



Information pack

Marden and Royston Park Traffic Management Stage 1

The City of Norwood Payneham & St Peters invites the local community to review the proposed traffic management designs and provide suggestions for potential refinements by Friday 15 March 2024.

About this project

In 2021, the Council initiated a project to improve traffic management in Marden and Royston Park. After consulting residents and road users in 2022, and evaluating various street redesign options, the Council is now advancing Stage 1 works.

Stage 1 is the area bounded by the O-Bahn corridor, Lower Portrush Road, Payneham Road, and Battams Road, as indicated on the map below. The focus is on creating a calmer and safer local environment, aligning with community feedback and best practice.

This information pack provides details on all proposed new design elements within the study area, including the locations indicated by property numbers on the aerial maps. Artist's impressions have

been incorporated to visualise anticipated appearance of the proposed traffic management designs.

About consultation

The consultation period spans four weeks: from Friday 16 February to Friday 15 March 2024. Residents are encouraged to share feedback on the proposed traffic management layout either through the survey or by submitting written comments to the Council.

Have your say

Survey

www.npsp.sa.gov.au/our_community/community_consultation

Please contact the Council's Citizen Services to request a printed copy of the survey to be

mailed to you by phoning 8366 4555.

Community drop-in session

You are invited to discuss this project with us at:

Payneham Community Centre

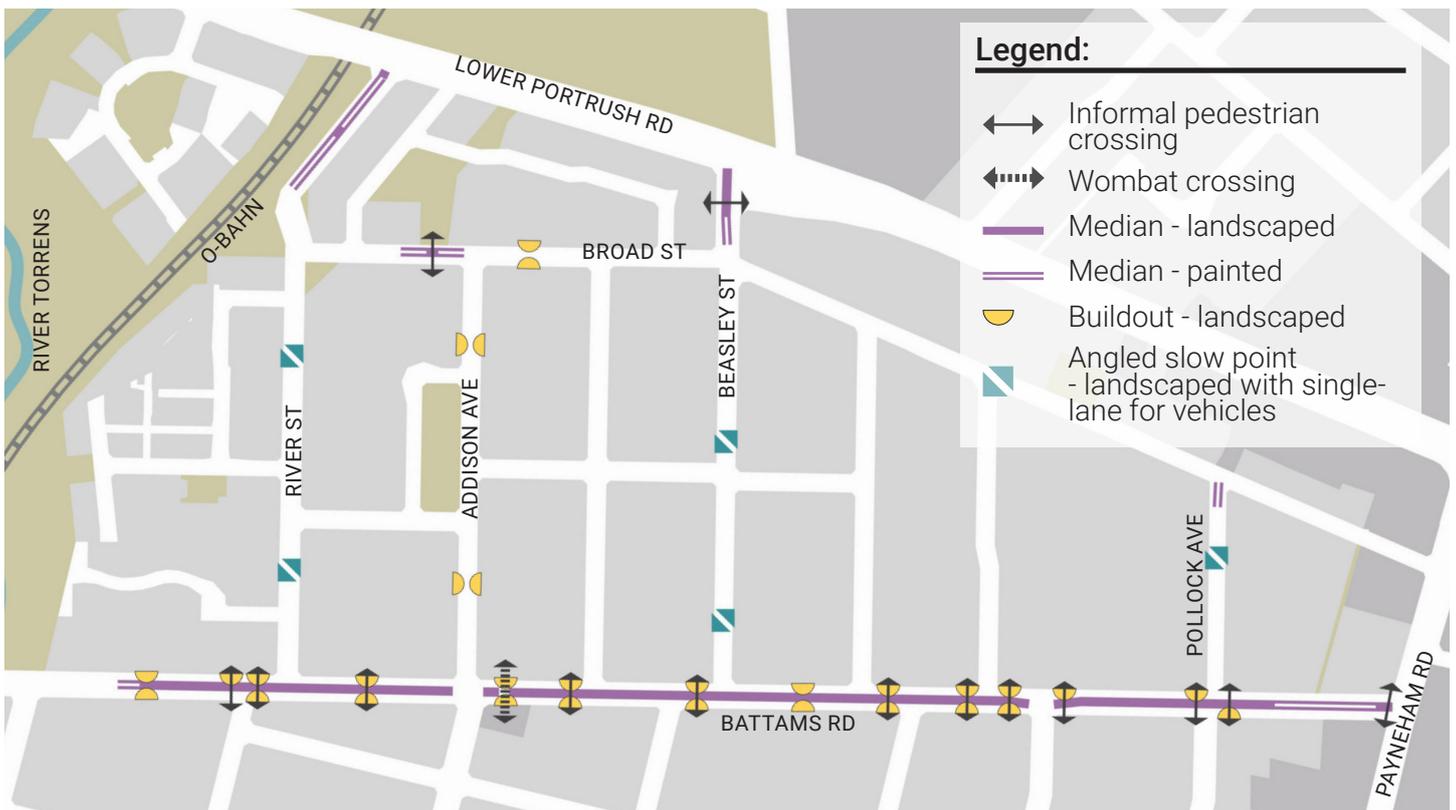
374 Payneham Road, Payneham

Wednesday 6 March, 6:00 pm to 8:00 pm

Speak with us

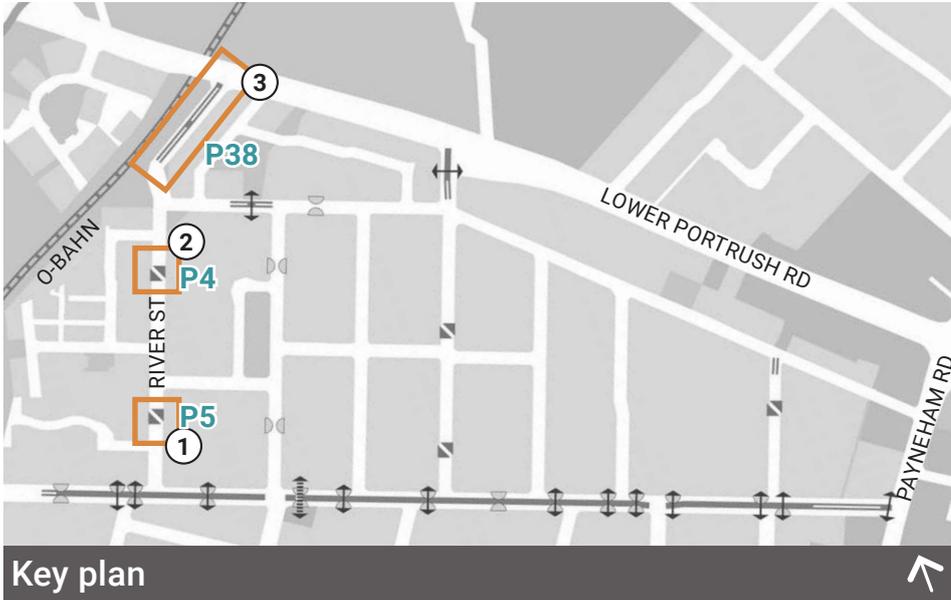
Project Lead (Intermethod)
Natalya Boujenko
T: 0413 570 229

Council's Citizen Services
T: 8366 4555





River Street



Key plan



① Angled slow point



② Angled slow point

- ①-②
- Landscaped one lane angle slow points to reduce vehicle speeds.
 - Vehