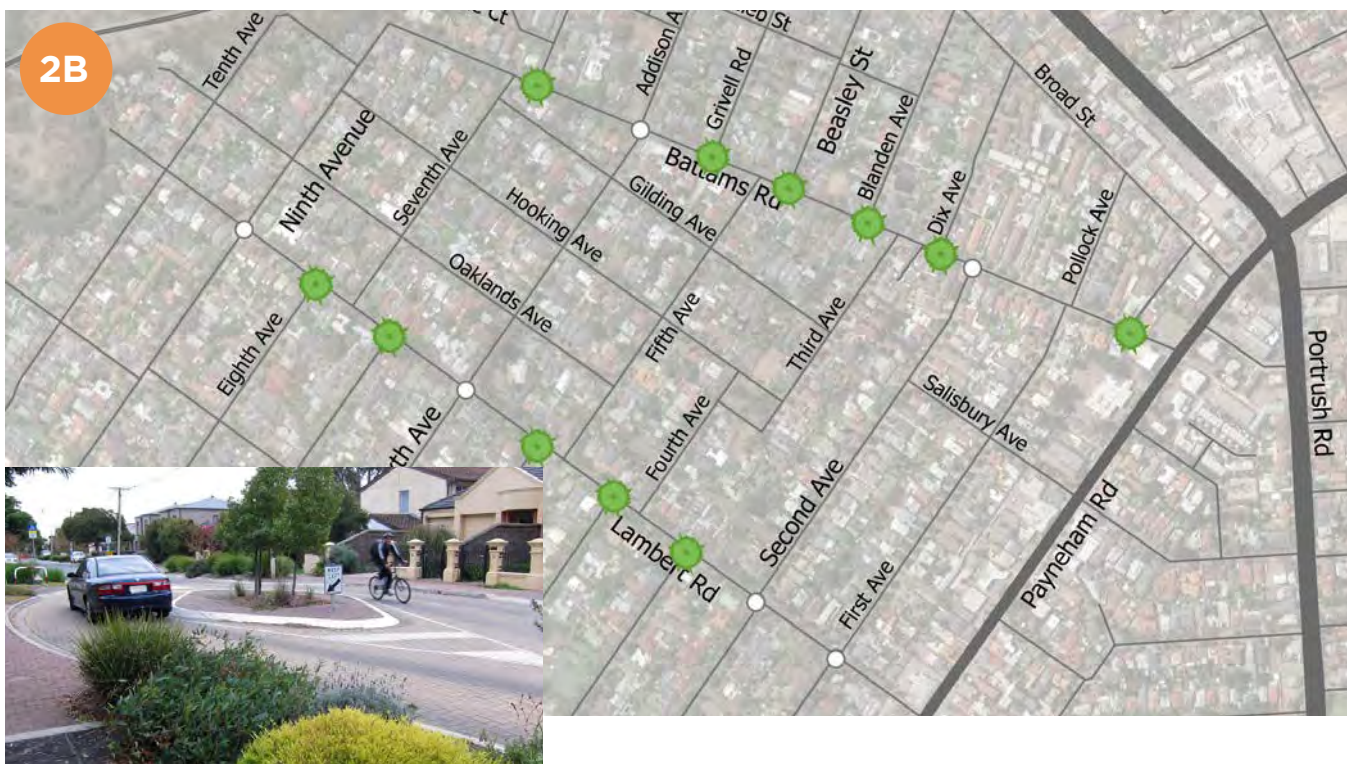
- Minor detours for right turning traffic
- Narrower traffic lanes
- Minor parking loss at U-turn locations

#### 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

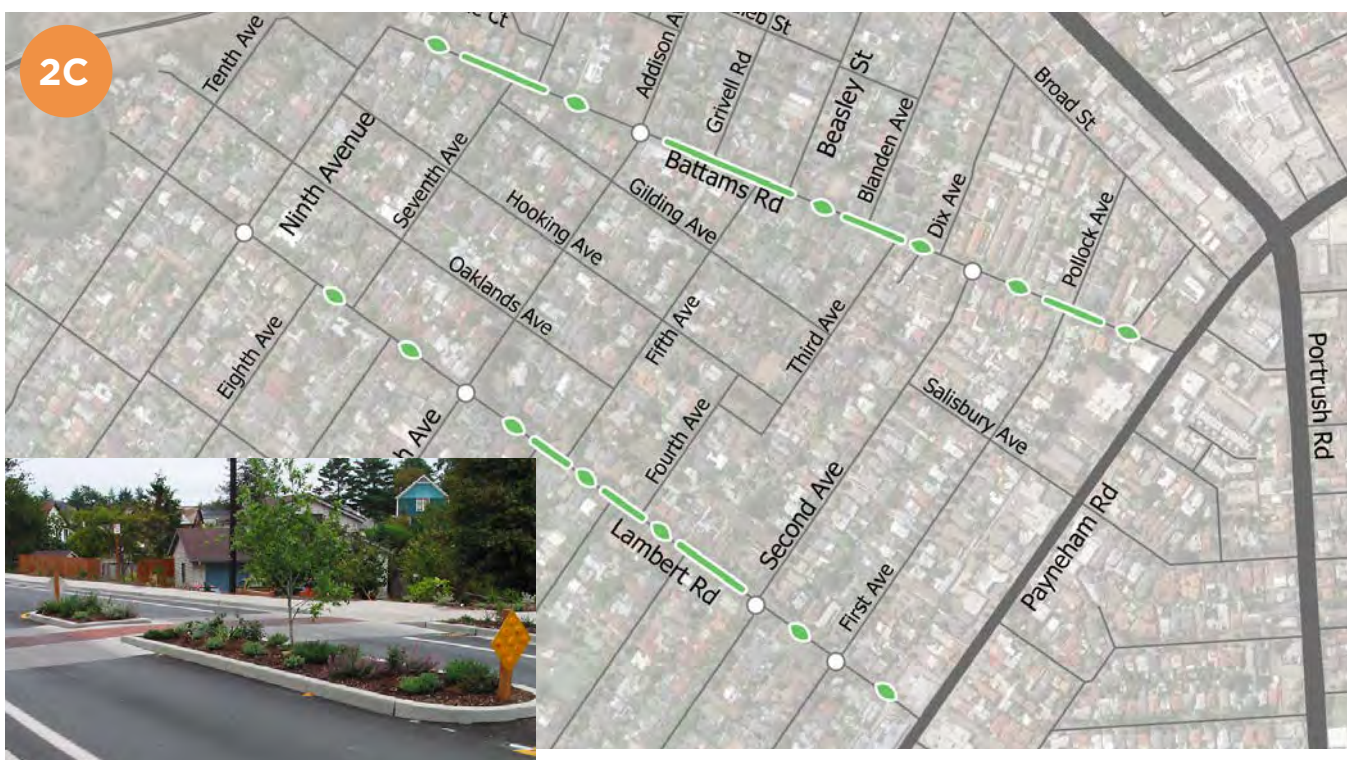
None identified

#### 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



### 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



# APPENDIX B – CONSULTATION SURVEY

Hard copy and electronic survey formats were available during consultation. Local residents were encouraged to completed the survey online.







# YOUR SAY

## ON TRAFFIC MANAGEMENT OPTIONS IN MARDEN AND ROYSTON PARK

Dear Resident,

### Council invites you to provide your views on traffic management options for Marden and Royston Park

The City of Norwood, Payneham & St Peters has developed traffic management options for the areas of Marden and Royston Park. These options address requests from local residents to reduce “rat running” (traffic using residential streets as short-cuts, instead of using the main roads) and high traffic speeds along local streets. Please refer to the consultation pack for background information and details of the options.

You can also access this background information and complete the survey online via our consultation webpage: [https://www.npsp.sa.gov.au/our\\_community/community\\_consultation](https://www.npsp.sa.gov.au/our_community/community_consultation)

**You can discuss traffic management options with our project team at a community drop-in consultation event, which will be held between 5 and 7pm on Tuesday 12 April at the Royston Park Café, 59A Battams Rd.**

**Please provide your response by 29 April 2022 by either completing the survey online or by returning the hard copy survey to Council’s reception at Norwood Town Hall, 175 The Parade, Norwood (main entrance off The Parade).**

### ISSUES AND OPPORTUNITIES

#### 1. How important is to address the following issues in the Marden and Royston Park local street network?

	Don't know	Very important	Moderately important	Not important
(a) “Rat running” (traffic using residential streets as short-cuts, instead of using the main roads)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(b) High traffic speeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### 2. What importance do you rate the following street improvements for the Marden and Royston Park local street network?

	Don't know	Very important	Moderately important	Not important
(a) Additional greenery	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(b) Improved walking conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(c) Improved cycling conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(d) Improved parking conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(e) Improved street lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(f) Improved stormwater drainage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



## TRAFFIC MANAGEMENT OPTIONS

Please review traffic management options presented in the information pack via our consultation webpage: [https://www.npsp.sa.gov.au/our\\_community/community\\_consultation](https://www.npsp.sa.gov.au/our_community/community_consultation)

	No opinion	Very supportive	Somewhat supportive	Neutral	Not supportive
<b>3. How supportive are you of the measure 1A - Full road closures of River Street and Beasley Street</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

	No opinion	Very supportive	Somewhat supportive	Neutral	Not supportive
<b>4. How supportive are you of the measure 1B - Full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

	No opinion	Very supportive	Somewhat supportive	Neutral	Not supportive
<b>5. How supportive are you of the median measures in Battams Road and Lambert Road</b>					
<b>2A - Planted median</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>2B - Median tree islands</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>2C - Combination of planted median and mid-block pedestrian islands</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have a preferred median measure (2A, 2B or 2C), please state which one

(2A, 2B or 2C)

Comments (on median measures)

6. How supportive are you of the traffic calming measures

	No opinion	Very supportive	Somewhat supportive	Neutral	Not supportive
3A - Partial traffic speed calming	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3B - Full traffic speed calming	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have a preferred traffic speed calming approach (3A or 3B), please state which one  (3A or 3B)

Comments (on traffic speed calming measures)

If you have any further comments or suggestions, please append a page.

ABOUT YOU

Your residential postcode

Your residential street name

Your gender

Your age group ☐ 0-19 ☐ 20-29 ☐ 30-39 ☐ 40-49 ☐ 50-59 ☐ 60-69 ☐ 70+

Are you a...  
(please tick all that apply to you):

Resident of Marden/Royston Park ☐

Visitor to Marden/Royston Park ☐

Worker in Marden/Royston Park ☐

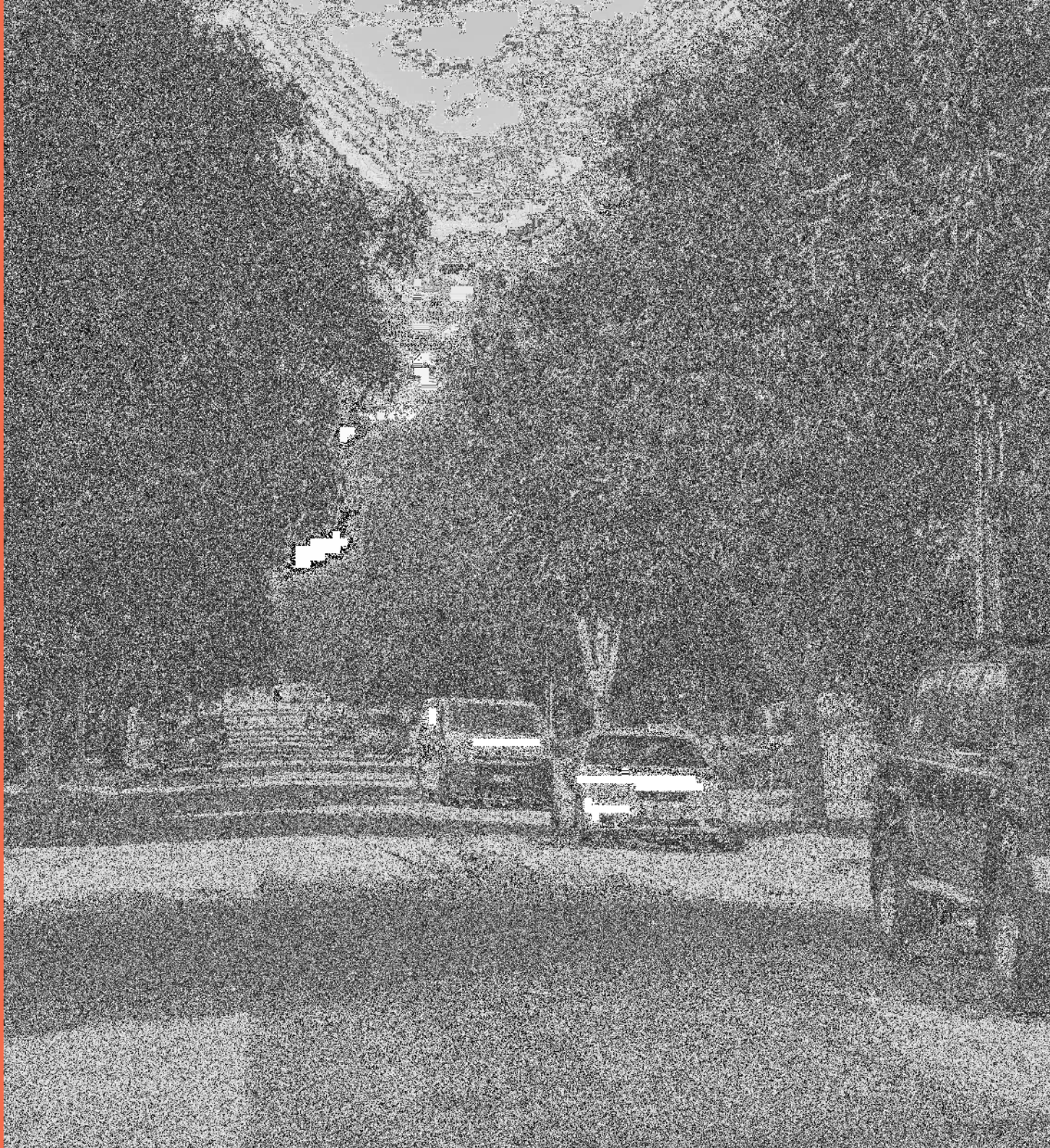
Property owner in Marden/Royston Park ☐

Thank you for your time in completing this survey, it is much appreciated!



# APPENDIX C - DETAILED COMMUNITY FEEDBACK

This section includes all comments as entered by the survey respondents. The comments are included with their original syntax, spelling and grammar, as typed by the respondents.





## Comments for measure 1A - Full road closures of River Street and Beasley Street

### Comments from respondents who were 'very supportive'

- ▶ Beasley Street has become very dangerous, especially with young children (our grandchildren ) getting in /out cars its a narrow street, car clocking up to 100km+ per hour at times in the rat run time periods.  
To back out into street at peak periods extreme care has to be taken as rat runners will not slow down or make any allowances.
- ▶ River Street is used as a short cut.
- ▶ I live on the corner of 9th and Battams. Cars regularly fly through River and Beasley street and then come down to 9th Avenue. They come speeding around the bend which is very dangerous. I think stopping the flow so they use the main roads would be best.
- ▶ Can't come soon enough, the number and speed of vehicles on Battams Road is terrible. Thank you to whoever raised and pursued this issue on behalf of the residents.
- ▶ No comment necessary.
- ▶ Concerned about through traffic on Broad Street during peak hours.
- ▶ As resident in River Street, I am very concerned about the volume, speed and noise of traffic using the street to cut through to Lower Portrush Road. I strongly emphasize the hazardous conditions. Also entering and leaving the property is problematic. On occasions I have been tooted by impatient drivers for indicating entry to my property.
- ▶ Cars use Beasley Street to access Fifth Avenue. Placing a central island on Battams Road may prevent this. Ideally, it would be great to form dead end streets. There would have to include set-backs to allow recycle/rubbish bins to be parked. There would be some inconveniences but the community spirit advantages could out-way these.
- ▶ If people were more considerate and drove more slowly there would be much less of a problem.
- ▶ There's been so many accidents at the corner of River St and Portrush. I've been nearly knocked by many cars racing up River street. Cars get to high speeds racing up River street that it's dangerous coming out of driveways. Close River Street, leave Beasley open and move the pedestrian lights to the corner if Beasley for the bus and safer right turning.
- ▶ In recent years the volume of traffic coming down Sixth Ave from these two streets has increased significantly. We live on Sixth Ave and in peak times it is hard to get out of the driveway with the steady stream of traffic. The constant traffic noise has also had a negative impact on the liveability of the street. I would support 1A even if it does mean finding alternate ways home when coming from the north east, which is not a problem at all.
- ▶ I live on the corner of Broad and Beasley st, after further consideration I think it is a good idea. As the traffic down both Broad and Beasley has increased significantly. My main concerns are that Beasley St will be used more by traffic as motorists will disregard the bus Only signs and thereby increase traffic when River st is blocked also that Broad st, which is a long straight road will also be used as an alternative. I think other incentives may need to be used on Beasley and Broad St should also be considered in the mix. My neighbour's car was recently hit when parked in Broad St, the car was stationary. this is the second accident nearby that I can think of in the last 4 months. I also take extreme care when crossing the road outside my house on Broad St as cars come around the corner at a fast speed and I have nearly been run down.
- ▶ I am concerned that with Beasley St. closed it would increase the traffic up Broad St. and that an opening only for buses will be utilized by drivers disregarding the rules.
- ▶ From my observation, I'm not sure this is as big an issue as First and Second Avenue, but still a worthwhile measure.
- ▶ By stopping that link people who don't live in the area will have to go down the main circulation routes like they are supposed too.
- ▶ As we live on Sixth Ave, we are very supportive. The traffic along Sixth Ave between Battams and Stephens Terrace between 7am - 9am and then 4pm - 6pm is significant to say the least.



Sometimes it can take 5 minutes just to back out the driveway.

- ▶ It is very important to close these streets as they are used as cut through roads to avoid traffic lights. There is constant stream of cars and some go well over the traffic limit. there are also lot more people and children on bikes and scooters walking down Battams Road to the River. A serious accident is bound to happen.
- ▶ Speed and volume of traffic on River Street is an issue - as a resident for over 10 years.
- ▶ Road closures are the only option available to achieve the desired outcome, to reduce traffic flows along Battams and adjacent streets. The flows of traffic along Battams Rd are currently excessively high and will not reduce, rather increase over time. Resident's are subject to excessive noise and unsafe conditions due the excessive traffic and associated speeds.
- ▶ The other options, while providing an aesthetic positive, will not provide the outcome sought by this initiative.
- ▶ I think that full road closures are the only way as the volume of traffic in River st and Sixth Ave is really getting to be too much for those roads. Slow build out points are useless as the person with the biggest and fastest 4wd will simply win those battles. As a long time resident of the area it will be extremely inconvenient with the road closures but the rat runners will travel down any street they possibly can, slow points, roundabouts make no difference as they try and avoid main roads. There should be no right turn for traffic travelling south on Payneham Rd

turning right into Battams Road although this may push the issue up to Salisbury Ave but there is considerable traffic turning down Battams and feeding into various avenues, these are not local cars.

- ▶ Battams Road, River Street corner is like living on a main intersection. It is extremely dangerous trying to reverse out and extremely noisy. Drivers rounding the corner from River onto Battams show little to no regard placing onus on those residing on Battams.
- ▶ As a resident of Second Avenue St Peters, addressing this issue of drivers taking a short-cut through Royston Park, Joslin and St Peters is very important.
- ▶ If traffic is stopped at these entry points, none of the other options outlined would be necessary.
- ▶ This option would have no adverse impact on local residents.
- ▶ Prevention of vehicles entering River and Beasley Streets from Lower Portrush Road is the most effective and cheapest solution. Lower Portrush and Payneham Roads are designed to cope with significant traffic numbers. Vehicles could still exit turning left from River and Beasley Streets onto Portrush Road. This measure has minimal adverse effect on residents in Marden, Royston Park, Joslin and St Peters. Note that I live on Second Avenue, St Peters.
- ▶ Pollock Ave needs to be closed off at Broad St traffic from Payneham Rd heading towards the city do not get a turning arrow on the corner of Payneham rd and Lower Portrush Rd between 4 to 7 pm so the traffic turns down Battams Rd

and then right onto Pollock and then right onto Broad St then left onto Payneham and left onto Lower Portrush. With the closure of River and Beasley St this will be there only option. Pollock is a narrow st because of trees planted on the road and unfinished planting of trees You close off these streets it will be only local traffic using the surrounding roads and none of the other suggestions need to be done. This is where the rat runners enter.

- ▶ The rat running is very likely due to motorists in the NE suburbs avoiding Payneham Road and other arterial roads. Discouraging these people will be a good start.
- ▶ By closing these streets we will see reduced number of cars travelling in adjacent streets ie Battams Road at high speed to cut time off their travels . This will also avoid the car pile up on River Street which flows onto Battams Road as cars wait for other vehicles to turn right onto Lower Portrush Road.
- ▶ I have noticed over the last 10 years many vehicles avoiding Payneham Road between Lambert & Portrush Roads, using Broad St, Battams Rd and connecting streets to access Beasley & River Streets at highway speeds to get a shortcut to Lower Portrush Rd. Closing only one of these will result in more traffic thru the other so is not an option. Rat runners coming off LPR are not much better. Bus only access could be enforced with a traffic camera installed at the intersection of LPR and Beasley St. I am doubtful that traffic calming measures will make much difference, and am totally opposed to speed humps.

- Full road closures from Portrush Road, onto Beasley Street and River Streets would be very effective in preventing through traffic. It would be cost effective for the council and local residents can exit at the clearway at Battams Road and also the traffic lights off Lambert Road onto Payneham and also enter there.

#### Comments from respondents who were 'somewhat supportive'

- It's actually a good idea to control the issue 'rat running'..but not fair to block local residents entering to Lower Portrush Road from River Street.
- Would likely be fairly effective in reducing rat-running. However it would not bring any improvements to streetscapes, nor would it contribute to reducing average traffic speeds across the project area. Also it make access to Lwr Portrush Road from my residence more difficult / circuitous.
- Local residents should have an option to use the River Street and Beasley street to get to Lower Portrush Road. I think if we had a left only lane start from Salisbury Avenue till Portrush Road intersection, could solve 75% of this issue.
- There should be a provision to get local residents in and out. I think it would be effective to close right turn from Lower Portrush Road to River street and allow right turn to Beasley street from Lower Portrush Road, then make the Beasley street NO THROUGH ROAD just after Caleb street, which help local residents to get in.
- This may be a good option but I am unsure how

it will effect Battams Road?

- Local residents (Marden and Royston Park) need to be able to come in to the suburbs, as well as buses. Non-locals can be subject to a fine.
- I live on the corner of Broad and Beasley Street so experience a lot of traffic on Beasley St, I support a half road closure as access blocked for residents to Lower Portrush road will cause a bottleneck at the let Portrush and Broad St and Battams Road exit to Payneham Road and will impact significantly on my commute time. Not having access to Lower Portrush Road will encourage rule braking as buses will have access and this will be a major cause of shortcuts. There must be some way to control traffic without completely blocking access to let Portrush Road for residents.
- We live in River Street and are concerned about the amount of rat running through our street but also concerned as to the closure of the road in total due to the amount of residents and new properties in the street which will further increase the traffic having to use Battams Road to exit and enter to get out to Lower Portrush road as already this road is very busy and additional traffic will make this even harder. I would like to see the road closed at the other end of the street beg of River street to allow some exit and entry to local residents to support traffic flow.
- As we live in willow bend do not want to be land locked with no access to Ascot Ave.
- There is a high volume of traffic in the mornings, especially Monday to Friday, as commuters use

River Street as a shortcut to bypass traffic lights at the intersection of Payneham and Portrush Roads. As a result, commuters are particularly careless at the intersection of River St and Battams Rd, quite often not stopping or slowing down as they enter Battams Rd from River St.

- Will this stop the rat racing down Second Ave? The length of Second Avenue from Battams Rd to East Adelaide School is a major concern which needs to be addressed before a child is seriously injured!
- Sounds good however I do wonder if closing these roads just puts additional pressure on the Battams Road / Payneham Road outlet. People rat racing up 1st Ave, turning right to Battams Road and exiting onto Payneham Road.
- In conjunction with closing off the entrance to Payneham road from Broad Street only allowing cars to turn left on to Broad with no left turn on to Payneham Road that would also reduce the need for any other measures on Pollock Avenue.
- Something needs to be done but closure is not the answer.
- "If a road closure occurs it should be only one of the streets. closing both Beasley & River will only make Battams Rd busier. Currently the no right turn delays from Payenham road into Lower Portrush road causes people to instead right turn off Payenham road onto Battams Road which causes congestion for city bound traffic - closing both proposed roads would only increase the right turn across traffic onto Battams forcing the problem elsewhere. I only support this proposal on a 6-12 month



trial basis with follow up consultation after that period.

#### Comments from respondents who were 'neutral'

- ▶ I'm concerned this would result in traffic filtering onto other streets such as Grivell Road, which also get regular traffic from public buses (which I strongly feel should be diverted from this residential street).
- ▶ It is difficult to balance the needs of residents with traffic management. I agree that some measures are necessary and I see speed as more important to address than 'rat running'. These full closures, or one of them, would have a more dramatic impact than some of the other measures.
- ▶ Beasley St closure would only push traffic further down Batters Road - which would create more speed on a longer route.
- ▶ Don't think its the best option will create problems for local residents.

#### Comments from respondents who were 'not supportive'

- ▶ Not a great option for local residents.
- ▶ Better traffic flow on Payneham Road, Portrush Road and Stephen's terrace would resolve these issues. I live on the other side of Portrush Road in Marden and will cut through Royston Park and Marden to get to Stephen's Terrace as it is quicker then going up Portrush to turn onto Payneham Road and wait potentially ages at the lights. Payneham road banks up significantly to a gridlock as does Stephen's Terrace in

peak traffic as these are the only main roads connecting. If these were resolved people would not cut through. I suffer anxiety and do not cope well in gridlock traffic or being stuck at lights for long periods. I previously lived on Broad street in Marden and while there was traffic cutting through I did not see it as a problem. The main roads through this area should be slowed down with islands or more roundabouts and cycling and walking facilities should be the focus to encourage more people to the River trails.

- ▶ This is a terrible measure, it will most likely lead to more motorists doing the wrong thing and for more potential accidents.
- ▶ Will only force rat running to other streets, like Grivel or Addison etc.
- ▶ I currently live in the local area (River/Caleb/Blanden) where loss of direct access to Lower Portrush is a "con" in the assessment. This will have highly negative impact on my ability to enter and egress my own neighborhood. For property values, I can't see how this option would be a selling point. This is a drastic approach that only alienates residents.
- ▶ We do not think this is a good solution by closing the road access. Local residents will be greatly inconvenienced. Furthermore, it is not a green solution as more people will need to do longer distance to get home and vice versa.
- ▶ It is a stupid idea.
- ▶ Two-way access from Lower Portrush Road needs to be maintained for the convenience of residents to provide access to the Marden shopping complex.

- ▶ Options 1a and 1b seem the most disruptive and inconvenient to residents.
- ▶ Will funnel and cause congestion to remaining exits of the area on to Payneham Road.
- ▶ They are simply entry/exit for residents heading North & North East, same as Lambert & Batters Rd are for residents travelling to the South or to the City.
- ▶ I am strongly opposed to closing River street. It will create a significant disruption to our ability to get in and out of our house to and from family, essential services and employment. Further, the noted additional benefit of gaining a community green with facilities is, quite frankly, a complete farce. That stretch of road is not a thoroughfare for foot traffic, and is nestled in between a high chain link fence, high brick wall, and bus way; hardly a space people will want to spend time. Luckily linear park is easily accessible close by, which provides an excellent community space.
- ▶ That's not fair for locals, sixth avenue St Peters is more of an issue, and I can see a problem for emergency services!
- ▶ Will be of a disadvantage to the local people living in the area. Concern for emergency services.
- ▶ It will hinder me traversing my own neighbourhood.
- ▶ Will increase traffic flow on to surrounding streets.
- ▶ I live on Ninth Ave and the full closure would result in us to use Payneham Rd to access Lower Portrush Rd. At peak times getting onto

Payneham Rd is difficult and time consuming.

- ▶ I am a resident on Battams Road and would be directly impacted by the closure of River Street and Beasley Streets ... this would be a MAJOR inconvenience to me and other residents and I think is a far too drastic solution to this issue. I STRONGLY oppose this measure and would be deeply disappointed and as I say, inconvenienced by this on an almost daily basis.
- ▶ I live on Grigg St Marden, just across Lower Portrush Rd from this area. I regularly visit family, friends and the Royston Park cafe by turning off lower Portrush Rd, using River Street or Beasley St to access especially Royston Park and that section of Marden (the city side of lower Portrush). I'm surprised to see that the council thinks "rat racing" and traffic need to be managed in this area. I view them as quiet suburban streets and have never witnessed problems. It would be a major inconvenience to have to go up to Payneham Rd and turn onto Battams Rd and drive a long way round to get where I needed to go, with the added annoyance that the right turn cycle to turn right from Portrush Rd onto Payneham Rd is quite long and is only acceptable currently if you can make it in one cycle. If demand builds up so that I had to wait in a line of cars over more than one light cycle, it would be longer again and very frustrating. This plan would also increase traffic on Battams Rd, so I feel sorry for those residents. There are already traffic flow impacts on Payneham Rd when even just one car heading citywards wants to turn right onto Battams, let alone more than one car. I also think

it's really unfair on the local residents and their visitors to make the main access off Payneham Rd when they are much closer to Lower Portrush Rd. In the event of an emergency, it seems particularly foolish not to have access to the River segment of Royston Park and Marden via both Payneham and Lower Portrush Roads.

- ▶ It will simply mean that traffic will then go down Grivell Road or Blanden Avenue.
- ▶ Full closure is less than ideal as this restricts residents ability to exit Marden directly onto Lower Portrush Rd.
- ▶ I use those two entry points to get to my house everyday - if you close those two roads I will need to right turn at Payneham Rd then turn at Battam's Rd it will cause massive congestion and make it more dangerous for us to get off the main road - under no circumstances should those roads be closed - the suburb is already cut off at the River and you need to access either Portrush or Stephen's - if I go to Steven's I have to right turn over traffic everyday. You will create further traffic congestion if you block off those roads.
- ▶ Full road closures would be very disruptive to residents many residents need to access these roads.
- ▶ As a resident of Beasley Street, full road closure of the Beasley and River Street would cut access to home via Portrush Road. This would add travel time having to detour to Payneham Road.

Also Beasley Street has a bus route which means people can still drive through it and ignore the

closed off route.

- ▶ Strongly do not support this. As a resident on Beasley Street this affects us tremendously and is incredibly unfair on the residents living in this area. It is not right to pretty much punish us residents and make our journey to and from places so much longer.
- ▶ Measure 1A is unnecessary in my opinion - for me to access my house in Royston Park at least twice a day (some days more often) it would add on an extra 10 minutes per trip - to travel the extra distance on Lower Portrush Rd, turn right on to Payneham Rd, travel down to then turn right on to Battams Rd (where it's usually a wait to give way to oncoming traffic). Extremely unnecessary to completely close both streets.
- ▶ No access to/from Lower Portrush Road is unreasonable and would unfairly impact on local residents and restrict access to existing businesses on Battams Road.
- ▶ Closure of these roads totally restricts access for residents to Ascot Avenue/Lower Portrush Road. We already have to navigate around the River heading west. Closing Beasley and River Streets would cause even more congestion on Stephens Terrace. Have you been travelling west on Stephens terrace at 5pm on a weekday evening? It is often a standstill backed up past the service station all the way from Walkerville terrace! Closing Beasley and River Streets would cause even more congestion to this.
- ▶ Road closures create lots of problems for local residents and there are other less disruptive ways of reducing traffic volume and limiting



speed.

- ▶ Full road closures of River Street and Beasley Street impacts too many residents. Many of whom are not necessarily directly impacted by the 'rat runners'.
- ▶ This is absolutely crazy. Traffic will be blocked dangerously and constantly on Payneham Road as residents will now need to access via Battams Road crossing there is already bad and will be significantly worse. I cannot believe this option is even being proposed it is preposterous as many patents in the zone will need to access vale park kindergarten as that is where residents are zoned as well as East Adelaide school and Norwood Morialta not being able to use River st or beasley st will make life extremely difficult for them and make using Payneham Rd even more dangerous for others. It really shows this plan has not been thought out by anyone with a brain!
- ▶ Unnecessary.
- ▶ In response to question 3 & 4. I believe closing off roads is not going to fix the issue of rat running, it will only increase the traffic already accessing the other streets within the area. The side streets off Battams Rd are being used to get through to Broad Street and onto Lower Portrush Road. Pollock Ave, Dix Avenue, Blanden Ave and Beasley St are all currently being used to avoid the traffic lights at the corner of Payneham & Portrush Rd. Also, speed is an issue on Battams Road between both roundabouts. Will cause inconvenience to residents and their

visitors.

- ▶ That is a ridiculous option as there is no convenient access to Lower Portrush Road without having to access Payneham Road first.
- ▶ If the locals are denied full access to stop rat runners from other suburbs using those streets at peak times only I am VERY UNSUPPORTIVE! Close the streets from incoming traffic at peak times but leave it open for residents otherwise. I would be extremely miffed if my only access road to the east and north is Payneham Rd!
- ▶ This is one of the easier ways for residents to easily get to Walkerville and the north-eastern suburbs without having to negotiate Stephen Tce or the North-East Rd/Nottage Tce intersection.
- ▶ I live on Ninth Avenue and I use River St to get onto Lower Portrush Rd almost every day to get to parts of Walkerville or the north-eastern suburbs. It will add a lot more unnecessary travel time to my week.
- ▶ As a resident of Willow Bend, I am not happy with the prospect of losing access to Lower Portrush Road.
- ▶ Closing this will close off this side of Marden and ease of transportation to Portrush Road. Instead of shutting it off, a traffic light at River St would be more beneficial. Closing off these roads will make this side of Marden undesirable to buyers. It also makes it significantly harder to access our local public schools. Turning into an already congested road just to reach an intersection is going to cause more traffic jams. If anything, it is more dangerous as cars may try to squeeze

themselves through, particularly if they need to change 3 lanes in less than 100 metres.

- ▶ I live in Royston Park and strongly oppose this measure.
- ▶ River St fine - Beasley St coming off Lwr Portrush absolutely not.
- ▶ I find it interesting that the council does want to treat the actual problem. The problem is the traffic flow on main roads and mass transit. You don't promote people using the main road area, but decide to discourage alternative use. If the main roads work efficiently, then there would be no need for 'rat running'. Also 31 'accidents' in 5 years. 6 a year, or 1 every two month. Wow that is a big problem.
- ▶ Full road closures would not allow access to Lower Portrush Road which would severely impact on access to shopping centres and services at Marden and Walkerville. This would create more congestion at Battams Rd Portrush Rd T junction and severely inconvenience local residents. There are only 2 points to cross the River Torrens Stephens Tce and Lower Portrush Rd. Full road closure is not supported.
- ▶ Don't turn our suburb into another Unley! You have no right to block off any roads. Certain roads are main thoroughfares and must be available to all of us as a way of getting from point A to B. I object strenuously to any road closures. I pay road tax and have the right to drive on the roads. Perhaps find out why cars are going this way rather than go the easy way out by blocking

roads and causing more pollution by having all vehicles sit in traffic on a main road going slow or not at all.

I do realise the streets you mention are busy and I am affected by the River street and Lower Portrush corner but don't think the blocking of the road is an answer at all.

Look at other ways of fixing the problem such as having the green arrow ON between 4-6pm at the Payneham Road Lower Portrush Road(for city bound traffic) intersection rather than it specifically turned OFF at the most needed time. Whoever thought this up need to be sacked immediately as I believe that a great deal of traffic would be stopped on Battams Road and Beasley Street if this was changed.

How stupid to have it this way in the first place."

- ▶ As a local resident this will mean I will have to travel an extra 2 km to get home.
- ▶ Beasley Street is commonly used by a majority of Residents who live in the area. I don't think it's necessary to close it off.
- ▶ As a resident in First Avenue, if we chose to close River and Beasley it would require us to turn right into Payneham Road and then turn right off Payneham Road into either Battams or Salisbury and at the moment, that is very dangerous especially as traffic builds up behind the car turning right. Slowing traffic with obstacles would not affect the residents as we are nearly home, not in a hurry to bypass traffic lights.
- ▶ I live in Willow Bend. Closing these two exits would mean driving up Broad Street or Battams

Road (increasing traffic on those streets) in order to exit, or alternatively driving through Sixth Avenue to access nearer to the city.

- ▶ I am very concerned about the speed of traffic entering River Street from Lower Portrush Road. As I wait at the corner of Broad Street and River Street to turn right the bend in River Street to the north plus the speed of cars leaves little scope to start to drive and turn right and then suddenly see the car approaching. It is very dangerous.
- ▶ My choice would be to slow the traffic entering from Lower Portrush Rd, but I also accept River Street is a busy rat-runner street for other drivers.
- ▶ I don't usually exit onto Lower Portrush Rd from Beasley Street as it is more difficult to turn right and I prefer to drive up Broad Street to Payneham Road, which is difficult when traffic is busy in which case I would drive to Battams Rd or even Lambert Rd to get the traffic lights. "
- ▶ This is an unsubstantiated ""cheap"" option that does not benefits residents that have to commute to and from work, school, sports facilities and shopping centres. It does not appropriately address the increase risk of vehicle crashes and potential fatalities of residents having to complete a right hand turn onto Battams Road from Payneham Road to access the area. It will create channeling of traffic onto Battams Road.

The study negates to validate how residents are to enter the project map area from Lower

Portrush Road. Option 1A infer residents are to enter the norther segment of the Project area by completing a right hand turn onto Payneham Road and another right turn onto Battams Road. This is a significant traffic hazard as Payneham Rd is a dual lane designated main road and there is no turning lane, which blocks traffic and people taking increased risk to complete a right hand turn into oncoming traffic travelling north on Payneham Rd. (Noting that both River Street and Beasley Street have designated turning bays on Lower Portrush Road which is a much safer and practical option than the dangerous Payneham Road right hand turn onto Battams Road).

It will negatively impact residents in the area to access facilities and/or work when travelling north or north east. It will create significant confusion for non-residents and will lead to frustration of drivers having to U-turn and find alternative access to Lower Portrush Road resulting in increased driver inattentiveness and speeding.

- ▶ This would no doubt solve the problem of peak hour rat running but would impose 24hr 7 days a week imposition on all residents to reach home. I am 100% against it.
- ▶ As a resident of Glenbrook Close I have to turn right onto Lower Portrush Road and right into River Road in order to access dog parks, the vet, the bakery, the cafe, hairdresser, friends ... all of which form "my community". If I can not use River Road I will have a lengthy detour turning right onto Lower Portrush, right onto



Payneham Road, right onto Sydenham and Right again onto Seventh Avenue to the dog park. Effectively cut off from the majority of my suburb.

- ▶ Road closures will impact significantly on neighbouring streets and suburbs in St Peters. Speed management is the priority, across the entire precinct. Traffic calming options including landscaping and associated lighting will be expensive to maintain and I don't have confidence in the council to be able to maintain the amenity of these devices.

I also feel that the budget estimates are significantly under estimated and this means the full suite of treatments are unlikely to be delivered in a timely and coordinated way to achieve the optimum outcome.

- ▶ These roads are important access roads for us locals. Closing these roads would not only make us go much further out of our way to access Lower Portrush Rd amenities like the market, gym and anytime we need to head north towards NE Rd or Harris Rd for example which we do frequently.
- ▶ Furthermore, closing off these routes will create an absolute bottleneck at the Battams Rd/ Payneham Rd intersection all day, every day. Bad idea!
- ▶ I don't believe that there is a rat running issue just more people living in the area, particularly as a result of the development of high density living along River St. The closure of these streets will significantly inconvenience the local

residents.

- ▶ We live on Tenth Avenue - and regularly use Lower Portrush Road to go north and return. It would be very inconvenient and unsafe to have to negotiate the Portrush/Payneham intersection. It is difficult at times to turn left from Battams onto Payneham road - and then a further left into Lower Portrush. Much worse would be having to turn right into Battams from Payneham Road when returning. This turn is always hazardous. I suspect the right turn queue into Battams would block the main intersection.
- ▶ This is ridiculous proposal which would cause major inconvenience to those who use River St. and Beasley St. to access Lwr. Portrush Rd.
- ▶ It would make it too difficult for locals to get to where we need to go. We would need to negotiate busy intersections, including making two right turns just to get home from the northern suburbs. As a resident of Battams Road, I am also concerned that it would increase the traffic on our street, which is already busy as locals and others would have fewer options to leave or enter the area.
- ▶ Inconveniences local residents - will force them to use Stephen Tce or Payneham Rd.
- ▶ This could result in a marked increase in vehicles using Battams Rd.
- ▶ Shutting off River St and Beasley St will inconvenience most residents in order to address a few "rat runners". Closing off all entries to the area via Lower Portrush Road will also increase congestion on Payneham Road (which is very congested during peak hours) - adding on

several more minutes to detour just to get home. Not to mention it is a nightmare turning right from Payneham Rd into the area.

- ▶ The reason there is more traffic along River St is because of the townhouse developments and apartments off it - lots of people simply live in this area (including myself), and they all need to get home, and prefer to do so via the most convenient route - which is via River St.
- ▶ Living just behind River St, we rarely hear any speeding cars, so the number of speeding "rat runners" is probably minimal. "
- ▶ Closing these two roads will just shift the problem elsewhere. For the residents in the local area the option of accessing Lower Portrush Rd to travel north is made unnecessarily difficult and adds to traffic volumes in the eastern portion of the area of concern. For residents trying to access the local area when driving from the north, navigating access from Payneham Rd is limited and dangerous and only adds to the traffic volumes in Battams Road and Lambert Ave, which is counterproductive.
- ▶ I use River Street to drive to the dog park in Seventh Avenue (from Glenbrook Close) If I could not access Beasley or River Street I would have to go up to the busy lights at Payneham Rd/Portrush Rd and turn right. After that its quite difficult to turn right again to get back to the dog park. Its too busy at peak hour.
- ▶ The 'rat running' issues experienced in River Street and Beasley Street appear to be the product of limited capacity at the intersection of Payneham Road and Portrush Road/

Lower Portrush Road, as well as limited access between the arterial network and Royston Park (with these 2 streets providing the only access to Lower Portrush Road). Simply closing these roads will divert a significant volume of local traffic and rat runners to the intersection of Battams Road and Payneham Road, which already experiences queueing throughout the day that obstructs the right hand southbound lane in Payneham Road and in my view it's not long until DIT will consider extending a median in Payneham Road across this intersection to remove all right turns to limit the impacts on arterial traffic flow. My view is that the local traffic demand through River Street and Beasley Street has to be acknowledged and access maintained, with the installation of devices that bring traffic speeds and volumes to safe levels (i.e. road humps). Given the significant traffic demand through these streets (and lack of convenient alternative routes), humps may only reduce traffic volumes by 10-20%, however typical speeds will reduce significantly (50+km/h to 40km/h). In my view this is a reasonable response to the traffic issues currently experienced in this area. The access impacts associated with road closures are too great and will create new issues which the Council will have to respond to (i.e. in Broad Street, Battams Road and Salisbury Avenue).

- ▶ I live on Beasley St and would not be able to get to Portrush Rd unless I drove back to Lambert and then the traffic on Payneham in both early morning and later afternoons is bad, so it would increase my travel time. Also it is difficult for people to visit me if they have to take a long

route. I STRONGLY OPPOSE this.

- ▶ Full closure will lead to significant delays and congestion will occur at Payneham and Stephen Terrace for drivers trying to access the suburb. I predict it will cause traffic to bank up those busy streets. Those streets are very busy at peak hour as it is and it very tricky to cross. River and Beasley is a much used entry/ exit point.
- ▶ Totally un-necessary. An over the top knee jerk reaction.
- ▶ "I use the River Street entrance/exit daily. It would significantly impact my ability to conduct daily activities such as grocery shopping or taking my children to school."

Have you considered closing off the right turn from Lower Portrush Road into River Street? In the morning, this is the how the 'rat runners' get into the neighborhood. This option would be way more palatable for me than fully closely off the street."

- ▶ I strongly oppose road closures on these streets. I believe them to be a very retrograde step and will be a great inconvenience to local residents in reducing access to and from our homes. The money spent on this would be a big waste of council resources and a source of frustration to many residents.
- ▶ This is totally inappropriate. I live in Ninth Ave and it's totally impractical and dangerous to go up to the Payneham Road Marden lights to get onto Battams Road. The council saw fit to supposedly ensure Ninth Ave was a bicycle route which has increased the risk for cyclists rather

than improve it now they are proposing to stop our access from lower Portrush Road. Perhaps consideration could be given to ensure more residents park in their own properties rather than on roadways (especially in River Street) and the River end of Battams Road and this would reduce risk to all users of the road.

- ▶ Terrible idea. Residence who live in the area would be impacted by having to go out to main roads (Payneham) to go north. This would significantly increase congestion around Portrush road/payhnm road intersection and then require billion dollar road/intersection upgrades.
- ▶ As a resident of River St I recognise that there are higher than normal traffic volumes in the morning and afternoons as people commute to work/school and back again. Given our location alongside the River, this is to be expected as there are limited points at which to cross the bridges heading north. The issue is not rat running, it is the poor traffic flows on the main roads surrounding the local areas. Stephen Terrace and Portrush Road are notoriously slow and busy at peak times, thus it makes sense that people will travel parallel to the River to find the best option out of the area while they try to avoid chronic congestion on the arterial roads. To close River and Beasley Streets would be a gravely short-sighted decision. All that would result is worsened bottle necks in surroundings streets as residents attempt to access the congested arterials. It would also severely impact local residents' easy access to their homes given the corner would essentially



become a west/south access only dead corner of the suburb. I strongly oppose my street and north/east access being closed permanently to avoid some validly expected traffic for an hour or so each morning and afternoon because it would mean that 24/7, local residents would have to travel an inconvenient detour to get out of our suburb. It's entirely nonsensical. Why would I want to travel in the opposite direction for kilometres when my street currently gives me excellent access to the north and east (where I predominantly go)?

- ▶ We understand that this is the main access point for the "rat running" through the neighborhood. However, this is a big access point for the community unto Portrush. What about making the intersection of River and Broad one-way towards Portrush? That would at least alleviate some of the rat running in the morning.
- ▶ I live on River st and would find it very inconvenient getting to work if I couldn't turn left onto Lower Portrush Road. I'm all for slowing people down but that is a main access road for the whole suburb for people coming from that part of town.
- ▶ Prefer slow points on both streets as I use them frequently.
- ▶ As a resident of River st it would be very inconvenient to close it off to lower Portrush Road. My husband goes to work that way so it would add a lot of time if he had to drive up to Payneham Road then go back down.
- ▶ "A poor option as this will heavily impact local

traffic greatly increase traffic movement on Broad Street. Has anyone considered half road closures that these two points, one inverted and the other opposite way, i.e. One-way Enter Lower Portrush into River Street and Exit Beasley onto Lower Portrush?

- ▶ I would be extremely disappointed if the council closed River and Beasley streets. I do not think the local residents should be disadvantaged due to others "rat running" through our area/streets. Local residents should be able to easily access their own homes.
- ▶ I think this measure is extreme and should not be considered at all.
- ▶ I am not supportive of closing River or Beasley Streets to prevent some people "rat running" through our suburb at all. Local residents should be able to access their homes easily and freely. This would be a major disadvantage to local residents.
- ▶ Only going to increase traffic on Battams and Lambert.
- ▶ Cutting this way into your house/address is detrimental to residents.
- ▶ This is a major inconvenience to residents. Full road closure and having to use Payneham Road at the busiest times of the day (mornings and evenings) will only cause more traffic congestion and delays. Surely as residents we have a reasonable expectation that we can utilise the most direct route to access Portrush Road.
- ▶ This is a terrible option and will inconvenience

all residents of this area. This will limit access to our properties, add travel time, slow down emergency services travel times to the area, increase traffic on both Stephens Terrace and Payneham Road that already can't cope with current traffic levels.

- ▶ Closing Beasley Street will mean extra time added to my journeys and inconvenience for me as I use this access a lot. To go shopping at Marden shopping centre, Walkerville (for Cricket games and training), to head to Regency road - for trips on the Northern Expressway. I assume by closing these roads you will then make residents travel the opposite direction toward Payneham road (which is already congested) and then we would need to turn right. This will add to the number of vehicles that try to get onto this road as it is - meaning, even more, delay to my travel. I would not be happy with this outcome at all.
- ▶ This will add 2 km to my trip twice a day.
- ▶ This would be most inconvenient for folk in our area - Tenth Avenue.
- ▶ Creates indirect routes and increases travel times for residents.
- ▶ As a resident of the area, I would be significantly inconvenienced by road closures stopping me getting to and from my home. closing the roads is absolutely not a viable option.
- ▶ This will only cause more traffic in other areas and bottlenecks on other roads.
- ▶ Speed restrictions would work far better than unnecessary road closures.

- ▶ Totally unnecessary as speed restrictions would be more effective.
- ▶ This option completely closes off all access for local residents to their homes and easy access to main roads etc. It is not at all satisfactory! A modified option that would be viable for residents would be that you could not turn right from River Street onto lower Portrush Road, this would reduce the problems getting out at peak times.
- ▶ Inconvenient for residents who work out of the CBD. inconvenient for those who work or take kids to school in this area. Hard to police bus only entry to Beasley Street. really needed if there is a major incident at Payneham Road Portrush Road intersection.
- ▶ I live off River Street, so would find this very inconvenient. It would add to my commute and would find the lack of access frustrating.
- ▶ Full closure will negatively affect businesses.
- ▶ Significantly impacts local residents and prevents access to a main road to access northern suburbs.
- ▶ This would create a significant issue for increased road traffic and congestion at Battams Road and Broad Street entry points. As we live in Pollock Avenue this would also create considerable increased traffic flow onto our street.  
I believe that prior to any measures being implemented that a further meeting of the residents of this area is held, considering the amount of funds that will be appropriated to this venture we need to make sure that the decisions being made will actually improve the current issue and not exacerbate the problems.
- ▶ This is a radical change - you should use traffic management, such as speed limits and speed humps to manage this. It is not fair on local residents who use these exits and all you are doing is forcing bottlenecks elsewhere. Closing these two streets is not the solution. You could make it that you cannot turn right into either of these streets from Lower Portrush Rd to reduce traffic and as well as the first suggestion of speed humps and reduction in speed limits. Do not close these streets in totality.
- ▶ If these roads are closed it means that we the residents are returning to issues going back 52 years. There was no access over the River from lower Portrush Road as it was a dirt road. We had to drive via OG road or Stephens Terrace to cross the River. to me this is going backwards and will make the main roads busier as if they aren't busy enough now. Locals will need to drive via Payneham Road in peak traffic to turn from Lower Portrush Road to access our own streets. If Salisbury Avenue road is also closed it will require us to drive to Lambert Road to access our streets. A huge waste of our time. Trying to right turn from 6th Avenue to Stephens Terrace is a nightmare now and closing these roads will make it even worse. Maybe traffic lights should be installed at this intersection.
- ▶ Ridiculous to make residents in River Street and Royston Pk/Marden drive 2.3 kilometres to get to the other side of the closed road. Many residents of Royston Pk and Marden would be driving this extra two Kilometres whenever they leave the suburb to head north east. Repeat - absolutely ridiculous.
- ▶ Significantly reduces access to businesses.
- ▶ Not supported. Marden residents rely heavily on Lower Portrush Rd to get in and out of the suburb. I prefer speed bumps be used to slow down speed thus reduce rat running.
- ▶ This is a drastic measure which should not be adopted. To be able to access my father's home from Portrush Road, we would have to turn onto Payneham Road, then try and turn right into Battams Road, leading to a bottle neck at that intersection which is already congested and unsafe. Further to get back out onto Portrush Road, we would be ok with trying to go North by using Broad Street, but we would have to go several streets back to have any chance of being able to turn right to head south on Portrush Road. The issues of rat running can be alleviated with the installation of traffic calming devices. Annoying for rat runners, but local residents and their visitors are not cut off from accessing their homes from a major arterial road.
- ▶ Appears that it is a small number of residents have been consulted on this. It all comes back to what a minority of "newest residents" who occupy the multistorey development on the old housing trust land, want!!! It will surely turn into an even bigger parking lot than what already exists. Also if this goes ahead how will emergency vehicles access this area?
- ▶ There is no reason to stop people using these roads to access or cross our suburbs. That is what streets are for. They are not here only



for those who live on them. We have existing laws that provide appropriate speed limits. If speeding is an issue existing measures such as speed cameras can and should be used to modify driver behaviour without depriving everyone of access to their homes and surrounding services. This area is subject to a lot of new building and infill which means local traffic will only increase. Traffic flow issues will result from measure A. It is not necessary or desirable for the majority of residents.

- ▶ Not supportive at all!  
This is a frightening suggestion!!  
This would deprive residents in the area of easy access to and from the River crossing on Portrush Road.
- ▶ The closure of River & Beasley Streets would penalise greatly local residents. We are entitled to access Lower Portrush Road to give us direct & easy access to local shopping & the northern & western suburbs. This proposed closure would be a major issue for local residents, particularly older citizens who would be forced to travel to Payneham Road every time they needed to go shopping at Marden Shopping Centre. A shocking proposal !!!!!!!
- ▶ Cannot understand this option at all. I live in Willow Bend and use both River Street and Beasley Street on a daily basis. I also use this option when catching the bus to go to Obahn stations. Closing both River Street and Beasley street would force me to make right hand turns on Payneham Road and Stephen's Terrace depending on where I am going. Both of these options are difficult due to the amount of traffic

and no stop lights.

- ▶ In closing of River Street and Beasley Streets I see potential for added confusion and congestion at Portrush Rd and Payneham Road intersection. This might not effect residents in the Royston Park area but would certainly do so for other road users. I foresee a further more intense issue. It is bad enough at this intersection presently which for me personally causes me to 'rat run' in the side streets at times. With further congestion particularly when there is no R] turn arrow at certain [peak] times and frequent irregular sequencing of rt turn arrow onto Payneham Rd, I see potential for further more intense issues.
- ▶ The closures are a massive inconvenience for my family who use both Beasley and River st on a daily basis.  
It is not necessary to block both roads which disadvantages us locals. We are not impacted by rat runners at all and do not see why this proposal was suggested at all. Please no closures.
- ▶ Payneham Rd is already a very busy road, this will increase traffic expediently.
- ▶ Closing both of these roads will just cause more traffic along Stephens and payenham road which is already busy enough as it is.
- ▶ Live in Willow Bend, worse spot hey, surrounded by these 2 streets. Only moved in 6 months ago. What a disappointment. Thinking that it will be easy to go up to Payneham Road, think again, all this will do is create massive congestion in an already awful corner with Portrush Road. I go

through this intersection every day from work so I know what I am talking about. The other option is to if heading north go back down to Stephens terrace, inexactly wrong direction creating havoc there. Ever tried going right from 7th Avenue, lots of crashes on it way. All this plan seems to be setting is to imprison us in a little cocoon. I am interested to know who's bright idea this is such a crazy thought.

- ▶ I would like to see the option of I entry and I exit to and from Lower Portrush Road rather than both Beasley and River being accessible both ways. So for example, motorists wishing to turn from Lower Portrush rd onto River st only and not the other way. Similarly, Beasley used only as an exit from Beasley onto Lower Portrush rd and not vice versa. So you can only enter from Lower Portrush through Beasley - you cannot enter Lower Portrush via River - you need to go to Beasley only.
- ▶ This would probably cause undue stress on thoroughfare via Battams Rd and Broad St leading out onto Payneham Rd. "Rat running" as mentioned above, does not seem like a big issue in the area. Access to Woolworths and other Marden activities (e.g. sports centre) would be more complicated due to the closures proposed in 1A.
- ▶ This will only make it difficult for local residence. Too close both is unacceptable.
- ▶ No access to Broad St from Lower Portrush Rd.
- ▶ How do residents gain access to the north if these are closed off?
- ▶ Closing off access to Lower Portrush Road will

only send traffic down Broad St and increase the congestion at the Portrush Rd and Payneham Rd intersection, which is already congested. It will cause major issues with regards to access for residents in this area, for example we live in Broad St and use both River and Beasley Street to access Broad St, rather than having to navigate the traffic lights.

- ▶ It would create a lot more traffic on Broad Street. Emergency vehicles would have to make big detours to get onto or off Lower Portrush Road.
- ▶ I strongly disagree with this option. We live in Broad Street and use Beasley Street to turn into Lower Portrush Road every day, especially school days to take the kids to school. It would be a huge impediment to have to turn on to Payneham Road.
- ▶ I live on the corner of River St and Broad St. Too much traffic, rat running between 7am to 9am, and of course the same again between 4pm - 6pm, even later. Speed limit 50. Cars, trucks, worst still motor bikes fly down River st at ridiculous speeds. I'm sick of it. Never seen any policing by our law authorities. So many people, pedestrians, cyclists risk crossing River st from Broad st to access our beautiful Torrens Linear Park. Vehicles fly around the corner of River st and Broad St. There's nothing stopping them, in others words speed prevention is needed. As a resident, please don't block off River St and Beasley St. I totally understand to prevent rat running in our residential streets, and to obviously direct traffic to major roads, such as Payneham Rd. As a Resident, please dont block

River St and Beasley St. The access is great if I have to head North. Let's look at other options, such as speed prevention, 40 kms, speed bumps, signage, islands left or right sides of the road, full off attractive vegetation, sharing a road both directions but a one way obviously raised section of road, such as chicanes..

- ▶ The closure of both roads would cause more traffic trying to turn from lower Portrush Road and then a build up on Payneham Road to turn down bantams road especially in the peak hours. I would prefer to see River Street closed and Beasley Street left open for buses and local traffic only.
- ▶ If both River Street and Beasley Street are closed off to Lower Portrush Road it will make life very difficult for the residents who live in Marden and Royston Park. Many residents use these streets to enter Lower Portrush Road to drive to work, school and the local shopping centre at Marden. By closing off these streets, it will now add a lot of extra travel time having to drive on to Payneham Road to get to and from home on a daily basis. This means extra time being caught in traffic in peak times and waiting at additional traffic lights. There is also the additional cost in petrol to add to that as well. I have lived in this area for nearly 20 years and this proposal would be the worst by far. Families are already stressed with the rising costs of living, work/school commitments and covid management. If this proposal was to go ahead, then this would be an unnecessary stress to add to all of that.
- ▶ Provides extreme difficulty for older residents in

Marden to access the Marden shopping centre and other services on Portrush Road without creating traffic hazards when trying to enter Payneham road from either Broad or Battams Roads. Will also create a huge amount of traffic at the intersection of Payneham & Portrush roads during peak hour. A possible solution would be to prevent right hand turns at those streets at peak hours of the week days.

- ▶ Completely inconsiderate for residents attempting to leave and access their own properties.
- ▶ We use these streets to leave and enter from our home. To use the Payneham Road/Lower Portrush Road would add time and congestion.
- ▶ Great inconvenience to local residences.
- ▶ A big step backwards for people in Willow Bend where I live.
- ▶ Sending traffic to Payneham road will just make even more issues for the Payneham/Portrush Road intersection, which is terrible. That is where money should be spend. I have been living in the area for 8 years and the only increase in traffic is due to the new residence in River St project. It is not an issue at all.
- ▶ The closure of River Street and Beasley Street would be a major imposition to us. To divert to Stephens Tce is ridiculous as traffic is already very congested there and it would make it worse. It would add time to our journey to do any sort of detour. We strongly object to this proposal!



- ▶ This would have a major negative impact on my travel times and would be a massive inconvenience.  
Traffic diverted to Stephens Tce or Payneham Rd would just add to the already congested roads.
- ▶ This would have a major negative impact on my travel times and would be a massive inconvenience.  
Traffic diverted to Stephens Tce or Payneham Rd would just add to the already congested roads.
- ▶ It would make it hard for me to get to and from work.
- ▶ Closing the street will add more traffic problems else where.
- ▶ Will be very inconvenient for residents who use these roads.
- ▶ Closing these streets will inconvenience all residents in these areas - increase traffic to Stephen Terrace and Payneham Road, restrict emergency services access. Very bad idea.
- ▶ Inconvenience to local residents far too great. I live on Sixth Avenue and the traffic is no worse now in the mornings and evenings than 40 years ago when I first moved into the area. This is because there is no real advantage because when you get to Stephens Terrace it is blocked with traffic both ways particularly heading towards to Payneham Road. As a resident I would be further disadvantaged by not having the option of going via River Street to Portrush Road to leave the area. If police surveillance at Beasley Street would be needed why not have more speed cameras in the streets where speeding is an identified issue now.
- ▶ As a resident of Sixth Ave I have not found rat running' an issue. I am not supportive of these road closures. The road clearly has more traffic in peak hours but there are also more buses running at these times. This is something that has become 'the norm' for most residential areas close to the city. I would however be distressed if the exit roads from the area became closed. I am a regular user of River and Beasley St and not only would my travel time to Lower Portrush Rd be increased it would also make it more difficult for me to visit the local shopping precinct. The closure of these streets will also increase the traffic along Battams Rd and other avenues as the volume of cars in the area has increased due to the housing development in River St. I am sure the new residents of River St would be upset and greatly inconvenienced with these proposed road closures.
- ▶ I live on Grivell Road, Marden. We are not affected by the rat running except when trying to exit onto Lower Portrush Road when turning south. That is only a moderate and occasional inconvenience which is overcome by safe driving practices.
- ▶ The proposal 1A will result in inconvenience every time we wish to travel either north or south onto Lower Portrush Road. We will be forced to exit and enter via Broad Street. This introduces more inconvenience and danger several times a week."
- ▶ Having no access from Lower Portrush Rd would be horrendous. Waiting for lights at Payneham and Portrush Rd to turn right especially at Peak hour would make getting home so much longer and out of the way.
- ▶ This will cause increase traffic and speeding along Broad St as men are speeding down with their luxury cars and large Hilux's to get to Stevens Tce...this closure will not resolve current parking issues it will increase. As more townhouses are being built and there are minimal carspaces for guests/visitors they are parking along Broad St., making it hard to see driving out house driveways... The closures will also encourage more rubbish being thrown on households frontages which I'm already constantly cleaning up on a wkly basis. I currently avoid crossing Stevens Tce and Payneham Rd due to high traffic and speeding. If this proceeds i will look at alternatives, will avoid and refuse to visit Walkerville as the plan forces me to take double distance.
- ▶ When combined with Richmond st restriction, there would be essentially no natural way to go north from St Peters, Joslin, Royston Park and West Marden, except Stephen's Tce. The suburbs east of Stephens would need to try and turn right, which is near impossible. It would also create a choke point with people trying to turn right onto Battams from Payneham, blocking a lane of a major road. Trying to take my kids to Vale Park PS from Beasley St would take very probably an extra 10min each way, twice per day. Terrible idea for a problem that doesn't really exist to the extent some people believe.
- ▶ Flow non effects to the turn right form Lower

Portrush onto Payneham into the city would be immense. Also cause a huge impact to access the area from the north of these zones.

- ▶ I will not be able to access my daughter's schools at Vale Park easily. My trip will be extended in time and difficulty by going through a bad intersection (corner Payneham Rd and Portrush Rd). I would have to go out and back in via Battams Rd thus increasing their traffic.
- ▶ I live on Buik Crescent and this would cause me significant delays. I would have to use the Portrush Rd x Payneham Rd intersection to make a right hand turn onto Payneham Rd instead. This is a time consuming option. I'm supportive of slowing down cars in the neighbourhood, but not at the expense of access for residents.
- ▶ I'm appreciate the concept in theory but I'm afraid I refuse to support it. I live in Willow Bend and this is not plausible AT ALL. The main access to my home is via River Street and Beasley Street. I only recently purchased my house and would not have purchased it if I knew this was going to happen. So, I will 100% be one of those people illegally turning into the bus lane to my house - unless you can provide residents of Willow Bend with permits, under which circumstances I would support this measure :)

This money should be spent installing traffic lights at the Sixth Avenue intersection, as it is currently not physically possible to use that intersection without having a car accident - try turning onto the southern entry on Sixth avenue (when heading east) if someone is also

trying to turn into the northern entry of Sixth avenue when heading West - it is not possible, the turning lanes on the roads do not meet the streets!! I've lost count of the number of accidents I have avoided (thankfully by being familiar with the problem). And if River and Beasley close, everyone will need to use Sixth Avenue to get home.

I prefer to be the honest resident rather than the critical one, but I am so upset by this road closure proposal if that applies to residents immediately affected by or in the immediate vicinity of these streets. It will only increase traffic on the remaining open streets. This is just such a bad idea.

Thank you!

- ▶ Sorry I do not think the residents should be disadvantage because of others rat running through the suburb.
- ▶ I do not support any of your suggestions to close off those roads.

I have lived in Royston Park for 64 years and to close River Street or Beasley Street would ""SEVERELY"" impact Royston Park, Marden West and Joslin residents along with emergency services and all nature of deliveries. "

- ▶ We live in Seventh Avenue Joslin and regularly travel from Seventh Avenue/River Street to turn left onto Ascot Avenue. This would certainly be inconvenient for myself and many others. I very rarely seen much traffic or speeding motorists. You tend to travel slowing on River St as there

are so many cars parked on the street due to the building development and size of yards. Many years ago all the traffic from the Highways Department Car Park on this side of the River would travel either left to Stephens Terrace or Right to Ascot Avenue via River Street. There was never a problem then either.

- ▶ This option would stop rat running, but would be inconvenient for residents.
- ▶ Not needed.
- ▶ Access to Lower Portrush Road allows residents to avoid the right hand turn into Portrush Road off Payneham. Closing River Street and Beasley Streets removes that option.
- ▶ I moved into the Marden River St precinct last year and I'm so upset by the proposal to block Beasley and River St access from Lower Portrush Rd. It fundamentally changes access to my neighbourhood and I'm not sure I would have moved to the area if I'd known that would change.
- ▶ We live in Seventh Ave and have not experienced any problems, so closing roads is a major disadvantage to us accessing Portrush Road. This is a waste of money.
- ▶ This option would be a huge inconvenience to local residents not being able to access or exit the area to Lower Portrush Rd. Also, all local residents who want to access Lower Portrush Rd will head towards the Portrush-Payneham Roads intersection and there will be a huge increase of traffic on Battams Rd and Broad St trying to enter Payneham Rd. This will increase traffic on Pollock Ave.



- By closing the access to River street and Beasley street this will be a huge inconvenience for local residents. Residents living on or near River and Beasley streets will have a much longer route to drive every day.

Also this option will create all local traffic wanting access lower Portrush Rd/ Payneham Rd to head to Broad street and Battams Road to exit the area.

This will also increase the amount of traffic on Pollock Avenue which is short street that is easy to cut through.
- The closure of the streets indicated on the recently distributed flyer would not benefit local residents. I live on Grivell Road and have done so for a number of years (20+) and do not agree with the proposed full road closures.
- Strongly against this option. As a local resident this would be very inconvenient getting to & from Lower Portrush Road, Marden shops, travelling north etc. Also would add a lot of extra south bound traffic turning right from Payneham Rd into Battams Rd, which is already a poor & unsafe intersection with increased traffic north (& south) bound along Payneham Rd particularly from 3pm. Access for rubbish trucks, construction vehicles/trucks etc?
- Would prevent quick and easy access to residents through River Street.
- Closure of these roads would prove extremely inconvenient and would cause issues on Payneham road (just past the main intersection) with residents turning right into Battams Rd. We could expect an increase in accidents at

this location with drivers in the right lane on Payneham Rd (crossing over Portrush Rd) not being well prepared to stop for the build up of turning vehicles as they try to “catch the lights” to avoid delays in their commute. Closure of these roads would also add significant duration to peak hour commuters, causing unnecessary frustration.

- This is a band aid solution and doesn't address the actual problem of poor traffic flow on arterial corridors and limited opportunities to turn right at busy intersections during peak periods. Suggest that the council work with other councils in the area to address and improve the overall traffic flow in arterial corridors such as Payneham Rd and Lower Portrush Rd, rather than apply a poor fix that simply moves the problem elsewhere and also limits residents access / egress.

Due to the ever increasing volume of cars on the road and various councils' desire to eliminate right turns at busy intersections, rat running has become essential to transit between areas in a timely fashion. Blocking access to River and Beasley St would further increase traffic on Walkerville Tce in addition to placing more pressure on Stephen's Tce. Payneham Rd traffic flow would also be affected as more vehicles would be required to access Battam's Rd by turning right from Lower Portrush onto Payneham Rd and then turning right from Payneham rd onto Battams Rd. Given the current rd configuration, lengthy vehicle cues would block the southbound right lane of Payneham rd whilst waiting to turn right and in

turn cause traffic flow issues at the Payneham Rd and Portrush Rd intersection.

- This is the most ludicrous proposal I've ever read. Both my husband and I use the River Road exit onto lower Portrush multiple times a day. Battams road exit a couple of times a week.
- Regarding rat running, we live in St Peters and access the north east suburbs by exiting St Peters via Portrush Road. I am not supportive of any blocking of roads leading to Portrush Road. Being required to go via Payneham Road to access the north east suburbs adds travel time and it is not easy to get onto Payneham Road with buses and slow moving traffic.
- I feel that exiting our suburb is already very difficult due to heavy traffic on Stephens Terrace (particularly trying to turn right onto Stephens Terrace, to go up to North East Road.”
- Want to able to exit St Peters area.
- As a royston park resident, I utilise River Street all the time and it would be a large inconvenience to have it closed off.
- I do not support this option at all. It would be totally unfair to the local residents. It is an e logical solution the problem. By that i mean “the cure would be far worse than the symptom.”
- Strongly oppose! Will greatly inconvenience us local residents who need access to/from Lower Portrush Road.
- In my opinion, this would be detrimental to the residents of Marden and Royston Park, cutting off direct access to the Lower Portrush Rd. Traffic wishing to go to Walkerville would have

to go up to Payneham Rd, turn left and travel all the way down Lower Portrush Rd to enter Ascot Ave. On the return trip to Marden, cars will be blocking one lane in order to do a right-hand turn into Battams Rd. Traffic at the Payneham, Portrush intersection is busy enough at peak hours, without having one lane blocked up with cars needing to turn right.

- ▶ As a local resident, I can see this will cause significant inconvenience when needing to travel to Lower Portrush Road.
- ▶ I live on Beasley st and It would be an inconvenience to not be able to access Lower Portrush Rd. It would also mean this traffic would be directed to an already busy Payneham Road.
- ▶ Emergency services would have a lot of trouble getting to the houses there. The road closure would cause traffic build up on Payneham Road.
- ▶ The con of denying access to local residents is significant.
- ▶ I would recommend closing access to Broad Street from Pollock Avenue and Dix Avenue.
- ▶ This will increase commute for residents in western Royston Park up to 2kms each time to use Stephen Terrace or Payneham road for exits. This would be a big hassle and will put more pressure on already heavy trafficked Payneham and Stephen Terrace.
- ▶ Absolutely rubbish idea to do this. Makes it nearly impossible to get to/from Marden shops.
- ▶ Seriously, this option is an absolute joke. If those streets are closed you are denying Royston

Park and Marden residents sensible and easy access to Lower Portrush Rd which allows access to northern, eastern and north eastern destinations. If these streets were closed we would be forced to use Payneham Rd and Stephens Tce. Both of these roads are diabolical in peak hour times.

- ▶ I live of River Street Marden and turn into River Street then left onto Ascot Avenue every working day in the morning and again coming home from work. I also use the same River Street and Ascot Avenue too visit my children and them visiting me.
- ▶ As a long-standing resident of the area I don't perceive the problems raised as a serious issue. I am however concerned that the study area is becoming increasingly land-locked. Closure of River Street will only exacerbate this problem. “
- ▶ There is no option for traffic to enter/leave the suburbs from Lower Portrush. The only option would be for residents who live in the area:
  - to go all the way up and turn right and then turn down Battams Road. Battams Road is already a busy road as indicated in the consult pack. This option will only add more traffic to an already busy road.
  - Use the 'Resident Only' access way behind Barnicle Bill's and the Medical Centre. Although it is not supposed to be used, there is no doubt this will be the only pragmatic option for residents entering from Lower Portrush.
 We do not support option 1A for these reasons.
- ▶ One way both roads.
- ▶ Full road closures will increase pressure on

main roads, particularly Payneham Rd and Walkerville Tce which already cannot handle existing traffic pressure.

- ▶ Local residents are more greatly affected than the benefit achieved of reduced Rat Running. Most local residents won't want their streets closed to achieve this, but would prefer more mild traffic mitigation measures such as traffic calming or potentially one way streets and Median Islands.

Full road closure can badly affect access for Emergency Services (Ambulance, Fire, Police) to those roads. When streets are fully closed this is not generally apparent on GPS systems commonly used by emergency services to identify addresses, which can have significant adverse affects in delaying services attending incidents, even if only by minutes.. There have been examples in other LGA's where Council has been found legally liable for delay of emergency services due to installed road closes where patients have died from house fire & medical episodes due to delayed fire & ambulance response, and subsequent successful court action taken by affected residents. Please be very mindful of this.

In addition to proposals being considered for listed streets in the management plan we would like to strongly suggest further traffic calming measures are put in place on the corner of Ninth Avenue & Battams Rd. which is still a very dangerous corner for passing traffic, pedestrians & bikes crossing to/from the Linear Park entrance. We live right on the corner and



have witnessed countless 'near misses' between cars, pedestrians, bikes, dogs etc. particularly young children.. There will no doubt be a serious incident on this corner one day and unless something is done to slow or reduce traffic flow around this corner. Please consider this highly.

Also stormwater drainage is particularly poor on the Eastern side of Battams Rd. immediately adjacent Linear Park entrance on corner of Ninth Ave. After heavy rain water cannot get away effectively to the stormwater drain in the northern carpark due to insufficient Kerbing camber further back up Battams Rd. Pooling water often causes pedestrian falls (people trying to avoid pooled water across the entrance to the park) usually the elderly or young children. Please consider an improvement in this area at the next opportunity, whether in conjunction with current traffic plans or separately.

- ▶ As a resident of Marden Connect, my view is that traffic speeds are the major concern along River Street. While the traffic volumes are not ideal, they are typically only during peak periods. The road closures would cause significant disruption to local residents at all times while creating issues at other intersections. The closures would promote right hand turning from Payneham onto Battams, which is already a major distributor for city-bound traffic along Payneham. Traffic calming devices along River Street and Beasley Street, including raised thresholds and narrowing would be more preferable. These options also provide the opportunity for additional street greening and WSUD initiatives.

- ▶ "This would cause even more congestion at the main intersection at Payneham road- which, let's be honest, is the cause of this entire problem! Peak hour is a disaster. I believe this suggestion will worsen traffic flow.

#### INBOUND

To restrict North access into Beasley will increase inbound city traffic congestion up at the already terrible Marden shops/Payneham Rd corner. It will demand a sequence change at the right turn at lights (onto Payneham): there is inadequate length in the existing Turn Right lane so this will impact Portrush Road traffic flow. Plus to force north entering Beasley traffic into Portrush Road/ Payneham road will add to the already heavy impact on traffic flow that the right turn into Battams creates for inbound drivers.

#### OUTBOUND

I live on Battams Road and ""Rat Running"" is often a 6-8 min time saver. One feels like an idiot sitting in heavy traffic to await Battams as i approach the Payneham /Portrush corner coming out of the city. Once traffic thickens up, I turn left down in to the nearest parallel street and quietly make my way to my home. Peak hour drivers who don't have that option appreciate those of us with the option just getting out of the way. The congestion at this corner is absolutely the cause of your rat running. The idea of forcing more 'turn left' traffic from Payneham into Portrush is insane unless you can improve the length of the Turn Left Only lane in the outbound approach; and

ideally also interior the visibility. Turning left off Payneham into Portrush is a terrible angle and very hard to see what's coming at pace over the intersection. Closing north ages to Beasley makes the passage so much more unsafe and throws additional traffic into the one, already nightmarish, intersection.

If you've not driven this in Peak hour in both directions then please don't comment!!!!"

- ▶ As a NPSP resident that travels North East regularly, including for regular work, this measure will cause significant inconvenience. I do not support this at all. According to Google maps The distance from my house to River St Intersection is 1.4km (2 mins). Going via Lambert and Payneham is 2.7km (5 mins). Twice a day for commute means extra 13km a week, extra 30 minutes. I can see no way in which an extra 30 minutes a week commute is worth a reduction in traffic.

Having read the Tonkin report from 2021 I am very concerned about the additional right turn time onto Payneham Road and also the queue length which I don't see being addressed at all by the proposals. Tonkin Report ""From our experience, the introduction of road closures is unlikely to be supported by the majority of the community.

- ▶ I do not want these both blocked AT ALL. I could cope with one but not both. I'm a resident who lives on Buik Cr and we use River St access frequently. This block will completely lock us into the area which is not ideal. By blocking

these roads we will have no other option but to use Broad St to get to Payneham Rd and this road is already too narrow and will not cope with the extra traffic. Our other option is to use Stephen's Terrace. If you want to get to the other side of the River (ie to Walkerville suburb shops and residents) it is already virtually impossible. Stephens Terrace is hard to turn right on especially during peak times. The traffic is often bumper to bumper from Sixth Avenue to Walkerville Terrace lights. Please do not block both roads.

- ▶ My preference would be to close River street as it is the rat runner street. However there would need to be improved exit and entry to Beasley Street. Some moderate road calming measures on the part of Beasley Street not used by the bus may deter the rat runners. The exit from Beasley street onto Lower Portrush would need two lanes to accommodate traffic turning right and left (which River street currently has). However in the evenings cars unable to turn right from Payneham road into lower Portrush road due to no filter light are rat running down Battams road. The filter lane needs to operate at all times to prevent this."
- ▶ Full closure of both roads will severely inconvenience the residents. All that is needed are speed humps or slow points. Full road closure is above and beyond what needs to be done, it is also an emergency services issue as it could add a few minutes travel time which could mean life or death.
- ▶ If you live in the area how do you get say to

Marden shopping centre. Getting into Payneham Road from Broad Street or Battams Road a complete nightmare.

Think it would cause more problems. If you live in the area say Grivell Road and want to get to Portrush road since how have to get on Payneham Road across lanes of congested traffic to try and turn right. Lived in area 60 odd years and think this is the most ridiculous plan. Pay my council rates want to be able to use my roads.

- ▶ Permanent disruption/inconvenience to local residences. Use other methods.
- ▶ Impossible for M & RP residents to access Portrush Road easily if needing to travel in a NE direction. Would congest other roads trying to get to Main NE Road.
- ▶ I believe this will hinder residents being able to access their own properties and result in them having to take longer alternative routes home.
- ▶ The full closure of either or both River and Beasley Streets would be an monumental act of stupidity. Each of these streets are important access points for residents and would be a massive inconvenience. The inconvenience would far out way the wished for benefits. The residents of Marden, Royston Park and Saint Peters would be barricaded in by the River Torrens and the OBahn and the proposed road closures. The only access would be via an inadequate Stephens Terrace and Payneham Road. This would be inadequate at the best of times and intolerable in emergency situations.

A partial restriction on River Street could help to resolve rat running. Removing the option to turn right onto Lower Portrush Road from River Street would be a start whilst maintaining entry from Lower Portrush Road.

At the intersection of River Street and Broad Street incoming traffic should be directed to turn left into Broad Street then onto Addison Avenue. This would share the traffic load and maintain access.

- ▶ I am absolutely not at all supportive of the road closures of River Street and Beasley Street. Why should the residents of our streets be majorly disadvantaged, impacted and inconvenienced simply because a few people use the streets to access Lower Portrush Road. By proposing this it actually stops we residents from leaving and entering our own streets and suburbs which is a ridiculous proposal that is highly unfair and makes no sense at all. I live right between these two street exits, on Grivell Road, and I have lived here for 28 years and I am very comfortable with how things are managed currently. Whilst living here I have always used both of these exits several times every day to access Lower Portrush Road and I do not want this to change. And also, I never use Payneham Road as an exit to anywhere I wish to go, as the access and traffic flow is terrible, so therefore I would be majorly affected by not being able to get out of and into my street and suburb. It would require me going a very long way out of my way and it would be very inconvenient and annoying as it



would add a significant amount of time to my commute, create a long wait simply to get on to Payneham Road and also require me to go backwards from where I am wishing to go if I needed to go all the way to Payneham Road to simply leave and enter my street and my suburb when I am wishing to travel in a northerly direction. This is a terrible idea and would be a major problem and a major inconvenience for me whenever I wish to leave or enter my property and my suburb.

Also it is already currently very difficult to enter Battams Road from Payneham Road when coming from a Northerly direction, which I occasionally need to do, and this is particularly bad at peak hour times and is a severe road block to traffic that is heading towards the city direction. This bad traffic issue would be increased enormously if this became the only way to enter our suburb.

I also believe this would have a major impact for Emergency Services to be able to access our streets if necessary, as it would only allow one access route and would add significant time in an emergency which could lead to fatal consequences.

These proposals are all very unnecessary and very expensive and would also make driving conditions much worse in Marden and Royston Park and it would create unnecessary road blocks.

- ▶ As a local resident this would make it a lot harder for us to get to our house from Lower Portrush Road, particularly at peak times.
- ▶ It will make it very difficult for me to access my

home.

- ▶ Strongly opposed to the proposed changes as it would cause unacceptable delay to Emergency services needing to access the local area.
- ▶ Greatly decrease the amenity for local residents wishing to travel to and from the north. Forcing more traffic onto Payneham Road, particularly in busy times of the day doesn't seem smart.
- ▶ These closures will increase our driving time and will increase congestion at the intersection of Payneham and Portrush Road. I work north of the city and use Beasley or River street to get home. It will take me longer to get home each night and it will be very inconvenient for us.
- ▶ I would find this to be a huge inconvenience as I live on Blanden Ave. and go on to Payneham Road on a regular bases.
- ▶ I would be totally against this option because it would be a major inconvenience to local residents wanting to travel north, requiring them to travel several kilometres extra distance via a very busy Payneham Road, particularly from midafternoon onwards when Payneham Road carries bumper to bumper traffic. I think this option would create a greater problem than it is trying to solve.
- ▶ As a resident of Beasley St I use Lower Portrush Rd a lot and this would affect my day to day life.
- ▶ River St closure would be effective as that corner is difficult to see traffic entering from Portrush Rd. but I'm not sure of the effect it would have on "rat running". Beasley St closure, would be very inconvenient

for local residents as this is an exit onto Portrush Road without going through a busy Payneham road. Accessing via Payneham Road would cause a much bigger traffic problem than the one you are trying to overcome. Seriously, the solution is not going to be overcome with this closure.

What a ridiculous idea closing both. Where do you think the traffic will go if you close both. Not thought out very well at all."

- ▶ It is vital for these roads to be left open for Emergency Vehicles - eg Ambulance, Fire Brigade, Police etc. Fast response time is imperative for many life saving situations and emergency vehicles need to be able to take the shortest route possible to attend the residents. To have to pass River Street and travel further up Portrush Rd to the already congested Payneham Rd intersection is ridiculous particularly as turning right into Broad St is fraught with time delays and will cause a back up of traffic back to the intersection. Trying to access Broad St from an Easterly direction is a nightmare. While waiting to turn into Broad St vehicles stuck behind you grow impatient and try to push into another lane and cause unsafe situations. Not all drivers obey the keep clear area and while some may stop in one lane others continue, particularly if they are speeding. This plan would be a severely unsafe option. When travelling from a North/West direction Harris Rd is not a suitable option as it would only shift the perceived problem to another area. The Marden area has a large number of elderly residents and many may have or be in need of Carer assistance. Finding the

location will become more difficult and these carers have limited time to care for the residents before having to move to their next client.

- ▶ Strongly opposed. Closures of River St and Beasley Streets will be extremely inconvenient for me and many residents in the northern/NW part of the Project Area - already bounded by the River Torrens, makes a long detour to get to/ From Lower Portrush Rd.
- ▶ Local residents inconvenienced.
- ▶ Our proximity to Lower Portrush Road means we constantly use this access. Full road closure would cause great inconvenience at Battams Road and Payneham Road corner. This is not an option for us. The benefits of preventing Rats not worth the overall loss of access to Lower Portrush Road.
- ▶ If this goes ahead it will add to traffic accidents, congestion and have a negative impact on this area. How do emergency vehicles like fire engines get into these streets? Why these two streets. There are more congested areas needing attention first eg Anne Street exit at Avenues Shopping Centre/Olive Street.
- ▶ Very inconvenient for locals!
- ▶ It will just drive traffic elsewhere and make things worse for us as residents trying to get out of the avenues onto arterial roads  
If you stop allowing blocks of land to be subdivided it will help with the worsening traffic problem.



## Comments for full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue

### Comments from respondents who were 'very supportive'

- ▶ I live in 2nd Ave and am directly impacted by cars racing down the street at busy times of the day.
- ▶ It would be very good I think there was a left only lane on Payneham road from at least Battams street to Portrush Road intersection, which help rat runners to pass the signal without long waiting.
- ▶ Most effective of all options as resident of First Avenue.
- ▶ Excellent idea as the speeds of the vehicles using First and Second Avenues are appalling and dangerous.
- ▶ No comment necessary.
- ▶ I'm sure residents in these streets also would support these measures.
- ▶ Cars race down Battams Road at peak hour.
- ▶ At least those that have been cutting through will learn that they will not be able to get out via these roads and hence the traffic will reduce in numbers over time coming through River and Beasley Streets.
- ▶ This option has very little impact on my day to day activities. Provided the residents on those streets were supportive, I am very supportive of this option.

- ▶ It's Battams Rd where traffic Peels off of Payneham Rd to avoid inbound congestion.
- ▶ This is a significant issue. The streets really needs to be closed off for this issue to be fixed. Trying to put median measures in or slowing the speeds would not stop people from rat running through first and second. They would still go through as commuters would still see this as a better alternative than sitting in traffic on Payneham road, for example. As an anecdotal observation, the median measures in Prospect appear to do very little to stop rat running, they just cause traffic to bank and that frustrates residents.
- ▶ I live on First Ave, Royston Park. We have traffic diverting down First Ave to escape Payneham Road. We have children that live on the street and we find this additional traffic dangerous.
- ▶ I'm sure this would a positive impact.
- ▶ First Ave suffers from late night traffic exiting from Payneham Tavern and avoiding RBTs on Payneham Rd. A very dangerous situation for residents walking, cycling and driving on the street at night, especially given the very poor provision of street lighting on First Ave. Dog walking for a solitary female any time after dark is unsafe.
- ▶ This option is not as effect as IA and will only divert traffic to adjacent streets. Road closures are the only option available to achieve the desired outcome, to reduce traffic flows along

Battams and adjacent streets. The flows of traffic along Battams Rd are currently excessively high and will not reduce, rather increase over time. Resident's are subject to excessive noise and unsafe conditions due the excessive traffic and associated speeds. The other options, while providing an aesthetic positive, will not provide the outcome sought by this initiative.

- ▶ Supportive of this option in conjunction with 2A-Planted median. This should decrease the traffic on Pollock Ave.
- ▶ I support this in conjunction with the planted median measures in Battams and Lambert Rd.
- ▶ This will help reduce the traffic on Pollock Avenue.
- ▶ As I live in First Ave, Royston park, I constantly hear vehicles speeding day and especially at night down the street. in the mornings vehicles use it as A short cut from busy or congested Payneham road in an attempt to escape the frustrating time spent waiting for it to clear. At night, at all hours and early morning it seems to be a speed track with vehicles attempting to break some sort of speed limit set previously. Many birds have been killed, wondering if these drivers have set their targets to do just that.
- ▶ Do not close River St.
- ▶ Whilst I'm pleased that Council is finally appearing to do something, I cannot help if that's

all you are doing. “‘Appearing’”. I have been door-knocking for a traffic petition and people are very angry about the degradation of our HERITAGE neighbourhood and Council’s inertia and, to date, lip service.

- ▶ It is borderline absurd that the study stops at Lambert Road. I am a Chartered Engineer and Project Manager and have engaged many consultants over the years. Traffic is like water. Please study and fix the whole area! How can you study less than half of the problem area? The traffic will flow to other neighbourhoods and not the arterials unless this is done right.
- ▶ We pay very high rates so being told you don’t have the budget is not well received.
- ▶ There should be consideration of closing more than River St., Beasley St. and Second Avenue.”
- ▶ I don’t often drive thru this area but if this deters rat runners I support it but only in conjunction with measure 1A.

#### Comments from respondents who were ‘somewhat supportive’

- ▶ Local residents should not be stopped.
- ▶ I am for the partial road closure for Salisbury Ave but not the partial road closures to First & Second Avenues.
- ▶ “Would it not be simpler to just have timed peak hour no right turns into Battams and Salisbury to stop the traffic from rat running?!? The issue that needs attention is more Payneham road traffic and flow.”
- ▶ I can see how this would be an effective measure

to reduce the traffic flow.

- ▶ It would not be as invasive as full road closures in River & Beasley Streets.
- ▶ This does not affect me much as I live between 5th and 6th Avenue on Battams Road. Happy to go with what the local residents prefer. It would not impact us too much, unless, again, the traffic increases on Battams Road, which is already busy.
- ▶ Would curb ratrunning to a certain degree - would compliment the additional traffic control measures implemented elsewhere.
- ▶ Diagonal closure sounds like a good plan.
- ▶ This measure would not force residents onto main roads, but it would be inconvenient for residents. It has the advantage of strongly discouraging rat runners. It would be important to still maintain pedestrian and bike access at closure points and also include deterrents on surrounding roads, so that drivers didn’t just move to 3rd, 4th, 5th and 6th Avenues.
- ▶ As noted in 3. Does this move the pressure to other streets (i.e. people will just cut through at Lambert or other streets).
- ▶ If this was done in conjunction with making Pollock avenue a no through road as well. A complete closure of the Pollock avenue / Broad Street end.
- ▶ By closing the entry from Payneham rd to Salisbury Ave it will certainly push them back to Battams rd. I would prefer to keep Salisbury Ave open but somehow restrict access to First Ave and Second Ave.

- ▶ My personal preference would be a full closure at the end of first avenue at Battams road intersection combined with diagonal closures on second avenue between Lambert and Battams roads. Blocking the intersection of Payneham road and Salisbury Ave. would keep traffic on Payneham road at both peak times and also see the traffic lights at Lambert road would be better utilised to enter the avenues.
- ▶ It’s up to the local residents. That is why I only somewhat support this. Road closures are virtually never a good idea.
- ▶ Can’t see the point without addressing also River St and Beasley St - vehicles will simply use Battams Rd or another alternative.
- ▶ Having had it explained to me I am glad I am not a resident. It’s a bit messy to find the way around.

#### Comments from respondents who were ‘neutral’

- ▶ If measure 1A is implemented, then I think the requirement for measure 1B is possibly not as high as the volume of rat running traffic will be significantly reduced.
- ▶ I’m concerned this would result in traffic filtering onto other streets such as Grivell road, which also get regular traffic from public buses (which I strongly feel should be diverted from this residential street).
- ▶ The issue I feel is the access from Portrush Road.
- ▶ I have not been affected by traffic in these streets.
- ▶ Local residents should have access to all roads.



- ▶ Don't think its the best option will create problems for local residents.
- ▶ Does not effect me.
- ▶ I don't mind.
- ▶ Doesn't provide the benefits for my residence.
- ▶ I have included my comments at the end.
- ▶ I think the issue will just move onto another street.
- ▶ If you really wanted to get rid of the problem that is claimed as an issue, then every side street from Stephen Tce to Portrush Road should be blocked off.
- ▶ I also don't see an issue in this street.
- ▶ Does not impact me.
- ▶ I do not use this area so am not aware of how significant the issue is. As a general rule I am against disadvantaging local residents to stop traffic movement of vehicles from out of the area.
- ▶ This option would reduce rat running, but would be somewhat inconvenient for residents.
- ▶ Don't see the point - this is one of the least used streets so why block it off.
- ▶ If this is done, cars will just use an alternative side street such as Lambert Road or Battams Road etc.
- ▶ Cars are only travelling along Second and First Avenue, because they can exit onto Portrush Road via Beasley and River Streets. Also entering this area from Portrush Road, cutting through and exiting at Lambert Road.

- ▶ Not familiar with this but it could have merit.

#### Comments from respondents who were 'not supportive'

- ▶ See previous comments.
- ▶ I also think this is a terrible measure because this will just increase traffic onto other roads.
- ▶ From what I can see, all this would do is push traffic onto Lambert and Battams. Is that what this option is attempting to accomplish?
- ▶ Same as what we mentioned above.
- ▶ The only access to Family Dentist (and other shops in that block) is from the up track of Payneham Road. People who travel from the north have to be able to tun off Payneham road (at the lights at Lambert Rd) and access Salisbury Ave to get into the car park at the rear of the Dentist's. With IB access is almost impossible.
- ▶ Salisbury avenue is not an issue at all!
- ▶ Not good for the locals.  
I live on first avenue near Salisbury street and have not noticed any traffic concerns. Been in the area for 46 years.
- ▶ You're kidding surely!! You really don't want me to access my home without major detours.
- ▶ Could be a problem for emergency services/ taxis etc.
- ▶ Highly inconvenient for local residents, far too drastic.
- ▶ I am not at all supportive of any road

closures. The proposed changes are a major inconvenience for people living in this area. I am so shocked to be seeing a survey on this at all. I have lived in NPSP my whole life and have never ever considered there to be traffic problems in this precinct.

- ▶ It simply relocates the problem. Non entry at Salisbury avenue will push more traffic to the lights at Lambert.
- ▶ Residents ability to access the area from both directions should be maintained.
- ▶ I have not seen the traffic reports and analysis, but cannot see that these measures address the main issues, at least as I see them being mainly speed. I live in First Ave close to Salisbury Ave and do a lot of walking, measure in Salisbury seem completely unnecessary, and I would prefer other measures to this one.
- ▶ If you don't want to get rear ended turning into Battams Rd off Payneham Rd heading West then you need to other options - personally I don't see a lot of traffic using this turn so unsure why you would do anything with it.
- ▶ Same as above residents will be very inconvenienced.
- ▶ Road closures on Second Ave and First Ave forces residents to use the signalised intersection on Lambert Road, increasing delays. This will push traffic to other streets such as Sixth Avenue.
- ▶ Road closures create lots of problems for local residents and there are other less disruptive ways of reducing traffic volume and limiting

speed.

- ▶ Again this will just make it difficult for residents to access East Adelaide School and while it would be great if more people walked or cycled for some families with children at different schools it is not going to be easy to make their dropoffs and pick ups.
- ▶ Access is important.
- ▶ It will just drive traffic elsewhere and make things worse for us as residents trying to get out of the avenues onto arterial roads  
If you stop allowing blocks of land to be subdivided it will help with the worsening traffic problem.
- ▶ It is hard enough to get onto and off Payneham Rd as it is. I suspect that this measure will simply push more traffic down Battams and Lambert Rd.
- ▶ Don't use these locations so can't comment.
- ▶ I live in Royston Park and strongly oppose this measure.
- ▶ I find it interesting that the council does want to treat the actual problem. The problem is the traffic flow on main roads and mass transit. You don't promote people using the main road area, but decide to discourage alternative use. If the main roads work efficiently, then there would be no need for 'rat running'. Also 31 'accidents' in 5 years. 6 a year, or 1 every two months. Wow that is a big problem.
- ▶ "Don't turn our suburb into another Unley!"
- ▶ You have no right to block off the roads.

- ▶ Certain roads are main thoroughfares and must be available to all of us as a way of getting from point A to B.
- ▶ I object strenuously to any road closures. I pay road tax and have the right to drive on the roads.
- ▶ Look at other ways of fixing the problem such as having the green arrow ON between 4-6pm at the Payneham Road Lower Portrush Road (for city bound traffic) intersection rather than it specifically turned OFF at the most needed time. Whoever thought this up needs to be sacked immediately as I believe that a great deal of traffic would be stopped on Battams road and Beasley street if this was changed. How stupid to have it this way in the first place."
- ▶ As a resident, this proposal would make accessing our properties very difficult, and once again requiring us to use Battams or Lambert.
- ▶ "If River and Beasley Streets are closed the rat runners will not be coming along Second or First Avenue anyway, so there would be no need to close Second Avenue or First Avenue.
- ▶ Further, if Second Avenue and First Avenue are closed as suggested, and Salisbury Avenue is not accessible from Payneham Road, only Battams Road lets us in to our suburb (until we get to Lambert Road), but from Battams Road there is no access to our place on Second Avenue under the suggested closures.
- ▶ Similar to Option 1A, road closures are a ""cheap"" option that impacts residents and access. The increase in traffic and risk associated with accessing the area from Battams

Road from Payneham Road is a concern as highlighted in comments Option 1A.

- ▶ The traffic volumes entering Salisbury Avenue (697) does not substantiate a road closure or access point for ""rat running"".
- ▶ I would like more information on where this displaced traffic is expected to go. Without understanding the impacts to adjacent roads I am not prepared to support this.
- ▶ Again the inconvenience of local residents should take precedence.
- ▶ This again inconveniences the locals in that area - I doubt most people use this section of Second Ave or First Ave to do "rat running".
- ▶ Restricting access to Salisbury Ave from Payneham Road only shifts the problem elsewhere. There are better options such as speed restrictions, traffic islands etc.
- ▶ "The traffic control measures proposed for Salisbury Avenue don't appear to be commensurate with the speed and volume issues reported for the street (33km/h and 700vpd).
- ▶ Frustrating access through First and Second Avenues will only redirect traffic to Third Avenue (dog-leg link around reserve) and Fifth Avenue (narrow street obstructed by kerbside parking) - these roads have more points of conflict (intersections and parked vehicles) than First and Second Avenues, so in my view the Council will just be relocating problems to streets with less safety capacity. First and Second Avenues are wide and straight and therefore it's safer for



these roads to carry 1500+vpd than redirecting to nearby parallel streets.”

- ▶ “I strongly oppose these road closures. They will restrict residents access and provide negligible benefits.
- ▶ Non-resident cars passing through the area at peak hour is not a big problem in my opinion, and should be accepted as an efficient use of the road system.
- ▶ Traffic banking on main roads will be greatly increased by road closures, increasing driver frustration and lengthening commuting times.
- ▶ We are privileged to live near the city with easy access to the city. We should not begrudge our roads being used to bypass logjams on main roads with inadequate capacity at peak hour.”
- ▶ Terrible idea. Residence who live in the area would be impacted by having to go out to main roads (paynahm) to go north. This would significantly increase congestion around Portrush road/payhnem road intersection and then require billion dollar road/intersection upgrades.
- ▶ See comments above. Road closures are not the solution. Do the hard work in conjunction with the state government and address the chronic congestion on the surrounding arterials otherwise all of these ‘solutions’ will just push the traffic and problems somewhere else nearby and you’ll be back to square one with a different resident group.
- ▶ This is actual a very poor option which will impact both Rat Runners and local traffic and

create a much great safety issue as from a local perspective it is impossible to exit Battams Road and cross over on to Payneham Road, so the local traffic generally uses First & Second Ave to access the intersection / lights on Lambert Road or drive further down up Stephens Terrance, as these are the safest options.

- ▶ Again I am not supportive of this measure. Local residents should be able to drive through their suburbs without having to make detours just to get to their home.
- ▶ Residents won’t have access required.
- ▶ Do not believe there is a major issue here. Any traffic would be for a small period of time in each day. Do not believe this will create any real advantages.
- ▶ Closing Second Ave would only cause more traffic along Sixth Ave, and possibly the already congested Payneham Road, this would also cause more cars to flow up Lambert, then heading through 5th Ave or 6th - so eventually you’ll have complaints from these residents as well. Closing streets only lead to traffic flowing to other areas. If you are trying to force Marden residents to use main roads means we have to drive the opposite way to head into the city. This makes no sense and most will find “other ways” of heading to city etc
- ▶ Not at all supportive of road closures. This can be managed in other ways to slow traffic without inconveniencing residents!
- ▶ As per previous comment.
- ▶ Not necessary, please see previous comment.

- ▶ Again this cuts off access for local residents.
- ▶ I believe the real issue surrounding the rat runs etc in the areas is the congestion at Payneham Road and Portrush Roads and this is where the focus and funds should be directed. If the traffic at this intersection was addressed there would be no traffic diverting into the avenues.
- ▶ I am unable to see any sense in these decisions.
- ▶ They will just use Battams Road.
- ▶ If this goes ahead has anyone even thought about the huge negative impact this will have on those traders? Businesses along that stretch of Payneham rd, especially for deliveries of goods&services, disability access, emergency vehicles? Most of these traffic issues would be improved greatly if the traffic lights at Portrush/ Payneham rds were better synchronized, plus having a permanent turn right arrow. This would cut down the number of accidents at that intersection plus decrease the need to use River st, Salisbury St, etc.
- ▶ Again there is NO reason to stop people using these roads to access or cross our suburbs. If you block access from Payneham road people will simply use Lambert Road or another previous road. People use Salisbury Avenue because of the daily traffic jam at the Portrush Road intersection. They use the roads identified as “Rat Runs” for the same reasons. That intersection is problematic in every direction at those times. Driver initiative in turning earlier and taking an alternate route assists everyone in getting through that intersection faster and should not be blocked. We have lived on

Battams Road for 20 years and through traffic is barely noticeable and has never bothered us.

- ▶ Speed control could be enhanced.
- ▶ Another poorly thought out idea!!!
- ▶ How can you put both of these options under IB? Salisbury Ave is not located near the First Ave and Second Ave option.
- ▶ I cannot identify the necessity of any of these interventions.
- ▶ Again, as above, these measures would just restrict access to the suburb and place additional burdens on the roads that remain open. These are not good proposals and there isn't a major issue that this would solve.
- ▶ If you are serious about rat running, part closure of Battams so that people travelling on Payneham do not cut through to avoid the Marden Lights. Or make the Marden Lights left hand turning lane bigger to avoid cut throughs.
- ▶ Again, this will cause longer drive times and access issues for residents.
- ▶ I don't agree with closing off any roads as it would cause a lot of inconvenience to local residents.
- ▶ We live on this street. Closing the road would not outweigh the inconvenience caused the locals who live on this street.
- ▶ Great inconvenience to local residences.
- ▶ That's another ridiculous plan and would force us to use Stephens Tce which is busy dangerous and time consuming!

- ▶ That just moves the problem to another area. This would be an inconvenience.
- ▶ I am not supportive of the closures of these streets as I see very little benefit of their closures I believe the closures would only divert the traffic to Lambert or Battams Roads.
- ▶ "Surely there is a better solution then putting residents at a disadvantage by closing this road.
- ▶ Strongly oppose this option!!!"
- ▶ As above force traffic to move to another street.
- ▶ Would personally not impact me, so don't have a strong opinion in isolation from IA.
- ▶ This will move parents who require to drop and pick up their children to seek measures including moving to other paths which will then impact other narrower streets increasing pedestrian vehicle impacts. Thus just moving the problem to a less palatable result.
- ▶ This will make Payneham Road worse, but is a better option than closing Beasley and River. However, as mentioned above, it will increase use at the diabolically designed Sixth Avenue intersection. Motorists will simply use Third and Fourth with how bad Payneham Road will become as well. I am so sorry but I do not support this.
- ▶ Again I do not think it is necessary to close roads. I think this can be managed with median islands and some traffic speed calming methods.
- ▶ Two years ago I had a nasty bike riding incident where a lady opened her car door just as I was cycling past, Second Ave, and I require an

ambulance and a night at the RAH to repair a nasty gash on my cheek. I think you want to think seriously about making the roads narrower. Since the accident I ride well away from parked cars in the streets. If anything the roads need some attention as until you ride a bike you may not be aware of the conditions of the roads. Paynehem road is very dangerous to ride along with the gum tree roots lifting the roads when cars are hurtling past. Absolutely no room for error and so I thought Second Ave would be safer!!

- ▶ I do not support any of your suggestions to block off those roads either.
- ▶ Although this does not affect me personally, I can imagine it would inconvenience many others. All we are going to do is move the cars to other streets.
- ▶ Not needed.
- ▶ This isn't my local streets, im closer to the River, but I really think road closures are a very big deal and should be only for the rarest of situations. If the residents in those streets don't like people driving on their street to take a back road route somewhere, then I think speed bumps etc that disincentivise the route should be the harshest option considered. I'm very against route closures.
- ▶ As above, this is a blatant waste of money and do not support council monies being directed to this when there are other more pressing issues.
- ▶ The closure of the streets indicated on the recently distributed flyer would not benefit local residents. I live in the area and have done so for



a number of years (20+) and do not agree with the proposed full road closures.

- ▶ As above.
- ▶ As a resident of Second Avenue, I am totally opposed to the full closure of Second Avenue. The ultimate loser with this option is the local resident. I would be vastly more inconvenienced by this option.
- ▶ Second Avenue residents who live near Salisbury Avenue would need to drive in the opposite direction to access Payneham Road, Marden Shopping Centre and Portrush Road - increasing traffic volume in a westerly direction."
- ▶ As a resident of Second Avenue, St Peters, I am totally opposed to the closure of Second Avenue. This measure would create significant adverse consequences for residents of Second Avenue.
- ▶ Why is this also even in question?
- ▶ Very strongly oppose! Will greatly inconvenience us local residents who live in that area since First and Second Avenues are main thoroughfares to get to/from our houses! This will just divert traffic to Fifth Avenue or Payneham Road, which would be a huge hassle for us local residents!
- ▶ It creates problems for buses trying to get through.
- ▶ The con of denying access to local residents is significant.
- ▶ Second Ave has a primary school on it people need to get their children to school.
- ▶ Battams Road is a very busy road as has been

observed.

- ▶ Every day, without fail, a row of cars will form from Payneham Road trying to turn onto Battams Road. This is dangerous.
- ▶ As a workaround, cars often go further down Payneham Rd and turn down Salisbury Ave. In the evenings, the area of traffic in this area is often not moving and leaves space for cars to turn.
- ▶ Closing this street access will add danger to residents who enter the area through Payneham Road.
- ▶ We don't use these streets therefore don't have a strong view per se, other than comments above regarding full road closures.
- ▶ The reason everyone uses Salisbury Avenue is because turning left at Lambert Road takes far too long. A left turn should be allowed (after stopping, on red) at this intersection otherwise once again this is going to be massive inconvenience and also likely just direct most of the traffic to Battams road and not solve the problem.  
I think rather than making the current best option less convenient (making it worse for residents) traffic flow should be improved by looking at how things can be improved (closing a road is not an improvement to using the roads)."
- ▶ Unnecessary in my view.
- ▶ Permanent disruption/inconvenience to local residences. Use other methods.
- ▶ I believe this will hinder residents being able to access their own properties and result in them

having to take longer alternative routes home.

- ▶ These proposed measures entailed in IA and IB are basically taking away virtually all access to my area and my street which is highly unfair and undesirable to the residents who live in these areas. If some small measures are required some of the points in IB could be partially considered and only have a two lane slow point installed on Salisbury Avenue and no diagonal road closure, and a landscaped tree island on the corners of First Avenue and 2nd Avenue and Salisbury Avenue with no road closures at all for 2nd Avenue, Salisbury Avenue, River Street and Beasley Street.
- ▶ We are entitled to have reasonable and easy access to and from our streets and not be completely blocked in or out by road closures.
- ▶ By considering the blocking off of all these streets to stop people going through these streets you are actually preventing access for the people who live in these areas which is very unfair to the residents who require the access.
- ▶ It does not respect the residents who actually live here and are deserving of access to their streets and suburbs.
- ▶ As stated in the box above, this would add even further heavy traffic and blocks to Payneham Road and Battams Road if Salisbury Avenue and First Avenue were also closed off, and especially at peak hour, when the traffic is banked up on Payneham Road that are turning right onto Battams Road.
- ▶ All the traffic would be fed down Battams Road which would make the traffic very heavy,

particularly for only this one street that would be utilised by a substantial number of people in the suburb.

- ▶ I not in favour of any road closure at this stage. Use other measures first. Like the use of 2A, 2B or 2C
- ▶ First Ave closure; This closure would have little or no effect on “rat running” as those who do that tend to enter first Ave in St Peters (I have seen that happening myself) not at Salisbury St. Why are there no closures to stop incoming traffic into First Ave from the St Peter’s area? Closure of Second Ave, is busy because of school access. I used it all the time when my children were of school age. I doubt very much that the closure would have any effect on “rat running”.
- ▶ Local residents inconvenienced.
- ▶ We do not agree with road closures at First and Second Avenues.
- ▶ In Second Avenue there are a lot of elderly people. Firstly have they even been notified of this proposal? Secondly, this street runs past quite a few units where emergency vehicles maybe needed (ambulances in particular).
- ▶ Very inconvenient for locals!
- ▶ In my opinion, these closure options would only push the issues to other local streets (ie. Lambert / Battams / Winchester). Again, traffic calming initiatives would be more preferable.



## Comments for median island options (2A, 2B, 2C)

### Comments from respondents who selected 2A as a preferred option

- ▶ Trees will block vision for drivers, potentially putting cyclists and pedestrians at risk but low planted islands would be more safer.
- ▶ Any additional tree planting would be excellent to the whole area
- ▶ Costs of other two are prohibitive.
- ▶ Prefer continuous greening along entire lengths of street and 'normal' pedestrians crossings rather than raised intersections due to the increased cooling benefits, amenity and increased flora and fauna biodiversity. If these could be combined with a WSUD approach to utilise the road rain runoff that would be fantastic.
- ▶ It will make things worse for car parking and cyclists by narrowing the road.
- ▶ Agree that speed down those two streets is an issue. The planted median solutions are more aesthetically pleasing while providing some relief from the speeding issue.
- ▶ "We live at 43 Battams Road, opposite the end of Beasley Street. It is already difficult to turn left into our driveway because of a huge power pole right outside our house. With a tree island in front of our house it would make access to our property that much more difficult.
- ▶ We have lived here for over 25 years and luckily no-one has ever crashed into our fence, but I

would be concerned that drivers may find a roundabout at a T junction difficult to navigate and make entering and leaving our property more dangerous."

- ▶ I prefer to have more greenery and it will slow traffic down.
- ▶ Note: I Do not like any of these Options and I am forced to choose a preferred median option. This will drive both rat Runners and Local traffic down Broad Street which is already overpopulated and as with human nature people will choose the path of least resistance, and if this option was to get up, I will be seeking legal advice, contact the media, door knock and petition, to prevent this. Any option you consider it will need to ensure less traffic flows down Broad Street!!!!!! period.
- ▶ As long as there is still a safe cycling path this option will help green the area, and improve safety on a busy road.
- ▶ Median gives largest greening opportunity.
- ▶ Has the most trees.
- ▶ It is difficult enough now trying to turn into Battams road with cars parked along the street. One has to drive further out on to Battams road to ensure there is no traffic approaching and in doing so put our lives at risk with the cars driving down Battams Road.
- ▶ I especially support this measure for Battams Road as there seem to be a considerable amount of "muscle cars" that use this road as a

drag strip.

- ▶ Living in the area we already have enough roundabouts which we have to deal with.
- ▶ This would reduce Rat Running without closing roads!
- ▶ While a welcome improvement, this is principally an aesthetic positive and will do little to reduce traffic volumes (may provide an inconvenience factor).  
2B is not a favorable option as it will not provide any level of control for traffic compared with the other options.
- ▶ There has been a significant reduction in the number of trees in our suburb as houses and gardens are demolished and blocks are either subdivided or houses built which cover practically the whole block. Environmentally, the current planning approvals are a complete and utter disaster.
- ▶ There needs to a median strip on Battams Rd at Pollock Ave to block a right turn from Battams onto Pollock and block a right turn from Pollock to Battams. Without this Pollock Ave will continue to be used for rat running.
- ▶ 2A will help reduce the most traffic rat running through these local streets. There is a definite need for median measure on Battams road near Pollock Avenue to stop traffic turning right onto Pollock Avenue. Without any measures put in place for this street the traffic will not be reduced. For such a short street it's scary to

think traffic can reach such high speeds.

- ▶ These measures may improve the look of the area but mean little to rat runners, it would simply see money spent and the same issue still prevails.
- ▶ Suggest the council find better ways to spend funds as medians do little to achieve their desired affect as evident in Ninth Ave.
- ▶ The solution to the problem should be both pragmatic, but also increase the value of the area. This is a benefit to both the Council and residents.
- ▶ The 2A option and associated greening of areas is highly appealing. It will no doubt improve the value of the area. However, I caution that option 2B, in my view, would only reduce value as a 'half hearted' attempt to green an area.
- ▶ I am confused as to how 2B does not have 'loss of parking' as a con. It is clear, at least from the image provided, that loss of car parking will occur before, after, and either side of the island. Please clarify.
- ▶ There is no doubt many of the residents in the area (and particular Battams Road) require on street parking. I believe the planted median (option 2A) strikes the appropriate balance between improving the value of the area and minimising parking loss.
- ▶ This would be a great addition and still have a significant impact on traffic speed and thoroughfare without completely closing local streets.
- ▶ Battams Rd. in particular is significantly wider

than Lambert Rd. and could take a wider median island without adversely impacting traffic lanes or side parking bays. A fully planted median would be preferred (maybe even largely grassed instead of planted..) which would make it easy for pedestrians & bikes to cross at any point along the street without the need for installation of additional pedestrian islands. Something similar to what's been in place for many years along Osmond Tce. Norwood or Galway Ave. Collinswood would look great and add further greenery & character to both streets. Please consider this measure highly..!"

- ▶ Looks like 2b and 2c would make it even harder for residents to get out of their driveways where adjacent either a u-turn location or median tree islands.
- ▶ Other tree islands within suburb are difficult to manoeuvre around with our large car (required for wheelchair access).
- ▶ All options sound visually attractive.
- ▶ Median strips may be the answer or speed humps maybe two, between 2nd Avenue (roundabout on Battams) to 6th Avenue (roundabout on Battams) - as cars speed between these two roundabouts (speed humps have been very successful on Bakewell Road (Evandale).

#### Comments from respondents who selected 2B as a preferred option

- ▶ I am only in support of option 2B - Median tree islands may be favourable due to lower costs, and also good since it is reducing the speeds.

However I am concerned about actually creating more grid lock during peak periods as I can foresee local resident motorists will have to wait longer to turn out from their streets. This is likely a better cost measure and outcome.

- ▶ 2A is a little too drastic, and 2C is a much higher cost but I can see it will cause too much gridlock.
- ▶ Remembering you cannot stop traffic but you can alter the speed and that is important. You want to be able to manage the flow but not create grid lock situations.
- ▶ Not at every intersection though. At all times ambulance travel down these roads must be considered and too many roundabouts would slow them down significantly too.
- ▶ I personally would suggest the speed limit in this inner area to be 40km/hr.
- ▶ Median trees require less maintenance, while providing greening and slowing speed.
- ▶ With all the development where once one house stood with garden/ trees, the council is now allowing MacMansions that take up the whole block which means the area is becoming devoid of trees. In summer the shade is reduced which creates more ambient heat from all the hard surfaces. As well the 1950 homes which represent an interesting post war era are being destroyed. Shame on the Council. Trees are essential for a healthy environment in that CO2 can be absorbed. So yes street trees seem to be part of the answer.
- ▶ It is a good opportunity to increase tree plantings with less disruption for locals. I am



happy to see that it is expected to reduce speeds.

- ▶ While this will control some cross traffic it will have limited impact on speeds or traffic levels.
- ▶ I can't see how 2A or 2C will actually slow down traffic or discourage "Rat runners". I believe roundabouts or median tree islands, if they operate like roundabouts, might slow down traffic.
- ▶ Trees would just look beautiful planted down Battams Road. I have wanted this for so long. Ideally, the struggling tropical rainforest trees would be replaced with a drought hardy tree choice and I do prefer natives, but plane trees would look amazing too, and they seem to cope with our climate. This would really cool the street, look beautiful and encourage the desired reduction in car speed, the latter being on advice from the council. Plus all the verges should be planted with lovely native shrubs and grasses to encourage the beautiful bird life that we have on Battams Road. Thank you.
- ▶ Median tree island placed at every intersection, especially along Battams Road would slow all traffic down and possibly discourage the "rat running". This would also work if a tree island was placed on First & Salisbury, and Second & Salisbury.
- ▶ Option 2A and 2C would have a negative impacts on residents accessing streets and avenues. Option 2B achieves the stated objectives of a reduction in traffic speed and would deter 'rat racing'. It still facilitates access to the streets and avenues.

- ▶ Have bicycle lanes been considered in any of these options. East Adelaide School access routes.
- ▶ 2A & 2B are incredibly expensive for little gain, I suspect the reasonably high traffic volumes are not rat running volume except between River St & Sixth Avenue and the overflow from Beasley St. This overflow volume can be stopped in River & Beasley by other measures such as single lane slow points before it reaches Battams Rd. 2A & 2B are over \$1Mill for little gain, money would be best spent elsewhere as the focus is mainly rat runners peak hour.
- ▶ Any greening of the area is a good idea, slower traffic route is ok too but access to side roads and parking is important for residents. Consider rubbish collection too in your planning as on bin days these measures could be an issue for the trucks.
- ▶ Whilst these measure will reduce travel speeds they also make it difficult for larger vehicle and vehicles with trailers to navigate. With a lot of residential construction/renovations in the area this will inhibit parking spaces and the ease of getting around our neighbourhood. Furthermore the cost of these initiatives is prohibitive. I would rather the money be spent on rubbish removal and keeping the verges clear of the gumnuts
- ▶ Trees can prevent the wide bitumen road being a heat sink in summer. The street is wide enough for median work.
- ▶ Options 2A and 2C block right hand access to several streets - which means more U turns on

Battams or Lamberts Road. Forcing U turns is not good for traffic management. If it is really desirable to improve the street appeal of these streets, then having longer median islands is fine, but they should be redesigned so they don't block access to streets. Roundabouts are a better way of slowing traffic, which is why 2B is the best option. It also does not cost as much money, so is a better use of council funds.

- ▶ I think a median treatment similar to Beach Street in Grange may work in Battams and Lambert Roads (may include pedestrian refuges). A continuous median that obstructs turns into Third and Fourth Avenues will have significant impact on First and Second Avenue as the school is a major trip attractor and therefore all school traffic will be directed to First and Second Avenues (currently, traffic is spread across 1st, 2nd, 3rd, 4th Avenues). I don't think the consultation package adequately details these impacts, so residents can't make an informed decision on these median options. Any median treatment should consider access for bicycles - creating road narrowings and conflict points is undesirable.
- ▶ All options present well. 2B preference.
- ▶ Smaller median tree islands, not round, not directly opposite existing exits and less than the 6 proposed on Battams. I'm not considering this as a traffic management option but street beautification opportunity.
- ▶ These options restrict access to residents properties too much. They stop residents being able to turn right to get to their streets. All they

will do is direct more traffic towards 6th avenue which is already very busy. The cost here is also too high to use rate payers money.

- ▶ 2A and 2C mean that I would mean I would be basically trapped in my area, and have to travel somewhat out of my way to get to where I need to be. 2B is the best option because it means I can come out of my street (Blanden / Beasley) and get to where I need to go without too much inconvenience. I think traffic calming would be a better option, and roundabouts provide this solution without inconveniencing/restricting/upsetting existing residents.
- ▶ 2A: creates excessive routes for residents.  
2C: flows traffic down Dix and Addison Aves.
- ▶ More U turns will be needed for 2C by residents.
- ▶ I have included my comments at the end.
- ▶ 2a and 2c are both too costly.
- ▶ Would make the street look nicer.
- ▶ But only on Battams road. No issues on Lambert road.  
Another alternative is a roundabout on Battams and Beasley St.
- ▶ These options are too expensive and restrict residences access to their homes too much.
- ▶ 2B appears to be the option that slows traffic but does not inconvenience local residents significantly.
- ▶ 2A and 2C directly would be inconvenient for my commute, and push cars onto Caleb St then Addison, which are less appropriate for traffic volumes than Beasley and Battams. Again, imo

an unnecessary restriction.

2B at least allows traffic not to require detour, but would be slowed.

- ▶ I have noticed lots of bins on the street not footpath so people in this street use the street for more than parking and therefore even though it is a wide street in reality its no wider than any other smaller street with the bins and car parking.
- ▶ Any option with a planted median will just restrict property access for people who live on Battams Road and increase traffic pressure at the roundabouts.  
I live on Battams Road and this will significantly impact access to my property - I will not be able to back in a trailer etc. and will have to go around the block to access my driveway!  
This just does not seem fair that we have a permanent / new problem because people cut through our street. This is the worst option.
- ▶ Vehemently opposed to 2A which has far too many disadvantages: enormous inconvenience for local residents; adding further to already severe parking problems; adding to difficulties in cars exiting properties; shifting traffic closer to properties & attendant increase in traffic noise.
- ▶ I am totally opposed to 2A which only allows traffic access from Battams Road down Sixth Avenue and Second Avenue. The traffic along Second Avenue would be increased to an unacceptable level.
- ▶ Median measure 2A would direct all traffic along Second Avenue, exacerbating an existing

problem. Each of the median measures would appear to restrict access to trucks and other large vehicles.

- ▶ “A & 2C - Very strongly oppose! We need to turn right from First Avenue to get to our house on Battams Road! Also, we park in front of our house for much of the day, so this would be terrible for us! Additionally, driving into our driveway might block traffic and reversing out of our driveway would be more dangerous with narrower lanes. Finally, our car has a poor turning radius, so it will be difficult for us to negotiate a u-turn on Battams between First and Payneham unless the u-turn is right at our house.  
2B - The only option you’ve identified that would really work for us; however, there also really needs to be a roundabout at the intersection of First Avenue and Battams Road!
- ▶ As a resident on Battams Road, we enjoy the wide street with plenty of street parking.
- ▶ I can see a lot of local Marden resident traffic turning down Beasley St as an access point to their streets.
- ▶ I cycle on these streets at least once a week and I believe the current roads are safer than the proposals which all reduce width at some point or the entire road which reduces the possible safe passing distance. (I’d rather be passed at 50 leaving me 1.5m than 30 with a 0.75m gap)  
As someone who tows a trailer regularly (Ski boat, and 7x4). these measures and roundabouts make maneuvering significantly harder and slower, and having backed a boat



into a garage on Lambert Road only this week - a median makes reversing in much more inconvenient. 1) you cannot pull out straight to get a good angle, 2) cars cannot go around you whilst you are reversing the trailer if there is a median, which will frustrate both drivers and thus reduce the safety of the action.

I personally don't see "reduction in traffic speed" as a Pro but rather a Con, for obvious reasons. I don't think it is fair to count it as a Pro as it simply is not the case. Cons for all of the slowing measures (that should be mentioned) include:  
Car additional noise from accelerating after roundabout / slow point  
Car additional brake wear and fuel consumption from braking at slow points

- ▶ I don't believe these options will slow drivers down.
- ▶ Any measures are less necessary for Lambert Road based on a reading of the traffic numbers.
- ▶ I live on Hooking Ave near Third Ave, option 2A and 2C mean we will have to detour to get home. I prefer 2B.
- ▶ As a resident of Lambert Road, near 7th Avenue, I am not inconvenienced greatly by 'rat running'. Mostly the street is quiet during the day and the road quite easy for pedestrians to cross. I would prefer not to see wholesale traffic calming devices, particularly planted median and pedestrian islands on Lambert Road as these would destroy the amenity of the street and seem to me to be an overreaction to the

perceived issue.

- ▶ This median measure would allow access to more of the streets off Battams Rd and is more cost effective.
- ▶ 2B would green the street, reduce speed and traffic flow. Have you considered the access of larger vehicles trying to navigate through this? 2A and 2B are an absolute nightmare for locals. So much more travel and driving just to get home. Trying to solve an issue and then creating more problems is not the way to go. Extra road wear, pollution, petrol usage and more local pollution the winners here.

#### Comments from respondents who selected 2C as a preferred option

- ▶ I have seen this option in other areas and it is attractive, providing improved walking for pedestrians. I cannot speak to its effectiveness.
- ▶ This idea is generally good as it does narrow down the road and should be able to restrain the speed of the traffic. Only set back we could think of is the accessibility issue of the local residents going back and getting out of their home.
- ▶ The roads are not wide enough and will destroy the area.
- ▶ I've lived in Royston Pk for the past 45 years due to the beautiful surroundings one of which are the wide streets.
- ▶ This would have the effect of slowing traffic and enhancing the environment i.e. greening of the streets. This is a great idea.

- ▶ Best option for cyclist safety.
- ▶ It needs to be pedestrian and cycle friendly. Much better idea than closing roads. I agree rat running should be discouraged.
- ▶ Cars do tend to speed down Battams Rd I have had close calls as a pedestrian three times. My concern is the waste bins left for collection outside of the parking zones I consider the placement of these bins on the roadway a safety hazard which should not be allowed. The existing roundabouts do slow the traffic but there needs to be more slow down points.
- ▶ Option 2A is good for greening but can in practice exacerbate safety issues for pedestrians & cyclists.

These measures often create a different set of safety issues especially for cyclists & pedestrians. They do not stop really badly behaved drivers who don't care about their actions but they can reduce speeds.

- ▶ A more attractive environment combined with safety measures is a great idea.

I love the idea of additional greening of the neighborhood as an added bonus for these median options.

I fear that the median tree islands only will have a minor impact on speeds within the neighborhood as I have seen so many people whip around the existing median tree islands.

- ▶ These options make more sense in reducing traffic speed and enhance the local area rather than make it more difficult for everyone. The minimal impact on parking would not be an issue

because parking is abundant and never fully utilised on those streets anyway. While it comes at a higher cost, the overall benefits are better for everyone.

- ▶ Combination is more aesthetically pleasing.
- ▶ This will get the desired result without inconveniencing locals.
- ▶ Good for greening and speed reduction, but won't discourage the rat runners coming from and heading to Lower Portrush.
- ▶ On Battams Road it is such a relief not to have to weave in and out of parked cars.
- ▶ We live on Battams Road between Payneham Road and First Avenue. We kindly request that the Council put a roundabout on the intersection of Battams and First Avenue. Cars drive very fast on this part of Battams Road, and we are very concerned about our safety. Our beloved kitten was hit by a speeding car on the road, and we are concerned about pedestrians and cyclists. We sometimes hear cars traveling at very high speed on this part of Battams Road. We greatly support more greenery on Battams Road. Please plant an avenue of trees in the middle of Battam Road to not only make it safer, but also to make it more beautiful and shady. I would love this part of Battams Road to have an avenue of trees like St Peters Street. Thank you
- ▶ Battams Road is definitely a very wide street and additional trees in median islands should definitely be promoted.
- ▶ This one looks the better of the options.
- ▶ I am particularly concerned about the provision

of additional greening throughout the neighbourhood and would welcome improved street verges on all streets in addition to 2C.

- ▶ Great idea not only would achieve the desired outcome but would look great!
- ▶ Great inconvenience to local residences.
- ▶ Having previously resided on Battams Road, this would be a good first step. Concerned it won't make a difference to the safety on Second and Sixth Avenue being used as a thoroughfare, often at speed.

Second and Sixth must be addressed in parallel with Battams Road.

- ▶ Logic here is obvious. slowing vehicles not stopping them or diverting them is paramount. This the measured response to solve the issue and not penalise commuters who have inherent rights in using these roads and sharing them with others that need to use them respectfully.
- ▶ 2A and 2C as drawn would shift traffic currently turning right from Battams rd onto Beasley St onto Addison Avenue instead. I am concerned about increased traffic on Addison Ave.
- ▶ Apart from the traffic benefits, this provides beneficial greening.
- ▶ Slowing traffic down is a good idea.
- ▶ Completely support planted medians.  
Median tree islands have been significantly damaged at other local examples (ie. Bowden).  
Suggest kerb extensions could be another option to tighten the road carriageway, and support

greening and WSUD? Similar to 9th Ave. “

- ▶ Vegetation will help reduce noise of vehicles and traffic from Lower Portrush Road and also add to the aesthetics  
Planted median will also assist in reducing the 'rat running' making turning from the Avenues, south onto Battams Road in some areas more time consuming and less popular.
- ▶ I think 2C would improve the appearance of Battams Rd but from my observation don't believe it will slow the rat runners along the streets in Marden connecting Battams to Broad St and LPR.

#### Comments from respondents who did not select a preferred median option

- ▶ Lambert Road is not wide enough, and you will ruin Battams road with median measure.
- ▶ Don't support any. You could use our money on useful things like pruning trees, more regular road-sweeping, linear park. Don't need this feel good rubbish. It's not a good idea to add traffic hazards on these streets. Roundabouts are sufficient.
- ▶ Don't use these locations so can't comment.
- ▶ As above why not just stop the cars entering these streets in the first place!! Median measures will only create more dangerous driving be rat runners who are driving with speed and urgency.
- ▶ I find it interesting that the council does want to treat the actual problem. The problem is the traffic flow on main roads and mass transit. You don't promote people using the main road area,



but decide to discourage alternative use. If the main roads work efficiently, then there would be no need for 'rat running'. Also 31 'accidents' in 5 years. 6 a year, or 1 every two month. Wow that is a big problem.

- ▶ Not sure what these measures look like.
  - ▶ Battams road is a collector road, it is serving its prescribed function in the road hierarchy. Reducing this role will shift traffic to lower order roads not suitable for this function.
- This treatment is ill conceived and does not support good flow of traffic in the area.
- ▶ A waste of residents money, who will ensure these areas are adequately watered, or will they be left to become dead and dying areas like so many others in the area?
  - ▶ Consider utilising method 2A for Battams Rd and 2C for Lambert Rd, considering the different road widths of the two road.
- However, it would only fractionally reduce the amount of speeders on these roads.
- ▶ The median measures are ill-conceived and would be very costly on council resources.
- I do not believe they will enhance the streetscape.
- ▶ Road is too narrow to entertain any of these ideas
  - ▶ Royston Park and Marden are known and loved for their wide roads and easy free parking making cycling very safe on the road. I ride regularly along the streets and feel safe.
  - ▶ Not supportive of any option as it is very

restricting for the houses on Lambert and Battams - not able to access other side of the road. All the houses on Lambert and Battams between First Ave and Payneham Road if there is no u-turn facility in the middle of the road they can not use the side streets to access local parks and local schools as they will be forced to turn onto the main road.

- ▶ None
- ▶ I am only commenting on these measures at Battams and Pollock Avenue - where all of the above measures would offer no benefit at all, only interference and frustration of entry into our own premise.
- ▶ These measures will not slow down or dissuade dedicated RAT runners - They will also be destroyed by long trucks which already destroy the sixth avenue roundabouts' plantings.
- ▶ The measures would help with greening but I can see residents and visitors being annoyed by having to undertake U turns to access their properties.
- ▶ all of these are backward measures. In particular median tree islands only create further hazards. Depending on the height of a car being driven, trees block views of possible oncoming traffic, therefore increasing collisions particularly at roundabouts.
- ▶ The traffic speed data does not seem to support the need to attack the traffic speeds. However, the data on rat running shows a need to limit access to the streets. The median measures only go to speed and not rat running. Particularly given the forecast costs, the street

closures make a lot more sense than the median measures.

- ▶ These proposals are a total waste of money both for initial costs and ongoing maintenance. They are window dressing that will do nothing to provide the tree canopy our suburbs need or improvements to road surfaces and guttering. I have watched Ninth Ave and seen how much work is required to maintain those on road garden beds, and every hour spent trimming ornamental bushes is an hour not spent planting trees or improving the streetscapes and road surfaces in other streets which have nothing. We have roundabouts at major intersections. WHY have you not planted trees on them already? I've been waiting for that for 20 years. We have nature strips that are under-utilised if planting "additional light greening" is desirable. With increased infill and resulting traffic, these measures will result in impeded traffic flow. Again - if traffic needs slowing down put a speed camera in the area for a while.
- ▶ Why not give consideration to the basic maintenance of footpaths & verges particularly in the Marden area before you waste ratepayers money on this!!!
- ▶ The advantage of Battams Road and Lambert Road is that they are wide enough to actually drive on without the difficulty experienced with narrow roads.
- ▶ No supportive of any. We brought in Lambert as it was a wide street, and we have boats and caravans and trailers that we are constantly reversing in and out of our property. Median

strips would stop this. With the addition to the cars that park on the street the street is not as wide as you think and adding a median strip does not benefit residence.

- ▶ We have a large boat and large caravan plus trailers that we reverse into our property and any median strip would make it nearly impossible to access our driveway.
- ▶ I live on Battams Road and appreciate that visitors can park safely outside my house. If the suggested measures are implemented parking will be less safe.
- ▶ I'm not sure how the residents of these streets would be able to turn right when leaving their houses or turn into their driveway from the right hand side of the road.
- ▶ Higher concern fixing and consider removing trees that are ant ridden, large branches dropping on people and homes. In addition older trees lifting pavements and that are also causing issues to housing gutters and encroaching on drains.  
I would rather my council rates go towards making living in the area safe.  
Priority should be on Stevens Tce creating better pedestrian islands options making it safer to walk or cycle across. Higher traffic volumes and increased speed as more cars try to cross at peak hr.
- ▶ See my earlier comments.
- ▶ Not supportive at all it would make my journey home to my house in Pollock avenue harder and all for any emergency vehicles that may need to enter Pollock avenue.

I would support a total closure of the Pollock avenue/ Broad street end as the best alternative. Making Pollock avenue a no through road. Over 95% of vehicles entering Pollock avenue off Battams road exit right on to Broad street to access the bus lane on Payneham road. This is very dangerous considering the amount of young children currently living in Pollock Avenue.

- ▶ Not needed.
- ▶ Anything that loses residents their on street parking seems really unfair if there are other options to slow down traffic. I looked at the picture options in the consultation document and feel some of them would reduce the on street parking more than the document indicates. In general, I think people buying into this area would know which are the main through roads, they're fairly obvious, I can't see why they would complain that they didn't know or were surprised by traffic! Any of the slowing measures would probably be fine, I've ticked the neutral box. But I just question whether any money needs to be spent at all I guess. I think the people concerned about this are going to potentially make life miserable for the River precinct people who face road closures, it will disproportionately impact us. I also noticed a tiny number of awareness posters in the area and none on the eastern side of lower Portrush rd who will also be heavily impacted by River and Beasley st closures. So the road closures are the part I'm most concerned about. Traffic slowing and calming measures I'm fine with if they don't take away parking.

▶ Pfffftttttt. First world problems hey?!

▶ I like any greenery options!

Not sure what impact it will have on just re routing cars on to other streets and just creating issues elsewhere.

If you do just these two streets i think that will put pressure on other streets.

It seems like the big issue is dealing with the issue of flow on main roads. What is happening on that front?

- ▶ None make sense closing the access to Broad street from Pollock avenue and dix avenue would be better options.
- ▶ This measure will make the Lambert Road narrow and will create problems for ongoing traffic due to vehicles parked on the street.
- ▶ We have lived in Royston Park for over 20 years and use the surrounding streets on a regular basis and are unaware of the issues being raised. In my opinion there's nothing wrong with Battam and Lambert Roads.....so why do they need to be fixed?
- ▶ Waste of money. Often planting become a visual hazard.
- ▶ I live in Ninth Avenue. The council narrowed and paved this street some years ago. The result is rat running is still high and now we have a narrower street that makes more noise. A straight route at 50Kph does not discourage rat running. I am not at all supportive of any of these measures. Options 2A and 2C are an absolute no.

If however, it is deemed that there is a need to



slow traffic, and it is ensured that both River St and Beasley Street remained open and accessible, I would partially favour option 2B for slowing traffic, and changing your proposal by only installing median tree islands on Battams Road at the corners of Beasley Street and River Streets and not all the ones that are proposed, as there are far too many proposed.

And as none of the streets suggested link to the other side of Lambert Road, that is 3rd, 4th, 5th, 7th and 8th Streets, there is not a flow through issue with these streets, so there should only be 2 median tree islands planted on Lambert Road at the corners of 4th and 7th avenues to assist with slowing down the traffic moving along Lambert Road.

The diagrams demonstrate absolute overkill with the amount of interventions suggested, and demonstrate this even on your diagrams that have the least amount of devices suggested, and this is without even considering the gross and ridiculous waste of money these suggestions would cost.

- ▶ We do not believe the median measures are needed. The reductions could be achieved by reducing to a 40km/h speed limit.
- ▶ I think they are better left as they are and allow parking on the sides of the streets which would be prevented if median strip is there.
- ▶ None, they all add to traffic problems plus help degrade road surfaces more quickly from roots and water run-off, than if they weren't there. Very few species survive in the harsh environment of roads. Planting trees

on roundabouts increases traffic accidents (example is two trees on roundabout at Winchester Street/ First Avenue) results in blind spots and more accidents. Costly to maintain trees with watering and pruning.

## Comments for traffic speed calming options

### Comments from respondents who selected 3A as a preferred option

- ▶ Roundabouts and islands to slow traffic.
- ▶ Personally I have seen roads with 3A and 3B to be very effective in many suburbs, I am actually more in favour and I have seen that it creates more greenery as well as improve stormwater situations too. 3B does not solve the issue of Lambert and Battams Rd being speeding roads. Effectively it would be better to combine 2B with 3A that is a cost of \$1,220,000 as opposed to 3B which is a cost of \$1,575,000.
- ▶ Partial speed calming should be a good idea to explore. We would suggest one such installation be done along Battams Road just before going onto Ninth Ave and one more such installation along Ninth Ave just before turning into Battams Road.
- ▶ Perhaps as an older driver I don't need traffic speed calming but standard roundabouts seem to do the trick elsewhere and the road rules are generally well known. (if not observed!) With Plan 3B it looks like the planners were attempting to slow every car down as soon as they got out of first gear. Would be a painful journey for residents.
- ▶ 3B placing restrictions on unnecessary roads. 3A suitably restricts "rat runners".
- ▶ Puts a blight on the area.
- ▶ Most cost effective solution.
- ▶ Is there really a need for 2 traffic speed calming on Second and First Aves between Lambert and Battams. Perhaps I in this stretch and one adjacent East Adelaide School would better serve the community.
- ▶ We have not seen the reports which influence the options so it is a little difficult. As a local resident in First Ave Royston Park I think the full calming measures seem unnecessary and I only have anecdotal evidence of which streets are in greater need. Option 3A seems correct to me.
- ▶ Love the extra greening.
- ▶ I would favour 2B combined with 3A, or 2B plus additional roundabouts at intersections on the busiest streets.
- ▶ You have an option for speed calming at the end of Tenth Avenue opposite the linear park, where Tenth Ave is at its narrowest point and where speed is reduced anyway because of a dip at the corner of Tenth and Oakland's Ave. This would take away nearly all our street parking as well!
- ▶ I live on 9th Avenue and it has been inconvenient when on coming traffic is driving across into your part of the road and it doesn't slow them down ... I end up having to stop to avoid being side swiped!!
- ▶ Just as a local resident of Ninth Avenue, I would find it more cumbersome to drive around the area with the full traffic speed calming measure. The traffic would be calm but I would not be!
- ▶ As above, as a resident of Willow Bend these options would still allow us access to Lower Portrush Road with minimal disruption. I like the idea of partial calming and then full calming I'd deemed required.
- ▶ I'm not sure what this term means is it reducing the speed limit or a combination of all the measures implemented? I am certainly in favour of using speed controls such as humps and slow points roundabouts and islands to create a greener safer environment. Not sure that reducing the speed limit to 40 is necessary when other traffic control methods are implemented.
- ▶ No comment necessary.
- ▶ As above.
- ▶ Option 3A appears a good compromise and should "rat running" be an issue the additional measures indicated in Option 3B could be implemented.
- ▶ Option 3B is certainly not necessary with the view to Peak Hour volumes, it would be in my opinion a waste of ratepayers money for little gain. Some of the streets with moderate volumes eg Ninth Ave. Single Lane slow points are required in the main rat running streets but they will require a further speed control medium between these points such as speed humps or speed cushions. The speed cushions are apparently a more costly option however the speed calming as used in Divett St Trinity Gardens are most effective and less costly. Speed control is definitely required in River St prior to Broad St. Cars traverse the bend



prior to Broad St off Portrush Rd at speed and is frightening to cross at that point on foot. A slow point is also needed as shown in Broad St between Willow Bend & Addison Rd.

- ▶ Don't like any options.
- ▶ Partial calming is supported - but the full calming option is an overkill - out of proportion to the issue. From a personal perspective - we do not support a calming device in Tenth Avenue between Bide Street and Oakland Ave - as that stretch of road is already narrower than the rest of Tenth.
- ▶ But this is really based on my own wishes to be able to still travel freely through our suburb. If the residents of the streets who would benefit from full traffic speed calming prefer this option, I would be happy to support them. However, I do have a concern that if too many streets are difficult to navigate it will increase the traffic on Battams Road.
- ▶ Ridiculously expensive cost with little benefit. Having single lane slow points may also prevent local residents on River St from easily getting their vehicles in and out of their driveways (noting that the townhouses are very close together).
- ▶ I think traffic control devices should be limited to the streets with the most significant issues. The local area lacks high-impact traffic control devices, so any devices will 'stick out' and impact residential amenity. My experience is that road users tolerate devices in which driver behaviour is dictated by physical devices (i.e. humps, raised platforms, medians etc.) more so than devices

in which driver behaviour is influenced by other road users (i.e. slow points, localised narrowings) - people generally don't like to have to negotiate passage with other road users because this type of social interaction/transaction generates stress. Therefore, the types of devices proposed requires careful consideration and probably more detailed engagement with affected stakeholders.

- ▶ I think that option 3B here would be a disaster for Beasley Street as it would have the least restrictions on traffic into the street from Portrush Road of all other streets.
- ▶ I feel that the full traffic calming measures might be too much for the local residents. We definitely need the slow points on River Street though. And I would be happy for more landscaped buildouts if they were helpful in reducing speeds.
- ▶ While I see the value of these measures, as a resident of River St specifically, I oppose any measure which sees a reduction in on-street parking on my street as we already have a serious lack of this due to the poorly planned developments. If this could be done in such a way that parking was not affected, I support these measures.
- ▶ A lot of people speed through. Would be good to slow people down on River St especially.
- ▶ This is a much better option than closing River St. Less people would rat run as it would be slower and residents can still access lower Portrush
- ▶ This is complicated and needs more input and though as the images provided are

not accurate. Also to clarify some of these potential options are good but I do not like the amount of landscaped island on Broad Street, maybe consider less like nil at the top of Broad Street. There are enough issues and problems regarding residential parking on the top of Broad Street, with local business Staff, Medical Centre staff and Gym goers who park their cars at the top of Broad Street, and this makes it nearly impossible to park our own vehicle in front of our own homes. I do blame the Planning Dept for this issue as they are not adept to understand modern living and allowing people to build with multiple Garaging and driveway spaces. Having lived interstate I am somewhat embarrassed our current rules and planning ideals.

- ▶ Believe 3A is adequate enough.
- ▶ Not supportive of partial or full traffic calming measures. Residents bought into the area because of the wide tree lined streets and ample car parking outside their homes. Full or partial calming measures are visually intrusive and detract from the beauty of the street.
- ▶ 3A is the preferred option here. If the council deems there is sufficient problem that needs to be addressed, which is questionable based on information provided, at least this option addresses the main streets involved and would slow down cars. Option 3B is ridiculous to put traffic calming in almost all streets. Most streets in the area are quiet and only have local residents driving in them with no action required at all. The cost of this option is also too much.

- ▶ I would prefer some measures to deter people who don't live in the area from cutting through, but consideration **MUST** be given to existing residents (as a priority) and to not inconvenience them. I prefer 3A because it means that I will still be able to travel these roads without restriction however it will slow the traffic (hence doing the job), however, I fear that this solution will only bring more traffic down my road (Blanden Ave) via Broad Street, so if this option is given the go-ahead, I would prefer a single lane slow point is added to Blanden Ave, and also something on Broad to discourage the traffic that would have travelled these other roads that now being forced down my street. Again, as per my points above, whatever option you choose will only create more issues elsewhere, so perhaps 3B is the better option in this case, but this option is not convenient and feels like a punishment for local residents. Yes, please do something to deter and slow traffic from outside the areas, but not to the point where you create problems elsewhere and upset existing residents. Because I am sure you don't want people calling you several times a day, every day to complain about this.
- ▶ Speed restriction points are what's required, not road closures.
- ▶ Somewhat hesitant about the potential loss of on street parking though. That can be difficult at times.
- ▶ Lots of these streets shown in the traffic calming drawing have no RAT runners and 3B definitely is way over the top. I live in Hooking avenue, and it must be one of the quietest streets in the suburb.
- ▶ Cars are generally respectful of allowing access through between parked cars.
- ▶ Not a fan of either, as I have constantly seen bad driving on Nineth Ave as most drivers do not know where the left hand side of their car is and would prefer to hit another car, or dive up the curbsings, and the cars do not go slower, they speed to get "there first". Prefer 40km limits and more monitoring / camera's. Recently there has been a police prescence and for the next week traffic was behaved. Most surrounding suburbs are now 40km in suburbia.
- ▶ Can this be partially combined with option IB?
- ▶ Would support is this only if they don't close off second Ave, River and Beasley St.
- ▶ Great inconvenience to local residences.
- ▶ 3A Would be the best option and only address residents who have raised this issue in the first place. Option 3B is ridiculous - not required - too costly.
- ▶ Have witnessed far to much reckless and dangerous driving as people take shortcuts down Second Avenue. From 8.00am to 8.40am there are young school children on bikes and walking to East Adelaide. Needs to be addressed.
- ▶ 3A is potentially ok, except the island looks like it is directly in front of our house (20 Beasley st). This would mean the likely loss of a good shade tree and loss of on-street car parks. We have elderly parents who would struggle to walk from a more distant park. The speed issues imo are overstated. Especially at peak times, the flows are not huge, and with double-sided on-street parking, it is common to have to stop to allow opposite direction traffic through. The addition of single lane chokes really is not required.
- ▶ Please do this instead of closing Beasley and River Streets!
- ▶ I think partial traffic speed calming would be the best method to slow speed overall.
- ▶ We are concerned about the high speeds of cars using our residential streets. It would be a considerable improvement if this was reduced.
- ▶ The majority of speeding cars are rat running. If we can eliminate the cars doing this then speed shouldn't be such a problem. Speed calming options will not work on Pollock Ave as it is already too narrow.
- ▶ With high density housing along River St, already too many cars parked on the street & significant safety issues, with low visibility at intersections, driveways etc. Additional street parking or alternatives required, rather than reduced parking.
- ▶ Partial traffic calming with 2 lane slow points/islands.
- ▶ Would make it extremely hard for trucks and busses to navigate the streets safely.
- ▶ Current speed limits are appropriate.
- ▶ Inconvenience to constantly stop and give way to oncoming cars.
- ▶ 3A or 3B could work but calming really needs to be done on Battams Road! We need a



roundabout at the intersection of First Avenue and Battams Road!

- ▶ 3A can improve safety of local residents living on the streets. Lower speed limit can deter some from doing rat runs. 3B is too aggressive and will be annoying for local residents when driving around the neighbourhood. We have enough roundabouts to slow down speed.
- ▶ I think is a great way to slow down the traffic and also not inhibit the residents ability to move around.
- ▶ Whatever you do, impacts the residents and that is not fair. Like the saying, throwing the baby out with the bath water. I think those who are happy with the plans, won't realise the mistake it will be, until it impacts them and then they will be sorry they made initial complaints. We don't want to become North Adelaide with their 'Not in my suburb' mentality with the closure of Park Terrace entrance except to buses. The residents have been impacted but there's no turning back and they're entrance into their own suburb is no longer. I also wasn't advised of this. No consultation at all. I only heard of this through a Neighbourhood forum. I'm sure my whole area was the same. That's unfair as many won't know so won't have a say.
- ▶ Installing full traffic calming measures along all streets indicated in the plan would again frustrate local residents without deterring rat running or have a great reductive effect on vehicle accidents.

Such measures have been proven in some LGA's to actually increase the level of accidents

& property damage post installation despite achieving speed reduction, due to cars misjudging traffic islands or suddenly braking to navigate traffic islands. Traffic islands installed often quickly become damaged by vehicles driving over them instead of around them, which requires greater ongoing council maintenance and detracts from street appeal.

In particular please consider the impact of installing such one way measures in Ninth Ave. which during December each year hosts the annual St. Peters Xmas Lights display. At the peak of this huge volumes of traffic travel the street each evening, the installation of restricting measures would have a significant negative affect on traffic flow and almost certainly cause accidents & community frustration during this period.

All that said these measures do generally have a positive impact on reducing the flow of heavy vehicles (large trucks, busses etc.) so I am somewhat supportive of this for certain streets including those proposed in 3A.

- ▶ I think this whole thing is a storm in a tea cup. I would rather see you spend energy negotiating with the state to improve arterial roads so that ppl dont gain as much by rat running. Plus If Council would stop letting 1 title blocks be turned into 3 residences, you'd not have such high level of traffic in the residential areas.
- ▶ People using these streets are often diverting because the major arterial routes are blocked. Stephens Terrace is often busy and Payneham Rd has heavy traffic. I have been a resident in

this area for over 20 years and I don't find traffic in the proposed block that significant.

- ▶ Landscaped buildouts would be beneficial on Lambert Road and Battams Road too in order to stop drivers veering into parking lanes to overtake / instead of slowing behind right turning traffic.
- ▶ Partial is likely to reduce non locals from 'rat running', while less imposition for local residents and visitors.
- ▶ 2 lane (not 1 lane) slow points. Additional parking required along River St. With new high density housing already too many cars parked on the street & significant safety issues, with low visibility at intersections, driveways etc.
- ▶ 3B is overkill as the side streets are not conducive of rat running or speeding.
- ▶ I think this calming is a cost effective way of redirecting traffic without affecting the local residents too much.
- ▶ 3A, partial traffic speed calming is strongly my preferred option overall, out of all the options presented. 3B, full traffic speed calming seem over the top! And would be particularly annoying for residents who have to travel through these streets frequently.
- ▶ Full calming is not an option. Ninth Avenue has been heavily modified. A single lane sow point opposite 104 Ninth Avenue severely restricts access for backing our caravan into our driveway. Access has already been restricted heavily with street plantings in front of our house.

### Comments from respondents who selected 3B as a preferred option

- ▶ I believe 3A would only result in diversion of traffic onto 5th and 7th avenues, since these do not get any traffic calming measures under this proposal. It's unclear to me why traffic calming measures would be worthwhile on Oaklands, Hooking and Gilding avenues, since from the traffic volume and speed data presented no problem appears to exist on these streets. This makes sense since they are effectively 'roads to nowhere' and probably provide little utility for 'rat-running'. Hence I think an intermediate option (between 3A and 3B) could be useful - dispensing with the traffic calming on those roads and saving a few \$\$ relative to the cost of 3B.
- ▶ Speeding down Broad street is a serious problem at the moment. We have a park on the street as well, a kid is going to get killed crossing the road here someday.
- ▶ More greening opportunities and increased WSUD opportunities such as passive infiltration garden beds and raingardens due to the increased cooling benefits, increased amenity and increased flora and fauna biodiversity.
- ▶ Traffic at peak times is mostly one direction so slow points will have little effect.
- ▶ There are several streets where traffic calming is not required - Gilding, Oaklands, Hooking. Otherwise option 3B provides the best chance of reducing both traffic volume and speed. There also needs to be speed cushion or similar reduction measures in the section of River St

closest to Lower Portrush Rd.

Similarly there needs to be a concrete centre strip in Broad St to stop cars cutting the corner into Addison Avenue. Cars regularly go round this corner at speed with all four wheels to the right of the centre line. Someone will get killed by a bus if this isn't stopped.

- ▶ Yes great idea.
- ▶ All of the proposals made above are excellent and thank you for putting real thought into solving this problem. The traffic conditions in Ninth Avenue are brilliant. The plantings are beautiful and the zig zagged nature of the road makes it impossible to speed. If Battams Road looked like Ninth Avenue, I'd be thrilled. And with the road closures, we would finally get some peace from speeding vehicles and loud motorbikes. And cars would stop racing across the Battams Road and First Avenue intersection, which has been so dangerous with so many near misses.
- ▶ Traffic calming on all streets will discourage the "rat running" and bring the streets back to the local community who are going to and from their homes.
- ▶ Traffic speed has been an ongoing problem for years. It's great to see the Council addressing this issue.
- ▶ These measures provide an increased risk to pedestrians given the visual obstructions
- ▶ In the last 40 years traffic has abated slightly probably due to baby-boomers aging but it is still a problem. Cars drive too fast and some are unnecessarily noisy. There is also a problem

of grey dust polluting the air and settling in residences.

- ▶ I think this is the best option but isn't going to reduce rat running that's the only issue.
- ▶ With the high density housing in River street no with over 100 houses, traffic needs to be heavily restricted or slowed down. Roundabouts would help significantly.
- ▶ Essential! Battams Road is an accident waiting to happen at present. I am very concerned by young children riding bikes, speeding cars (which is often). Poor lighting during winter on-day light savings. It's also difficult to reverse out from driveway at times due to speed. Thank you for these considerations and work!! It is much appreciated, I am hopeful solution/s pending final decisions will be swift & well received by the majority.
- ▶ 3A directs traffic down Dix Ave and others.
- ▶ I think these are good. Residents can cope with delays but rat runners may not (I hope).
- ▶ Parking tends not to be an issue in these areas, so is not a significant con.
- ▶ All measures to reduce through traffic and speeding will be beneficial.
- ▶ Extreme inconvenience for locals & in over 30 years, have not observed a particular problem with speeding in the local area. Furthermore, it will substantially increase traffic on Lambert Road, which is already a significant problem, rather than being defrayed throughout the suburb.



- ▶ I like the idea of traffic calming. I would like to see an option between 3A & 3B. Your costs difference between these two do not add up!
- ▶ Not applicable to my street and so I do not have an opinion - If changes to the proposed locations are made, I believe consultation is required again. I do note that greening is encouraged and will improve the value of the area. I also would prefer 3B as it would result in a more global approach to speed reduction in the area.
- ▶ Landscape buildouts are my preference for traffic calming. They're existing along River Street and 9th Avenue and provide great opportunities for WSUD and greening.
- ▶ Other Councils have successfully introduced calming. Prospect is showing the way. Unley bravely closed streets decades ago and it is now very popular and widely supported.
- ▶ I think this will decrease speeds whilst not affecting residents immensely.
- ▶ Something must be done to reduce the inevitable result in unnecessary accidents. Vehicles speed down Battams Road, taking corners and turning into side streets at ridiculously unsafe speed.
- ▶ If Beasley Street was blocked off at Portrush Road probably wouldn't need any speed calming, as traffic would not be coming through, only local residents. Battams Road needs speed humps between roundabouts. If Beasley Street remains open then a solution needs to be looked at to reduce speeding traffic.
- ▶ Although 3B is the most extensive option, I feel

it is the most effective one. Pros include overall traffic calming, least access restrictive for local residents and visitors, improved greening (area beautiful) and additional ongoing employment for gardeners.

- ▶ I feel it's so important to have traffic speed calming measures, as we constantly have motorists speeding on Broad Street - surprisingly there has not been an accident (to my knowledge) where anybody has been injured. However, there is much more speeding now and it's getting worse.

#### Comments from respondents who did not select a preferred traffic calming option

- ▶ Traffic calmers are always an anathema to residents that must suffer them anytime they go out. Additionally, emergency vehicles have a difficult time with poorly designed ones. I have witnessed drivers "hoon" immediately after passing over one, even as the next is in sight. Where I to choose a place to buy, it would be a place that used alternative measures - such as outlined elsewhere in this study - and did not resort to these.
- ▶ Do not ruin Royston Park and Marden streets like you have done in Evandale.
- ▶ Don't devalue our area please. Look at Evandale and part of Maylands which are disappointing.
- ▶ 50kph is sufficient.
- ▶ If speed calming means speed humps, then the answer is not supportive.
- ▶ Don't know what this means. Perhaps a

terminology guide will allow us to make more educated responses.

- ▶ Why spend millions of dollars on measures that ruin the ambiance and visual of our streets when there are simple options like no right turns off Payneham road that can be as effective?
- ▶ I find it interesting that the council does want to treat the actual problem. The problem is the traffic flow on main roads and mass transit. You don't promote people using the main road area, but decide to discourage alternative use. If the main roads work efficiently, then there would be no need for 'rat running'. Also 31 'accidents' in 5 years. 6 a year, or 1 every two months. Wow that is a big problem.
- ▶ As per previous comments. I don't think that these treatments will be implemented due to both budget and community acceptance for these treatments.
- ▶ A mixture of both these options would be preferable, depending on each specific location.
- ▶ I am fully supportive of the partial but if this does not work then full traffic calming. I am of the strong opinion let us take the calming measures and planting trees on the median strips to try how it all goes before taking drastic measures.
- ▶ "Traffic calming" is a misnomer as it potentially increases driver stress. In locations where traffic speeds appear to be too high, a request should be made by council to SAPOL to conduct policing of excessive speed for a specific period to ensure compliance.
- ▶ There are already too many roundabouts which

slow down the traffic. Any further intervention is not required.

- As a resident of Pollock Avenue, I do not support either 3A or 3B traffic calming options as Pollock Avenue is a narrow, short street with trees already planted in it and limited street parking. I would like recommend a No Through Road at the end of Pollock Avenue at Broad Street. Statistically, as per your results, in comparison to other data it is a very high traffic and speed area for the length, gradient and width of the street. 546 cars at 46ks through Pollock Avenue is significantly dangerous in a narrow and short street with the majority of the cars “rat running” with little consideration to current residents. There is already limited parking due to the trees currently planted in the street (which I am in favour of) and in front of our property and the demographics of the street real estate sales indicate families are increasingly moving into the area. This would also suggest an increase in demand for parking availability in a Street that is already lacking in parking spaces. Making this a No Through Road would also significantly impact the rat running through other streets e.g. First Ave, which then go through Pollock and into Broad as evidenced in the numbers of Broad Street (albeit statistically narrow for the length of the street) A no through road is strategically a better and far cheaper option with Broad reaching benefits to other traffic management issues, as you can see Pollock Ave has far higher traffic numbers than traffic through Dix Avenue or Blanden Ave. Traffic speed calming would also create issues with emergency services as it is simply too narrow. There also needs to be better

lighting and the surfaces renewed and money spent on the existing tree spaces, it is a great little street with a real sense of community in it and the residents genuinely caring about Pollock Avenue.

- None
- Again I am only addressing this in Pollock Avenue, where this would obviously only reduce our current limited car parking. Also unnecessary convenience when entry or reversing from our home.
- My decision of being not supportive is directed at Pollock Avenue, I am strongly against having a single lane slow point anywhere on this street.
- Very concerned at the loss of car parking in Dix Avenue if 3B was approved, especially considering the council approved a 6 townhouse redevelopment with not enough car parking on site which will force residents to park on the street. Considering the angst this development has caused to current residents in the street, this proposal is definitely not supported
- Too costly. speed bumps is still my preferred option (to keep traffic going both ways).
- I think the installation of speed humps or chicanes would be more beneficial and less drastic than measures 1a and 1b.
- Can't see any advantages in either of these. I've lived in this area for over 50 yrs, & do realize there is a huge volume of traffic now, BUT why is it that it is the newest residents to the area that seem to be the ones complaining the most?
- This won't solve the problem. People will still rat

run through the avenues.

- “Traffic calming” is one of the great oxymorons of contemporary life. Negotiating excessively steep speed bumps, chicanes and reduced access single lanes in the middle of two way streets, and vision blocking garden beds is not “calming” for any driver. Neither is being forced into a traffic jam on a main road because all other options you had for going home or to the local shops have been blocked off because a handful of people don't like traffic in their street. We have one of the best suburbs in Adelaide with our long straight wide roads. Please do not waste our rates to mess it up.
- nil
- Not sure what you mean by this. Do you mean speed humps or a reduction of the speed limit?
- I believe traffic will continue to use rat runs as the major roads needs to be upgraded if there was an underpass at the top of Lower Portrush to Portrush Road this would allow traffic to move but traffic lights and no turning right at times at the lights outside Marden shopping centre where the roads meet, will become more and more congested as sheer weight or traffic and lorries using this route it is a bigger problem long term but people just want the traffic to flow and I believe they will continue to use the rat runs regardless of roundabouts etc.
- No need for this.
- Both of these have too much impact on local residents. I am not concerned about 'rat runners'. There are other ways of slowing traffic such as more speed cameras in the area. What



- about a few 50 signs or painted 50 on the road. Could also issue residents with stickers that say 50 for sticking on their bins.
- ▶ I have no preferred approach to traffic speed calming as I can once again only see inconvenience to the local residents of this street, particularly if the traffic island is outside your house making it difficult if not impossible to tow a trailer or caravan into your yard. It will also decrease parking spaces as some residents already are restricted with bus zones.
  - ▶ Both options are a need jerk reaction and not required. I have been transiting this area for 20 years and the only impactful running is to Beasley street from the soccer area with exuberant youth or their supporters. This very focused issue and not really a issue. I have not witnessed any excessive rat racing since the Road transport department moved out of the Walkerville site.
  - ▶ I don't wait these calming measures. My address means one will be located right outside my house stopping on street parking and possibly taking my tree on my verge. We have many cars parked on the street that do serve to slow traffic especially in the afternoon.
  - ▶ Use Speed cameras like other areas do. I worked in Traffic for 25 Years and there are options to control speeders in council streets, Your traffic department should know those legislation's and not simply put forward knee jerk actions to closing off roads as part of that control."
  - ▶ i dont want to be slowed down driving along 6th Ave.
  - ▶ Not supportive of either I believe the best option is to permanently close the end of Pollock avenue to Broad street and make Pollock avenue a No through road residents only, there is little room for more than 1 car to travel in both directions due to trees planted on road and lack of parking this would only make it worse for residents of Pollock avenue. Making the road no through and local residents only would reduce the cost significantly and make the street much safer for the current residents that have children.
  - ▶ Not needed.
  - ▶ We live in Joslin and do not experience out of control speeding in our streets or surrounding areas
  - ▶ I would say that the majority of speeding cars are rat running. If we can reduce the number of cars rat running the speed issue may decrease. Traffic calming on Pollock Avenue would not work as the street is already narrow and not much parking.
  - ▶ I am totally opposed to any of these options. Having lived in the Unley Council area for 25 years, the inconvenience is ultimately to the local resident. These ridiculous impediments would have a negative impact on our beautiful streets.
  - ▶ I am totally opposed to these measures. Having previously lived in Unley Park, the measures cause significant embarrassment with drivers approaching from opposite directions, cyclists and vehicles approaching the constriction point at the same time - refer to Wood Street, Millswood/Unley Park.
  - ▶ Roundabouts over humps. Humps ruin suspension for local residents.
  - ▶ I like any greenery options! Would like to see it down equally - so that some streets dont end up as targets because they dont have the same 'calming' measures. It seems like the big issue is dealing with the issue of flow on main roads. What is happening on that front?
  - ▶ Pollock Avenue already one way only due to trees planted on road calming measures would make parking and travel worse. Closing Pollock avenue to Broad street would assist more and be less invasive for residents of Pollock Avenue.
  - ▶ Pollock Ave is already a narrow road with trees planted on the road We only can park on one side due to landscaped island now
  - ▶ Pollock Avenue has limited parking and is one way at times due to trees planted on the road.
  - ▶ Restricted parking in Pollock Avenue already.
  - ▶ Pollock Avenue is already restricted enough.
  - ▶ I see the overwhelming outcome of this measure to be inconvenience to local residents... All for ""speed reduction"" which itself I see as a Con. From the Tonkin Report: ""From the data set listed above it is clear, at the holistic level, that all roads in the study area have traffic volumes commensurate with their intended function."" I really don't see a problem that needs solving especially when the proposed solutions come at such great cost to residents. I personally don't see ""reduction in traffic

speed”” as a Pro but rather a Con, for obvious reasons. I don't think it is fair to count it as a Pro as it simply is not the case.

Cons for all of the slowing measures (that should be mentioned) include:

Car additional noise from accelerating after roundabout / slow point

Car additional brake wear and fuel consumption from braking at slow points”

- ▶ Only on Beasley street as suggested above.
- ▶ The changes to Ninth Avenue in this proposal just don't make sense. The traffic study (the first diagram) already shows that Ninth is a preferred route for rat runners yet the proposal is to make Ninth the easiest to navigate.

Ninth Avenue gives traffic a straight through path between Battams Rd and Stephen Tce, unlike Tenth, Seventh and Fifth. This is no doubt why Ninth carries more traffic, it's quicker, the cars travel at higher average speed on Ninth because there are no 'T' sections to stop at. If Tenth, Seventh and Fifth Avenues warrant single-lane slow points so does Ninth, it carries more cars travelling faster.

Also the side streets adjoining Ninth are proposed to contain no restrictions at all while single-lane slow points are proposed on all the side streets between Seventh and Six, Six and Fifth, Fifth and Third. The traffic transiting to Ninth via the side streets needs be slowed just the same?

No, this proposal as it stands will make Ninth a preferred route for traffic, faster to get to and faster to travel on, the path of least inconvenience. Ninth Avenue must not be the exception but instead given the same consideration as Tenth,

Seventh, and Fifth, with single-lane slow points installed both along it and in all the side streets adjoining it.

- ▶ The installation of these traffic calming options is unnecessary and a waste of rate payers money! A round about at the intersection of River Street and Tippet Street would slow the flow of traffic. It would be an opportunity to remove the existing traffic calming features and improve the storm water management on River Street. The current design results in water backing up and flooding the footpath on the western side of River Street.

- ▶ I am not supportive of either forms of speed calming proposed as there are too many of them.

I am absolutely opposed to the 3B option as there are a ridiculous amount of devices proposed and it would cost a gross sum of money as well and it would create the most ridiculous blocking of virtually all our streets.

There is absolutely NO need for ANY calming devices in Grivell Road as it is a very quiet street with NO traffic issues whatsoever. There are also too many calming devices proposed in 3A as well.

If there is any need to calm the traffic, there should be less of the devices than what is proposed, and the slow points need to be two lane slow points and not single lane slow points.

The only places the two lane slow points may be useful are on 1st and 2nd Avenues and River Street and there should be none on Broad Street or Pollock Avenue

The proposed landscaped buildouts in 3A do not

have a photograph or diagram in the proposal so we don't even know what they are, what they look like or what we would be agreeing to, which is very unhelpful when we are trying to suggest what is best for our area.

In the proposal of 3A there are landscaped islands in River Street, Addison Avenue, Beasley Street, 6th Avenue and in 1st and 2nd Avenues. If we need some traffic calming and to slow traffic down, then they are in suitable positions for this.

Instead of landscaped buildouts on Broad Street and Beasley Street there should be landscaped islands put there instead.

Apart from a couple of two lane slow points and the landscaped islands I have pinpointed above, all of the rest of these options would create too much of a bottle neck in too many streets in my area and would create a great deal of limitation when exiting and entering my street and suburb and add significant time to my commute every time I wished to leave or return to my street and area, no matter where I was going or in which direction I was going.

- ▶ There are already issues for locals with parking space. Why would you increase this problem because “others” are entering our space? Pollock Ave is already a tight street and one has to stop to give way to traffic coming in the opposite direction. Any more congestion would not be recommended as your solution to “rat Running” would cause bigger problems overall
- ▶ It is safer if the speed is the same for all streets - prevents changing and forgetting to slow down when necessary.



## Would you support the introduction of a 40km/h speed

Comments from respondents who were 'very supportive'

- ▶ As a long-term local resident who has walked my baby in a pram and witnessed two motor vehicles drag racing their down Battams Road in Broad daylight, (who may I add saw me and did not care about possibly crashing into me as a pedestrian), I would say that these two roads are extremely dangerous when it is off-peak as well.

Instead of reducing the amount of traffic may you consider the actual needs and ways to have their speeds reduced? Have you considered a 40 km/h zone like Stepney and Maylands and Unley? Have you considered temporary speed bumps or dips along both parallel roads Lambert and Battams, would that be more cost effective?

Have you considered adding increased lighting on these roads and possibly CCTV to make it safer for residents? If that is also another concern, I would say First and Second Avenues are very dark!

Have you considered to lobby for a widening of Payneham Rd/Portrush Rd intersection like Magill Rd/Portrush Rd so that people would less likely Rat Track and improve the flow of traffic, since clearly that is the main reason why people choose our streets to drive through during peak hour.

Have you possibly considered lobbying to move the traffic lights along Lower Portrush Rd to the intersection of Beasley Rd to manage the flow of traffic and making it a low speed zone when entering the suburb? (There is a traffic light in Vale Park- Lower Portrush Rd, where this helps manage the flow of traffic and therefore slows traffic entering too). I have seen poor buses sit and wait for ages to be able to turn into Beasley St, or motorists waiting for ages to be able to turn right (South) from Beasley St onto Lower Portrush Rd. I am concerned about the amount of crashes there are at that Marden intersection.

If you look at similar suburbs where these approaches have been taken (e.g. Collinswood, Brompton, Walkerville, Unley), you may find that the best things that do work are speed calming restrictions and speed limits, not road closures nor islands. Be very weary of reducing the amount of car parking zones too because residents will not be happy about that.

Thank you for having the time to read my concerns and comments, I really appreciate the help you are considering for our suburbs.

- ▶ Keeping speeds down, with traffic calming measures to assist with enforcement, would discourage rat-running and have little impact on the travel time of local residents getting in and out of the area.
- ▶ This may also decrease overall speeds - as a cyclist, walker and driver speeds in some streets are closer to 60+km by many drivers.

Question: I am just wondering what happened to the previous designs for Battams Road etc that money was spent on 10 or so years ago - was that wasted? Cheers.

- ▶ Please do not close River Street and Beasley Street.
- ▶ Speed limit of 40km/hr in addition to traffic calming devices in Beasley & River Streets is a much better option than complete road closures.
- ▶ Strongly support measures that reduce the traffic speed through the area rather than traffic volumes and allow for more greening opportunities.

The majority of streets in the area are extremely wide and could be significantly narrowed while still maintaining parking and access through the area.

- ▶ Only if the speed limit is enforced with regular monitoring and expiation notices. The current 50 kph limit is regularly ignored by a significant proportion of drivers, particularly in the first section of River St around the blind corner at Broad St.

It's very dangerous to cross the road at that corner due to the speed of oncoming traffic and the difficulty in seeing traffic until you have started to cross the road.

A roundabout at that corner combined with speed limiting of traffic coming from Lower Portrush Rd would significantly improve safety.

- ▶ The streets are generally wide and enticing to travel above 50km/h.
- ▶ Yes also a great idea. I have lived in that area

of Marden and also Royston Park. I think it is a great idea to discourage rat running but closing roads will make life more difficult for residents and dangerous for neighbouring residents also. I would implore someone to use some brain power and not close roads but slowing people down and using other ideas to stop people rat running would be much better for residents!

- ▶ You need to check the speeding cars on Broad street as it is crazy during the day
  - ▶ This is such a great proposal, thank you to all involved. I really hope that it is all implemented. I love living in Royston Park but in recent years the traffic and speeding has made this area pretty dangerous with drivers trying to beat the traffic lights at the Marden Shopping intersection and the like. But it would also really bring in the bird life and make it so beautiful. It's a lovely area and this would make it even better, thank you.
  - ▶ As a resident on second Ave is with children at East Adelaide it is imperative that these rat runners are stopped. Not calmed but stopped - it is dangerous the speed they travel at through our streets and simply adding in calming measures will only make it more dangerous as it will not deter.
  - ▶ Overall, probably my preferred option but needs significant amount of signage throughout the area to remind drivers and ongoing enforcement of the speed limit especially when being established. Re ""optional"" email address registration below - it's not optional!!
- There are some other very important items

required which are concrete delineation controls at ICorner of River St & Portrush Rd.....the corner is so wide in busy times it is dangerous.

2 Corner of River St & Broad St.....cars over run the LH lane to the other side lane at speed when turning left off River St into Broad St.

3 At the intersection of Broad St and Addison Rd as most vehicles cut the corner. Only in Broad St prior to the intersection so as not to interfere with Bus route. More of this, less Garden beds that are costly with little traffic control. The Priority is Speeding Traffic and Peak Hour Rat Running and being considerate of Council funds."

- ▶ I support permanent speed reduction measures.
- ▶ "Yes, this is the best option for the precinct then once this has been implemented revisit speed issues and only target those roads where speed limit cannot address the speed issues.

Develop a road hierarchy and manage flow along those routes.

Also where is DIT in this discussion. Upgrades to Payneham and Portrush Road intersections should be considered in this planning. People who ratrun do so because the adjacent arterial roads are not functioning well. This needs to be integral to any traffic management plan.

Similarly, intensification of development in Royston park and Marden areas leads to increases in local traffic, this needs to be balanced between councils planning and traffic priorities.

- ▶ Drivers need to be more considerate of people living in the area. Fast driving could result in crashing into a home - the noise of some cars

vibrates through the house - and especially loud unnecessary motor bikers which can be heard from streets away act in a very inconsiderate manner.

- ▶ I'm disappointed that to submit this feedback I'm asked to provide my contact details which signs up for an electronic version of a newsletter I already receive as a ratepayer - is the council not intending to provide feedback to interested parties who have genuine concerns without spamming us with marketing? Please remove the word 'optional' from the text box, as I was unable to submit my response until it was filled in.
- ▶ I would like the Council to consider improving bicycle access between Beasley Street and the Lower Portrush Road PAC. Currently, bikes track over dolomite and narrow paths obstructed by shrubs to access the PAC. The full width of the Beasley Street western path should be sealed and shrubs removed to widen the Lower Portrush Road path that links to the PAC. This is very difficult to negotiate in my cargo bike and impossible to pass pedestrians and cyclists approaching from the opposite direction. I'm confident that NPSP staff have this in mind, but any consideration of traffic control for motor vehicle traffic should include consideration for maintaining or improving bicycle access.
- ▶ Definitely reduce speeds and how about some cameras to pick up speeding.
- ▶ We 100% need to reduce the speed limit to 40km/h in the neighborhood. 50km/h is entirely too fast for a purely residential area with kids



playing and biking.

- ▶ As above. I've only see a speed camera monitored by police once in 17 years. New safer habits will abound due to these measures.
- ▶ Having just returned from far north Queensland, I was pleasantly surprised by the electronic speed detectors that they utilise up there as a speeding deterrent but also a positive reinforcer of following the speed limit. Similar to the portable units they are using at the Vic Park Covid testing site but permanently installed. I don't know why they aren't used here. Putting a real-time speed detecting sign that advises road users if they are above (red) or at or below (green) the speed limit would be more effective a street like River St than any of the proposed ideas. They would also have the least impact on street design and cause no disruption to residents.
- ▶ Yes along River St people speed all the time.
- ▶ Good idea.
- ▶ I am also interested to know if there is any progress in renaming this area of Marden Royston Gardens? These traffic issues seem to be more aligned with St Peters/Royston Park local area and although I support a reduction in speed on the St Peters/Royston Park/Marden side I'm feel I am unable to have an informed position about speed restrictions in other parts of Marden. Now seems a good time to progress the name change.
- ▶ Speed humps along Grigg Street as a lot of vehicles speeding. Speed cameras are highly recommended to reduce the speeding vehicles.

- ▶ As parent of a young child I am aware of the problems and glad traffic data has validated that there is a problem. I would support the most effective solution to reduce rat-running on River St.
- ▶ If drivers won't do 50km/hr not sure that 40 is the answer. Police will not set up radars in the residential areas. Have requested it numerous times.
- ▶ Closing Ascot Avenue into Marden is a total inconvenience when simple speed restrictions to slow down the speed of people short cutting through would be a far better and safer way of controlling the situation.
- ▶ Focus should be on slower traffic speed not traffic volume.
- ▶ It would appear that only a very small area has been targeted in this survey. Surely a lot of problems stem from the traffic light control at the Marden, Payneham/port rush rd intersection? Also why weren't all residents that pay rates/property owners sent out/contacted about this survey???I only found out about this survey by accident!!!!
- ▶ Yes, that would help the issue.
- ▶ Yes please!!!
- ▶ AS above. Also I was told at the Royston Cafe met that streets like Battam and Lambert have to have other measures before 40km could be introduce. This is not correct as we went to the Maylands Hotel that night and the main street that we drove on was 40km and it was as e=wide as Battams or Lambert.

- ▶ I moved into the avenues because of the location and accessibility to all areas. Please don't close off River, Beasley or second Ave. Please don't. If DPTI would upgrade the Payneham and Lower Portrush Road intersection to have 2 turn right lanes. Less people would use the cut through.  
Another option is to have a no turn right into River and Beasley during the morning peak times 7-9.  
Thank you giving us a chance to share views. "
- ▶ This needs to be in addition to speed calming options.
- ▶ 40kms is a definitely effective means. Great for school slow downs and as Unley, Kent town and other areas has been effective in my personal experience in transiting extensively through these areas. There is no speed up and slow down increase noise as will happen with the slow points unnecessarily proposed. this would remove any potential extra environmental.
- ▶ I think starting with a less dramatic traffic change would help to slow traffic and divert rat runners.
- ▶ In addition to the rat running, we've noticed a huge increase in Second Ave traffic on school mornings. This occurs between 8AM and 9AM and again in the afternoons. Unfortunately, few school children ride to school. Traffic calming, especially on Second Ave, will make it safer for children to ride to school. Second Ave is supposed to be a cycle route but at present it has no specific cycle lanes, signage, etc
- ▶ A very good measure and would support.

- ▶ Will provide some effective safety control which is much needed.
- ▶ "I believe that blocking off River and Beasley Streets will make traffic congestion worse for us than it is now on Pollock Av.
- ▶ Ideally I would like Pollock Ave to be completely blocked off at Broad St."
- ▶ Closing off Pollock Avenue at Broad street end.
- ▶ Very much so, 40 km would help, although these type of speeding drivers would not take any notice of speed restrictions anyway.
- ▶ "The traffic in my area (Marden) is not a major concern but i would however like it reduced 25 to 30% if practically possible. Introducing a 40km speed limit would be a very good start, especially along River st, Sixth Ave, Battams Rd, Addison Ave, Broad St, Lambert St.
- ▶ The streets are very wide throughout this area which makes speed calming a good idea. I assume speed humps are a part of this?
- ▶ Blocking off streets is NOT an option. It is totally unfair to the local residents.
- ▶ A good start (and cheap) would be to introduce 40km speed limit and assess the traffic flow from there."
- ▶ Good luck with that they speed down and up Pollock all the time. Young children in st very dangerous.
- ▶ The closure of Beasley and Rivers streets is idiotic. Instead why not make it illegal to turn right into these streets (from Lower Portrush Road) in the early morning peak hour time.

If change must happen then the logical thing to do is to impose a 40 km/h speed limit. Surely this makes more sense. Also it would cost council very little expense.

- ▶ Hi Team, great to see these options explored and hopefully you receive productive feedback!
  - ▶ Cars speed through the neighbourhood. We need 40 km/hour and enforcement. Any chance that Council could discuss with SAPOL to get speed limits enforced? Supportive of 40km but there is no policing of the 50km now so can't see any improved benefits of reducing speed.
  - ▶ As long as the speeds were monitored.
  - ▶ It would seem the first approach to the problem is to apply a 40km/h speed limit for the whole area bounded by Stephen Tce, Payneham Rd, Lower Portrush Rd and the River plus effective policing.
- 40km/h would not inconvenience local residents to any extent. The "natural " speed on these roads in many instances is already below 50.
- ▶ In a previous survey on this issue, I made the comment that there didn't seem to be a lot of point in reducing the speed limit to 40kph when the current 50kph doesn't appear to be policed. However, now that some of these other more extreme measures are being considered, as a first step I would definitely prefer to see a reduction in speed limit to 40kph, with regular monitoring by speed cameras. So called 'rat running' is not as much of an issue for me as

speeding 'hoon' drivers at any hour of the day.

A final thought is that, if this initiative is successful in removing traffic from Marden & Royston Park streets and instead redirects it to Payneham Road, who then deals with the issue of traffic on Payneham Road, which is already at capacity from mid afternoon?

- ▶ 40 k/m limit a good idea, but doesn't stop 'idiots' as the Polic cannot monitor this due to lack of time or manpower in our local area. Other measures needed to reduce speed.
- ▶ 1 Installation of traffic lights at Sixth Avenue/ Stephens Terrace with right turn around. 2 Permanent right turn arrow during all hours particularly peak hours at Marden/Payneham intersection. 3 40 km/h in all streets apart from main arterial roads. 4 As a last resort install speed bumps strategically placed. No other full road closures!

#### Comments from respondents who were 'somewhat supportive'

- ▶ This traffic study has not presented enough information to make an informed decision. For example: 1) Of the "crashes" what was the exact cause of the crash? How does it compare to other areas of similar street geography with/without such traffic control measures? 2) The statistic for "rat running" appears hardly significant compared to the total volume of cars using those roads. In this case are these very expensive solutions looking for a non-issue to address? Finally, might I make a suggestion to reduce speeding: more speed limit signs.



Cheaper than any option presented and for most drivers, quite effective.

- ▶ Please improve cycling infrastructure when you make these changes. It's very dangerous cycling in this area without proper markings in roads. My son was car doored outside the primary school.
- ▶ I suspect a 40kmph speed restriction would probably reduce rat runners, or at least make them less noisy and dangerous, which is the major issue, and would be the cheapest and safest solution overall, perhaps combined with some planting and traffic calming measures, without causing undue and major inconvenience to local residents by blocking off River st, Beasley st or Salisbury Ave.
- ▶ "The speed limit plays no factor for some drivers. I live on Sixth Ave, where 70+km/h is not uncommon, and I have witnessed many instances of 100+km/h speeds. I am disgusted by some of the behaviour I've seen on what is a residential street; it is only a matter of time until a family car reverses out in front of one of these selfish individuals.
- ▶ I understand that people use the road as a cut through, and there's nothing I can do about that. But many aren't satisfied with simply beating the traffic, they use it as an opportunity to speed and save even more time.
- ▶ I have contacted the police on two occasions, and from what I can tell they've done nothing about it, even though the street is clearly wide enough to safely implement enforcement measures.

- ▶ Please do something about this.
- ▶ Does not stop those drivers who speed anyway, but may discourage some.
- ▶ Don't use these locations so can't comment.
- ▶ Reducing the speed limit in itself is not a suitable option without implementing the other physical speed reduction measures such as roundabouts and humps and median strips. One could also consider zebra pedestrian crossings so cars give way to pedestrians. I also consider that traffic lights should be installed at Sixth Avenue Stephens Terrace intersection so buses can traverse safely through that intersection.
- ▶ If the Traffic calming is consistent throughout the avenues, then a speed restriction will not be required as it would be almost impossible to gain speed above 40-50km/h.
- ▶ In most cases 50kph on the bigger streets is reasonable (eg Sixth Avenue and Ninth Avenue), but 40 kph is more sensible in the smaller side streets.
- ▶ "“rat running”" appears to be a deficiency in the main road system and in this case clearly the Payneham Road and Portrush Road intersection. Have any consideration been given to upgrading the main road network to better cope with the traffic?
- ▶ Road closures of River Street and Beasley Street (Option 1A) are strongly opposed on the basis of increase risk to enter the area via Battams Road from Payneham Road which has no designated right hand turning bays. This will likely result in increased crashed and serious injury crashes as

a result of blocking a lane of Payneham Road city bound. As a result it is highly likely a right hand turn onto Battams Rd from Payneham Rd would be prohibited further compounding the access issue and shifting the problem to few access routes.

- ▶ "Not for the bus routes. Who will police this?"
- ▶ 50 is fine although cars do zoom past our house. Hopefully speed calming measures would be enough but I wouldn't oppose a 40 km speed limit if the other measures are not enough.
- ▶ When implementing this new limit, execute a police blitz on speeders in the area initially to strongly encourage the road users to adhere to the speed limit.
- ▶ Spending over a million dollars to appease a few disgruntled residents who hate traffic and never need to drive anywhere is not a good use of the rates we pay. This is outright wasteful.
- ▶ "Would rather that than other roads closed .

Its no wonder people take short cuts. to dodge the heavy traffic on Payneham Rd. The green arrow needs to be on at Payneham Rd, Portrush Rd intersection. at the times of 4-6pm instead of being off. The worst time of the day to attempt to turn right. into Portrush Road.

So instead most of us avoid turning right there and do other short cutes. I realise this isn't the area you are looking at, but wonder if it has an impact.

- ▶ Attended the consultation at Royston Park Cafe which was a total waste of time. Most people there had no idea what was going on, didn't drive, and were there for an outing. They weren't prepared. There was no presentation from Council and even the Councillors that were present lacked knowledge on what was planned. Why couldn't it be done properly at the Council chambers or a local hall instead of sticking plans on the cafe window. All in all very unprofessional and gives me no confidence that what will be decided upon will be successful in achieving a worthwhile outcome. The main problem is cars SPEEDING, and cutting corners, especially along River Street, Broad Street and Addison Road. A step in the right direction would be to have a solid median strip at the River Street end of Broad Street and a wider, possibly triangular one at the intersection of River and Lower Portrush. Road closures are a desperate last resort.
- ▶ Yes these has some merit to the 40km zone, but only if it is enforced, I see local rat runner driving down the lane behind the TAB, Medical Centre & Barnacle Bills, I have been nearly run down on several occasions walking to the back of my elderly neighbours home to assist them & this is a no through Road! I would also like to make a point that it would of been appreciated to have had more notice to attend the drop-in session, as I only received the card in the mail 4 working days prior. I have also making a note one of my properties did not receive card at all?
- ▶ I strongly believe that this is an over reaction. Car speeds in the area are not that bad with
- most streets showing an average under the 50km limit. Some streets do have extra traffic however this would only be for perhaps a 30 minute period each working morning and night. The council has agreed to put hundreds of extra residents around the River Street area and they have purchased their houses freely knowing this - they can not complain about traffic. Wouldn't the developer have addressed this with council and agreed as part of the council approval ? Council funds should be better used to improve all footpaths, many of which are still dangerous, and also to improve street lighting.
- ▶ In narrow streets only or highly lines street where parking restricts two way traffic. People will likely still speed.
- ▶ Hello, I live on Pollock Avenue and have been working from home for close to 6 years now. I notice a couple of extra cars driving down our street in the early morning on weekdays headed in the city direction - I have never thought of this to be a problem. For a couple of hours in the afternoon on weekdays (during peak), there are cars headed in the opposite direction out of the city, I would say a few more cars in the afternoon than in the morning. Outside of these times and on weekends the street is very quiet. I am undecided on whether the traffic management options are necessary.
- ▶ I am supportive of a 40km/h speed limit in Marden. However I think that Royston Park should remain 50km/h as the streets are wider, and there is enough room for two cars to drive through even where there are parked cars on either sides.
- ▶ In the time I have been living here I have noticed a growing problem with the Payneham Road/ Lower Portrush Road intersection, in particular Payneham Road headed out of the city and before the intersection (the highlighted section on your map), especially in afternoon peak. The traffic is very heavy and is backed up along Payneham Road starting from Lambert Road (sometimes from Stephen Terrace) all the way to the intersection. If there was a better flow of traffic along this section of Payneham Road then there wouldn't be any need to 'rat run'.
- ▶ I think that creating full road closures on both River Street and Beasley Street would be potentially disastrous(!) as it would direct thousands of cars to the Battams Road & Payneham Road intersection. The entry into Battams Road from Payneham Road (heading towards the city) would need updating as currently there is no turning lane, anyone turning into Battams from Payneham is blocking a full lane of Payneham Road traffic. If River/Beasley Streets are blocked then this line up of traffic wanting to enter into Battams would undoubtedly be backed up through the intersection. Also, while there is a keep clear zone there, I have never felt safe turning right onto Payneham Road from Battams.
- ▶ The turning right lane at the intersection on Payneham Road turning onto Portrush Road should be made longer and there should be green arrows/longer green arrows. We have personally sat there through many sets of lights in the mornings trying to do the school drop off as only one car is able to sneak through at the



end of each set. I understand why many people would drive (rat run) out onto Lower Portrush Road at River or Beasley Streets in order to go straight over Payneham Road as it is extremely difficult to turn right onto Portrush Rd from Payneham Rd.

- ▶ One more point, bus stop 12 on Payneham Rd (both East and West sides) was moved. This, in particular the west side stop, has caused more problems with the flow of traffic on Payneham Rd. The bus stop was originally in front of the East Adelaide Healthcare Centre at 337 Payneham Rd, where there is a third lane (bus lane/turning left lane) – when a bus pulled into that original stop it would not be blocking either of the two lanes of traffic on Payneham Rd. Now, the bus stop is in front of the Payneham Tavern at 319 Payneham Rd, where when it stops it blocks a full lane of traffic and Payneham Rd is reduced to only 1 lane. Admittedly I was really disappointed with this change, I assume there must be a reason for it but I find that it doesn't make any sense in regards to the flow of traffic on Payneham Rd.
- ▶ I am very appreciative of the effort gone into the 'traffic management options' however I am genuinely worried that they will do nothing to solve the real problem (Payneham Road) and by directing more cars onto Payneham Road it will actually create an even bigger problem. I wasn't able to attend the initial meeting on 12 April but really like for there to be another opportunity for a second meeting.
- ▶ No turning right at peak times into River St or Beasley Street might help to stop the rat

runs times the other times of the day are not a problem.

- ▶ I believe significantly reducing traffic through the avenues is more important than reducing the speed of the traffic.
- ▶ I agree traffic is very busy in the early morning and evening but I live on Battams Road and it is wide enough to cope with the traffic.
- ▶ Most residential streets are quiet with no action required. Funds are better spent improving street lighting which is mostly very dark.
- ▶ "I support efforts to slow traffic and discourage non-residents from driving in the area. I do not support measures that would force residents onto main roads, such as the closures of River and Beasley Streets. Improving the Portrush Rd x Payneham Rd intersection (particularly the ability to turn right) would also help.
- ▶ It is also important to recognise that there is a school with over 700 students in the area. There will be non-residents driving in these streets to access East Adelaide School."
- ▶ "Rat Runners won't want to go 40km/h, so if that's what I need to do as a resident to prevent Beasley and River Street closures, then yes.
- ▶ It is such a lovely area, I don't want to hate my drive home every day if you close River and Beasley to Residents (can we have permits?).
- ▶ Will be good if someone police's the speed limit - in my 15 years living in the area I have not seen a speed camera but have seen some ridiculous speeds up 1st / 2nd Avenue and along Battams Road.

- ▶ Some arterial streets may not need a 40km speed limit. What will be difficult with mixed speed limits is the awareness to dRivers and confusion it may cause, resulting in unnecessary fines.

- ▶ "I would support this option in lieu of all the other options with the exception of blocking off Beasley Street and River Street.

- ▶ Note: I did not become aware of this survey until quite recently and I am concerned that this survey was not made known to residents of Joslin and St Peters. None of our neighbors had heard anything about this survey, yet our street is potentially seriously affected by the outcome.

- ▶ The boxes below only relate to Marden/Royston Park residents, why?

- ▶ I would be happy with this if it is in lieu of the various suggested options other than option 1A.

- ▶ "If there are local residents concerned with speeding and/ or 'rat running' rather than being re-active and trying to stop it, lets be more pro-active and look at what's causing it...

Payneham Road. Fix that.

I don't think removing the alternative routes that commuters utilize is going to make the excessive congestion on Payneham Any better.

I don't believe closing roads/ restricting residents safe exit routes/ removing emergency vehicle access is an effective solution. Has anyone considered this?!"

- ▶ "No consideration appears to have been given

to mobility scooter use. Footpaths in the NPSP area are not good/safe for scooter use. They are uneven, bumpy and slope at quite steep angles in some areas. Angles to access road to footpath need to be gentle.

- ▶ Being able to use bike lanes would help although that might require discussion/education between cyclist and mobility scooter users and the general public.
- ▶ Paved footpaths look good but for wheelchair users and pram/pushers, they are very uncomfortable and create bumpy and often noisy outings.
- ▶ Yes Ok. I don't think this really inconveniences too many people and would provide a meaningful impact on speed reduction in the area.
- ▶ If it meant roads remain open.

#### Comments from respondents who were 'neutral'

- ▶ I believe if 50km/h was policed this would be sufficient. I am not sure if 40km/h would be adhered to by majority and I doubt if it would be policed.
- ▶ With existing roundabouts, I rarely achieve 40km/hr in this area already. I rarely see speeding.
- ▶ Re parking on Third Avenue, Royston Park. Homeowners are parking on south east corner of White Reserve, and when more cars and tradies are working in nearby homes, driving through the narrow gap of parked cars on both sides of the road is rather precarious. Suggest a

yellow line be painted on that sharp curve of the park. This has only become an issue since some home blocks have been subdivided.

- ▶ I don't believe that lowering the speed limit fixes the problem. Some drivers choose to ignore the 40 km/h speed limit elsewhere, so unless it is policed it is ineffective. Better to have speed calming measures such as roundabouts (which also make the intersections safer), speed bumps (as in Bakewell Road), and slow points. Landscaped buildouts and median strips will add to the beauty of the streetscape, but probably don't have much of an effect on speeding.
- ▶ The introduction of traffic speed calming measures may make the 40 km/hr speed limit redundant.
- ▶ I understand why you are doing this, and I agree somewhat, however (as already stated) please be very mindful you are not restricting local residents who use these roads for access to work, school, sports and shops. And be mindful that doing ""too much"" will, in turn, create problems elsewhere.

If you are trying to deter ""outsiders"" from cutting through these suburbs then please find a solution that won't cause pain for your ratepayers. Perhaps try to do as little as possible in the first instance and see if this does the trick.

Please consider the mental well-being of the residents who will be affected by your decisions.

I think the people you are targeting for this wouldn't obey the speed limit no matter what it is. And lastly, the cost difference between 3A and 3B

is not a lot but there is substantially more work in 3B, however, this is not reflected in the price. I am not sure why this is.

I understand this will not be an easy decision and perhaps more consultation is required after the survey is complete and you have more information.

- ▶ It's useless if no one to enforce it. Reckless drivers would still speed up whatever the speed limit is. Again, I still prefer the use of speed bumps on River St.
- ▶ While I no longer live in the area, I regularly visit the area to see my father who is a local resident. We access his house by using Portrush Road. It would be a very bad decision that would severely affect all residents if access to a major thoroughfare is closed.
- ▶ Would definitely like to see some path lighting in willow bend reserve.
- ▶ I'm not in favour of any of the above changes as they would inconvenience local residents. We have lived on Sixth Ave for forty years and the traffic increases in the mornings and evenings has not greatly increased to be a problem. If speeding is an issue perhaps put up more 50 signs or have speed cameras to slow speed or divert traffic. I do not agree with any changes that will stress or inconvenience local residents.
- ▶ The large streets, Sixth, Ninth, Battams etc are wide enough that 50kph is not excessively dangerous, and the smaller streets are rarely uncongested enough with on-street parking to allow speed much higher than 40kph anyway.



- ▶ “Please put a roundabout at the intersection of First Avenue and Battams Road!!! People are always speeding down the stretch of Battams Road between Payneham Road and Second Avenue. Our beloved kitten was struck and killed in front of our house (5 Battams Road) last year, right in the middle of the day and in front of my eyes! Additionally, a roundabout would greatly clarify right of way for cars at that intersection.

Why aren't you considering speed humps for traffic calming of long stretches between intersections? They have to be WAY less costly and complicated than most of your options!

As someone who lives in the area, I don't see rat running as a huge issue. Most cars stick to Payneham Road, even during rush hour. Plus, us local residents want to “rat run” ourselves so we aren't forced to only use Payneham Road (which is a disaster under heavy traffic)!

Speeding is definitely a problem, though! We hear and see cars racing through our street at all hours of the day and night!”

- ▶ “=== Re 40km/h Speed:  
I am indifferent to this proposal, but note that I do not expect it to have any effect on the speed in the area.  
Overall, traffic appears to be within (or otherwise very close to) the speed limit. The major problem for my street and surround, is cars which speed well in excess and ‘hoon’ driving. A 40km/h speed limit will not solve this issue.  
If speed reduction is the goal, then option 3B

should be pursued, combined with a 40km/h speed limit.  
In my view, a 40km/h reduction in speed without ample speed calming will have no effect.

- ▶ Rat runners are habitual and will adapt to road calming devices. Some will even see them as a challenge, similar to chicanes in F1. I fully support blocking Beasley and River streets even though it will increase my driving time a little. This is a small price to pay for a safer & quieter suburb. It is also the most cost effective, and cheapest solution.

#### Comments from respondents who were ‘not supportive’

- ▶ Why not consider to continue those road side parking recesses done along Ninth Ave onto Battams Road stretch right up to Sixth Ave roundabout. This can narrow down Battams Road. And together with the partial speed calming installation, traffic speed should be quite well controlled.

Another issue here is regarding the huge overhanging gum tree branches along Sixth Ave between Oaklands and Lambert. Wonder if someone can inspect that if it is safe or perhaps need some pruning as there are buses running along this road.

- ▶ This is a complete waste of time and money and will cause great inconvenience.
- ▶ The rat running is predominantly on 6th Avenue which is also the bus route. If it ain't broken don't try and fix it and cause residents greater

inconvenience and costs. My rates are high enough already.

As a matter of interest I've lived in Royston Park for 40+ years. In that time there have been very few serious accidents or deaths. The rat running is a consequence of Payneham Road no longer fit for purpose. Your suggested options will force us onto walk Erville terrace, Payneham road. Or Stephen terrace to access our homes. These main roads already can't manage the existing traffic without adding additional traffic.

- ▶ Enforce 50 km/hr.
- ▶ If everyone abided by the speed allowed, there would be no need for any measures. Maybe if the Police could have blitzes then the problem could be reduced.
- ▶ 50km/h is slow enough. 40km/h would do little to change the rat running which is really what needs to be solved.
- ▶ I have witnessed a crash at the intersection of River St and Lower Portrush Rd, and it was because the driver (Senior) turning right had the front of his vehicle in the path of oncoming traffic. I wonder how many more of the statistics used to justify these measures you propose are because of poor driving habits only. The statistics do not justify these proposed measures. Accidents do happen, but usually it is because of poor awareness and alertness on the part of the driver. Reckless driving and excessive speed are the main causes of accidents, but a 50km speed limit is enough to avoid accidents. Usually the ones advocating for reduced speeds and traffic restrictions are the main causes of

accidents. And councils will always use such vague and meaningless statistics, which don't justify these measures. If it really that bad, why don't we go back to the early days of motor vehicles and have a pedestrian with a red flag walking in front of the vehicle warning of a motor vehicle approaching. An just for the record, I'm of 63 years old, and not some young hoon driver.

- ▶ How will this be policed??
- ▶ By the looks of your info pack most speeds are 50 or less!
- ▶ This is typical dumb reaction of the council to not address the real problems, but put band aids on to appease the loud wingy people. Baby boomers should realise that this is an inter suburb, not the outer suburb they bought into 50 years ago.
- ▶ How about policing the 50km/h limit to start with?  
I hear cars trucks and motorcycles screaming down River street and most definitely aren't going 50kmh or less.  
Also whoever organised this survey, tell them we are in Australia and use Australian words NOT American. They could also use a free spell checker...  
""Register to receive Your NPSP (optional)""  
REALLY? Very poor. And now ""optional"" means I can't do this survey unless I enter a valid email address?
- ▶ No comment necessary
- ▶ When the council continually approves high density housing and split blocks for more

housing, they have to expect higher traffic flow.

As a long time resident of this area and I live on Sixth Ave, I have no issue with the traffic and rely on easy access to main roads.

A roundabout or set of traffic lights on the Sixth Ave, Stephen Tce corner would be a welcome addition to our traffic frustrations.

- ▶ Not necessary, I travel these streets every day and very rarely see anyone speeding, if anything motorists ten to drive at just below the limit in most cases.
- ▶ A reduction in the speed limit is strongly opposed. In my observation, traffic in Marden and Royston Park generally travels at a reasonable speed for the conditions.
- ▶ Not required.
- ▶ I don't have any traffic issues living in Blanden Ave, Marden. I have lived at this address for 30years. I walk most days and ride my push bike several mornings a week. The path I take is along Battams rd, ninth Ave, Winston Ave and first Ave.
- ▶ The recently introduced landscaping on Ninth Avenue has worked well in reducing traffic and improved the storm water drainage and appearance of the street.

Reduction in car park spaces has already impacted on residents and any further reductions is unreasonable.

Also many residents bought homes in this area because of the appeal of wide tree lined streets. The width of the street supports two lane traffic

and the safety of cyclists. Narrowing the street fully or partially is a major inconvenience and not welcomed.

For increased transparency and wider consultation the council should have posted the material and survey to residents as not all residents have computers and some may not have the level of English skills to answer the survey.

- ▶ Street closures will only effect local residents. Speed calming options are far more effective.
- ▶ I have lived here for 11 years and the work at Ninth and Battams has been effective - we do not need to be radical - have you done this on the other side of Stephen Tce in St Peters - College Park (No) they have the same issues in some avenues.... I would prefer to see some of the trees that are large and problematic replaced with the correct variety on footpaths to make it better for walking and general infrastructure. When we ask about tree removal it is 'not negotiable' and we want to replace with one or more trees to negate the removal of 1 tree. Commonsense must prevail rather than bureaucracy.
- ▶ You will still get speeders. 40KPH streets do not work over such vast areas. You will end up with the locals speeding as it is a PITA.

Alternative example of Traffic Calming which I think will work better - I recently drove up Birdwood road Greenacres and there was traffic calming on Princes Rd intersection. The entire intersection was raised about 150mm with warning signs and give ways. If Sixth avenue,



Ninth Avenue and Battams road had every intersection raised and giveway signs to the through traffic the Rat runners would disappear or at least make a much safer environment without causing much disadvantage to residents.

These measures also need to be applied in St Peters and Joslin for greatest effect."

- ▶ This won't stop rat running. The odd person might go down the avenues at excessive speed (much like how those people probably go down many streets at speed), but this isn't the problem. The problem is that people are so easily able to access the avenues to avoid Payneham road. Dropping the speed wouldn't stop people wanting to track through the avenues as a means to avoiding Payneham road.
- ▶ NO - 40km/h is absolutely NOT needed. We have already been told by our council this option has been considered, rejected and will not be considered again. How persistent the vocal minority. It is silly and tedious dragging along a kilometre of straight empty road at 40km/h. Anyone who cannot drive safely at 50km/h adjusting their speed to conditions should not have a licence. We should not all have to crawl along because a few people like to go slower. On the subject of accidents; there have been few, considering the numbers of people who safely travel every day. A lower speed limit will not be useful. You do not stop the mishaps of hoon drivers or the inattentive by making everyone go more slowly. Q2 above - additional greenery to me means street trees, not garden beds. We need a tree canopy in some areas urgently.

- ▶ Why choose just Marden and Royston Park. Makes no sense at all.
- ▶ There is no need for a 40km/h speed limit in the area.
- ▶ 10kph reduction is a waste of time.
- ▶ Great inconvenience to local residences.
- ▶ 50km/h is slow enough for any residential area.
- ▶ No. 50 speed limits are not enforced and so how would you enforce 40 speed limits. Again it is local residents who are disadvantaged. In forty years in the area I have seen speed cameras on Sixth Avenue twice and one of those was only a few weeks ago. Even some fixed speed cameras might help to slow traffic.
- ▶ We have great wide streets compared to many suburbs around Adelaide and I think that is such a positive aspect of living in Marden. I definitely do not think we need a 40km speed limit. I think it would be such a same to change our lovely open wide streets.
- ▶ How are we supposed to exit/access our area ""Safely"" once those roads are closed? Everyone is entitled to use side streets to enter main roads and vice versa whether short cutting or if a main road is congested.

The other thing is how are delivery trucks small Semis you need to deliver large building materials and turn around in dead end streets.

If new residents in River Street are complaining, then that is their problem. They should have known that was going to be an issue when the housing development was approved and

undertaken with minimal to no building parking.

- ▶ Although we do have the occasional speeding car on Lambert road I don't think we need to introduce any extra islands or medians on Lambert road as it would make it difficult for vehicles to enter and exit their driveway.
- ▶ All is working well in our area.
- ▶ Most people drive to the conditions, spoon drains etc, in the main. We exit River St most days and would rarely get above 40 kmh through the Avenues.
- ▶ Unless the Govt can guarantee weekly positioning of speed cameras then this is a complete waste of time and money. My only concern as a resident is that if I am travelling from North East rd to Third Ave Royston Pk it's going to be a long way around to access either Battams Rd or Lambert Rd and possibly Walkerville Tce/Stephen Tce being the best option. Whatever is done will be an inconvenience but the rat runners have to be stopped.
- ▶ Already too many different speed limits & all the associated signage detracts from the local aesthetics. It won't change the drivers that do the wrong thing & speed at 50kmph.
- ▶ As mentioned above this is not the right solution to this problem and requires a more considered approach to town planning for the whole area rather than simply addressing the concerns of a few council constituents. Improved arterial flow with additional lanes and multiple lanes to turn right at busy intersections would be a start. Public transport options are also very limited.

An access point to the O-Bahn somewhere in the Walkerville / Joslin area would be ideal. Utilising the old Transport Department area at the end of Holton Ct would be a good solution and put a vacant space to good use.

- ▶ I think 50km an hour is sufficient.
- ▶ 50 is adequate.
- ▶ It's a big suburb. Driving 40kph through it as a resident will be annoying.
- ▶ I also use First Avenue to go home from my daughters and if I go to Coles. The street is wide, and houses are double brick and back from street which also has wide footpaths. Hearing traffic would be near impossible to hear. I walk around these streets after work around 5 to 5.30. Traffic is minimal. I think some people worry about things not even worth worrying about. I would say 75% of traffic is local. Still cranky I didn't receive anything in regards to the consulting. Makes all the other locals sitting ducks as there were probably a lot that also have no idea so won't be able to have say.
- ▶ There are too many speed limits in place in SA and I don't think, as a community, we should contribute to the problem. Limits are useless without enforcement. We simply need drivers to take more care.
- ▶ From the Tonkin Report:  
 ""From the data set listed above it is clear, at the holistic level, that all roads in the study area have traffic volumes commensurate with their intended function.""  
 Tonkin Report also says that 40km/h limit is

unlikely to deter rat running traffic.

Tonkin Report ""From our experience, the introduction of road closures is unlikely to be supported by the majority of the community""

I really don't see a problem that needs solving especially when the proposed solutions come at such great cost to residents.

These suburbs have always had nice wide streets, this is what people bought into, it is a rarity and I don't see any of the proposals providing more benefits than inconvenience, time wasting and additional fuel consumption, brake wear and noise.

- ▶ No. It's already 50 km/h further reduction won't stop people using the road.
- ▶ We have certainly noticed a huge increase of morning traffic heading towards the city - from River street up Battams road onto sixth avenue. In the late afternoon when the filter lane is off at Payneham road Marden intersection for traffic turning right into lower Portrush road, traffic banks up on Payneham road waiting to cut down through Battams Rd , back onto lower Portrush road via Beasley or River St. I have witnessed a lot of near misses.
- ▶ I don't believe lower speed limits will change driver behaviour of those in a hurry. Whereas other options deter use of the roads.
- ▶ I am absolutely not at all supportive of a 40 km/h speed limit in Marden and Royston Park.  
 It is very safe driving in Marden and Royston Park and in my 28 years of living here, it always has been.

It is absolutely unnecessary to change the speed limit, and 50km/h is the best speed limit option for these areas and streets.

It is also very annoying and ineffective when driving and trying to maintain the speed of a car when the car does not comfortably drive at such a low speed and is bad for the car, and especially creates a need for the overuse of brakes to try and maintain such a low speed as 40km/h.

I find 40km/h driving to be very uncomfortable driving conditions and is unnecessary in Marden and Royston Park as it is and has always been very safe driving in our streets.

Overall, I don't believe we residents should be negatively impacted because we live in these streets, whereby we have no way of easily exiting or entering our streets and suburbs that we currently enjoy the use of now. Virtually all the options suggested in this survey effectively lock everyone who lives here in their streets and block them from getting in and out of their own streets which is a highly undesirable and an unfair consequence to us due to a few people using the streets to access the roads in this area.

Our access should not be negatively impacted by this at all.

The system is working well as it is, so leave things as they are now.

The proposed costings for the majority of these proposals are also exorbitant and an unnecessary expenditure.

If something is done, it needs to be only minor adjustments, as I have suggested above, and not



the over the top major suggestions proposed in this consultation, whereby whole streets would be completely closed and inaccessible or have very limited access, one way access, or having whole streets with median strips and islands.

Your proposals would make living in Marden very unpleasant and uncomfortable for me and for the residents living in these streets. Having enjoyed living in Marden for more than 28 years so much that I have never wanted to leave, virtually all that you propose would majorly impact my quality of life and take away a great deal of what I liked about living here and why I have not moved to other areas that have these types of limiting street conditions already installed in them.

I would have to strongly consider whether I would still wish to live in this area if these proposals go ahead.

I am VERY disappointed that the council is even considering the majority of these proposals. Even a tiny fraction of these proposals would have a major impact to the ease of movement in and out of these suburbs and would change my quality of life and make life very restrictive and unpleasant to live here for me and the other residents of Marden and Royston Park.

- ▶ I don't understand this whole solution, when I know that many of the "rat runners" enter earlier towards St Peters. Why are there no restrictions there? The whole solution by providing an overkill of closures at this end, will certainly stop traffic but no consideration, none, was given to the locals in the area. What a nightmare!

Why were the residents not consulted ? I hope after this review all comments would be given consideration to provide a working solution without inconveniencing the residents who live down this end

Work started on Pollock Ave to re-green the area but work stopped due to lack of funds. These closures are very expensive and not necessarily problem solvers. Why is so much money now available for this and none for what was started more than 2 yrs ago?

#### Comments from respondents who had 'no opinion' or did not choose provide a response

- ▶ Speed limit should be reduced to 40kms/hr and enforced by SAPOL. Rat runners rely on saving time by using local streets, a reduced speed limit would be a great initial measure.
- ▶ Streets and avenues joining Battams Road and Broad street should also be considered for traffic calming options. Cars routinely 'rat run' via Dixs Ave in order to avoid paynhem road intersection, and at great speed. Approximately halfway down Dixs avenue the street has a minor bend which lends itself to traffic calming options: speed bump or street width tapered to a single lane.
- ▶ Please refer to my original comments.
- ▶ Please remember to provide access to the car parks of shops and medical facilities along Payneham Road. Closing off right turns from Payneham Rd into Broad St and Battams Rd (and maybe Salisbury Ave) would speed up traffic going into the city on Payneham Rd.

A longer right turn lane would be required at the lights at Lambert Rd. At peak times of the evening Lambert Rd is the only traffic light controlled right turn into Royston Pk until the city so many cars run the gauntlet of crossing across heavy out-of-city traffic into Royston Pk.

- ▶ Local residents should not be stopped because of the rat runners.
- ▶ Beasley St & River street are incorrectly identified as rat run roads. They are simply entry/exit for residents heading North & North East, same as Lambert & Battams Rd are for residents travelling to the South or to the City.
- ▶ I have no strong feelings about any of the options except closing River street, which I am strongly against.
- ▶ Please be smart and do not ruin our streets. Thanks
- ▶ Don't fancy speed humps or chicanes.
- ▶ Urgent action required in Beasley Street ,even interim closure would assist safety , lack of sufficient public lighting an issue especially mid-winter.
- ▶ The corner of Battams Road and Ninth Ave is quite dangerous. Large vehicles (trucks, street cleaners, rubbish collectors and semi-trailers(with 2 or 3 trailers) have difficulty keeping to the left lane when turning from Battams Rd. into Ninth Ave and straddle the right hand lane. Traffic from Ninth Ave. turning right cannot see what is coming until almost at the corner. At times traffic needs to reverse backwards to allow large vehicles to complete

their turn. Speed limits of 25k rather than 50k may help. The limits would need to be in place on Battams Rd, perhaps from Seventh Avenue and continuing on Ninth Ave. to Hooking Ave. 25K speed limits would also need to be in place in Hooking Ave. to warn vehicles of a reduced speed limit when turning right and also on Bide Street for traffic turning left and right. This is a very crowded corner with many cars parked and two side streets within close proximity. Cars travelling at 50k and more are sometimes unaware of the tight corner. There is no room for calming in this area so therefore Traffic Signs indicating a lower speed limit would seem worth a try. Lower speed limits may also have the effect of reducing RATS. In River Street RATS are mainly in peak hour as at all other times during the day there are a relatively low number of cars at any one time using River Street.



Individual submission received on 29 April 2022  
Personal details removed for data protection reasons

Dear Ms Buckby,

**MARDEN AND ROYSTON PARK LOCAL AREA TRAFFIC MANAGEMENT**

First let me provide my qualifications; my wife and I commenced residing in First Avenue Royston Park at the end of 1977, and so I have seen many problems and I believe that I have some solutions to those problems.

What is a “Rat runner”? A person who is trying to find the quickest way to drive through a locality in a vehicle. They dislike being made to detour, so to be rid of these people we must have more detours that do not mal-effect the residents.

**SPEED LIMIT**

The first solution is that the Maximum Speed Limit MUST be reduced to **40 Kilometres per Hour** not just for the surveyed area but for the total area bounded by **Lower Portrush Road, Payneham Road, Stephen Terrace, and the River Torrens**. Only reducing the speed limit for the surveyed area will not be sufficiently effective. The vehicle drivers need clear boundaries be set so that they know what rules apply and where they apply. Having a half and half situation does not assist the South Australian Police Force either.

**FULL ROAD CLOSURES OF RIVER STREET AND BEASLEY STREET**

What the planners have not taken into consideration is that the residents of “Willow Bend” and the residents of nearby streets may be attending functions that occur on the Northern side of the River Torrens, and as such will object in the strongest terms if they are “Locked-out” of access to their homes.

The SA Ambulance Service and, to a lesser degree, the South Australian Fire Brigade may only have units available that are on the North side of the River Torrens to answer a call of Help. They too will not be amused with what has been suggested. It is VERY IMPORTANT to ensure that they can access the areas quickly and easily.

River Street can be fully closed on the Western side of Broad Street (where a traffic island now exists) leaving that part of River Street and Lower Portrush Road as an open road. Provision should be allowed for cyclists. The residents of River Street, and the residents of the roads that lead-off from River Street will still have access by driving around the block via Tippet Avenue, Addison Avenue, and Broad Street.

It should be a 'Green' closure that has a large 'Arrow' board pointing to turn left for traffic emanating from Lower Portrush Road. River Street at the junction with Battams Road should have a large "No Exit to Lower Portrush Road" sign installed; and a standard sized "No Through Road" sign installed in River Street by Tippet Avenue.

Beasley Street. How can you have a Full closure that only lets Buses through; are there gates that are controlled by the Bus Drivers? Of course not! The solution is to close Beasley Street on the Western side of Broad Street, just beyond where there exists a concrete drainage dip. Provision should be allowed for cyclists. The residents of Beasley Street will still have access to Lower Portrush Road by driving round the block via Caleb Street, Grivell Road, and Broad Street **OR** via Caleb Street, Blanden Avenue, and Broad Street. It should be a 'Green' closure with a Large 'Double Arrow' pointing to turn left or to turn right into Broad Street. Beasley Street at the junction with Battams Road should have a large "No Exit to Lower Portrush Road" sign installed; and a standard sized "No Through Road" sign installed in Beasley Street by Caleb Street.

### **STOPPING THE "RAT-RUNNERS" - MORNING**

By closing River Street the 'Rat-runners' would then be forced to use Addison Avenue which has a roundabout at the intersection of Battams Road.

Grivell Road should have a roundabout installed at Battams Road, as there is sufficient space available (similar to Addison Avenue).

Blanden Avenue could be closed at Battams Road, as the residents can access Caleb Street, and the other streets that cross Caleb Street.

Dix Avenue should have a roundabout installed at Battams Road, as there is sufficient space available.

To stop the 'rat-runners' Pollock Avenue must be closed at one end (I am mindful of the Traffic Volume figures when I say this); which end would need discussion and agreement with the residents of Pollock Avenue. Perhaps temporarily close the road for a "Street Meeting" to decide.

Installing these suggestions will obviate the necessity to close any of the "Avenues" from First to Tenth. When the "Rat-runner" finds that it is difficult to 'get-through' in the Morning, then they will be less inclined to try in the Evening.

### **STOPPING THE "RAT-RUNNERS" - EVENING**

One has to understand where they come from and where they enter the "Avenues"; to do that we have to step outside of the area under consideration.



Some vehicles turn left into Stephen Terrace, and then turn right into one of the “Avenues” of their choice.

Other vehicles stay on Payneham Road until they reach Winchester Street where they turn Left, and then turn right into First Avenue. This I have witnessed on many occasion because I have had to give way to them on the roundabout at Winchester and First when I have been driving along First toward home.

Winchester Street is the major feeding point for the “Rat-runners” to turn into First Avenue.

Not many vehicles continue along Payneham Road to turn left into Lambert Road because in ‘peak-hour’ the queue of vehicles that are ‘banked-up’ from the Payneham/Portrush traffic lights is that long that it extends across Lambert Road. When the traffic lights change there may be a few that will turn left.

Salisbury Avenue produces only one or two “Rat-runners” because they are within striking distance of turning left into Lower Portrush Road.

### **SINGLE LANE SLOW POINTS THAT ARE LANDSCAPED**

Single Lane Slow Points that are Landscaped as shown under option three are preferred as we are talking about residential streets.

Landscaped Single Lane Slow Points are preferred as they can complement a resident’s footpath garden that exists presently, provided the location is right.

A measure that I suggest is that for First Avenue and Second Avenue between Salisbury Avenue and Lambert Road that there should be at least three Landscaped Single Lane Slow Points. The other “Avenues” would have a suitable quantity of these Slow Points installed as appropriate to the length of the “Avenue”.

Also a Landscaped Single Lane Slow Point needs to be installed in both First Avenue and Second Avenue between Battams Road And Salisbury Avenue.

### **DIAGONAL CLOSURE OF FIRST AVENUE & FULL CLOSURE OF SECOND AVE.**

Before I retired my journey home was to cross the River Torrens into Lower Portrush Road, turn right into Beasley Street, left into Broad Street, right into Pollock Avenue, cross Battams Road into First Avenue, and Voila, I’m home! Now if I read the proposal correctly and one follows the same route there will exist a Diagonal road closure that sends one into Salisbury Avenue, and which is planned to be closed! Now that is what you can call slowing the ‘rat-runner’ down completely and utterly.

Second Avenue is suggested to be fully closed, according to the ‘chart’, somewhere between Battams Road and Salisbury Avenue (where is not clear). So if I want to go to Adelaide, I have to reverse my route to get to the Lower Portrush Road, turn right and travel uphill to the traffic lights at Payneham/Portrush, and join the queue in the turn right lane (turning right towards Adelaide receives less time than any other phase at these traffic lights) **OR** I can travel down hill on Battams to use the Third / Third Avenue, and then uphill to the Lambert Road traffic lights,

If what I have suggested in the earlier chapters is implemented, then I see no need to close any of the “Avenues”, that is from First to Tenth, and as such I do not support this option..



## **BATTAMS ROAD VERSUS SALISBURY AVENUE**

I have been resident in First Avenue for over Forty Years, and in all of that time I have used Salisbury Avenue in preference to using Battams Avenue because it is a lot safer.

Why is Battams Road so unsafe? As you approach Battams Road from Adelaide, Payneham Road starts to widen into four lanes by the time you reach the Portrush / Payneham intersection. They are; turn right into Portrush Road, two Straight ahead lanes, and a Bus Lane / Turn Left into Lower Portrush Road on the left.

The Battams Road intersection also has the words "Keep Clear" painted onto the outward bound lanes of Payneham Road. Motorists in the Straight ahead lanes generally obey the painted sign; however turning right across the stopped traffic is still fraught with danger.

So what is wrong? I have seen small cars and motor bikes utilise the Bicycle Lane to cross over Battams Road. In addition some of those vehicles have indicated "Turn Left" when they are level with the exit from the Payneham Tavern, cross over Battams Road, cross over Broad Street and eventually turn left into Lower Portrush Road. They have signaled far too early.

There is also a concrete drainage dip that runs at an angle to the Paayneham Road kerb, and which causes vehicles to 'bounce' across.

Battams Road is not at right-angles to Payneham Road, turning left into it from Payneham Road is difficult because of the sharper angle.

Hence I avoid the Battams Road / Payneham Road intersection as if it had the plague.

And as far as turning right from Battams Road into Payneham Road, well you can forget that as a possibility. I have seen vehicles reverse down Battams, and then do a U-Turn to try elsewhere because turning right at that intersection is like having the Easter Bunny and Father Christmas arriving at the same time of year!

When I need to travel in the Glynde direction I always exit via Salisbury Avenue by turning left into Payneham Road. When I need to turn right onto Payneham Road towards Adelaide I use the lights at Lambert Road or at Stephen Terrace. When I have the caravan behind, then all trips start by turning left onto Payneham Road.

Obviously I do not support the Closure of Salisbury Avenue at Payneham Road. Closure at that point could start a "drive-through" through the carpark of the Minicozzi Centre at 309 Payneham Road, and which abuts Salisbury Avenue. *(Nick, the owner, would not be happy!)*

## **MID-REVIEW OF THIS SUBMISSION**

The foregoing chapters shown above encompasses (#1) Road Closure Options and (#3) Traffic Speed Calming Options as these I consider are the more important issues in reducing the speed limit and ridding the streets of the "Rat-runners".

I believe in solving the first problems first. Let us have the more important issues implemented as a priority.

The issues of Median Strips, Additional Greenery, and other improved conditions are of a lesser priority, and are discussed in the following chapters.



## **MEDIAN STRIPS**

Median strips are not required whatsoever! We are talking about residential streets, and in these areas there exist many properties where there exist a trailer or caravan or both; have you ever tried reversing a trailer across a median strip?

There are times that one requires the full width of the road to successfully maneuver a caravan or trailer through a gateway. The depth of gutter and curvature of the road are also significant factors in maneuvering successfully.

The length of a caravan and/or trailer are also factors.

Median Strips reduce the space for reversing these vehicles.

The other cons already identified under Option 2A apply.

## **MEDIAN TREE ISLANDS**

I recommend the use of Median Tree Islands as opposed to the ordinary roundabouts that I was thinking of when I suggested the installation of roundabouts in my earlier chapter “Stopping The “Rat-Runners” – Morning”.

I can not think of any reason that all roundabouts should not be planted with trees or harder flowering plants except for driver visibility.

As such I approve of Option 2B, although I am puzzled by why it has been suggested that there be a Median Tree Island in Battams Road at the end of a rough unpaved private laneway.

## **OPTION 2C**

I do not support Option 2C (on the A3 paper) in any form.

## **ADDITIONAL GREENERY**

I think that the local community has been playing their individual part in greening their footpath verges. For example the lady at 152 First Avenue Royston Park has led the way in making footpath gardens; she not only established her own, as well as her next door neighbours, and she has now also established gardens on the other side of the road.

I have also seen copies of her gardens in other locations, and my neighbour directly opposite me has established her own footpath garden.

## **IMPROVED WALKING, CYCLING, AND PARKING CONDITIONS**

Let us review this situation after we solve the primary problems of speed and “Rat-running”, as what is done to solve those problems may obviate any perceived problems for walking, cycling and parking.

## **IMPROVED STREET LIGHTING**

This is essential where Roundabouts and Landscaped Single Lane Slow Points are installed, otherwise the nighttime driver may not see them.

## **IMPROVED STORMWATER DRAINAGE**

I am not aware of any existing problems, however we need to be mindful when we install Roundabouts and/or Landscaped Single Lane Slow Points that we do not create a problem where none existed heretofore.

## **MIS-INFORMATION**

On the A3 Options sheet entitled “3. Traffic Speed Calming Options” it is stated that “All Streets in Marden and Royston Park are wide, allowing for two lanes of traffic in each travel direction plus on-street car parking”. That statement is not true!

Broad Street is only Broad by name, not by nature due to the number of vehicles parked therein.

Pollock Avenue is also narrow, and only has one lane for traffic most of the day.

Salisbury Avenue between Payneham Road and First Avenue has cars parked solidly on both sides every day (except Sunday). This allows for one lane of traffic only.

I am not aware of the ‘new’ roads that are on the River side of River Street, however on a drive passed they appear to be not what can be defined as wide.

From Memory, Gilding, Hooking, and Oaklands Avenues are not wide.

Fifth Avenue is not wide, and also from memory there exist two concrete drainage ‘dips’ that cross the line of travel, and as such slow vehicles.

I question whether the roads that I have just mentioned actually necessitate any ‘Calming’ devices?

Between Pollock Avenue and Payneham Road running roughly in the same direction exists a Private Laneway that is rough and unsealed. I am puzzled why in Option 2B and 2C some form of island is suggested at the junction of that laneway and Battams Road. This same junction is shown in “Key Issues Item 2 – Traffic Speeds and Crashes” as having had fifty (50). I wonder if these references may relate to Pollock Avenue?

## **IN CONCLUSION**

I have concentrated my comments to lowering the maximum speed limit through the study area, and to stem the flow of “Rat-runners” by concentrating suggestions for the roads bounded by Battams Road, Payneham Road, Lower Portrush Road and the River Torrens. I believe that by concentrating our efforts in that area the rest will fall into place.



In reviewing the A3 Consultation Pack item 2B I have become aware that some of my suggestions for roads stemming off Battams Road are somewhat duplicated.

I have tried to cover all aspects that were asked in the A4 “Your Say on Traffic Management” and the A3 “Consultation Pack – Marden and Royston Park Local Area Traffic Management Options: for Comment”.

I was disappointed in the late arrival of the “Have your Say” card well after the Drop-in session was held, and the fact that I was not able to receive any documentation until it was delivered to my residence on Tuesday 26<sup>th</sup> March 2022, which did not give me sufficient time to complete my submission before the closing date.

I thank you for allowing me the extra time in which to prepare this submission, and if there is any further information that I can supply, please contact me.

Yours faithfully,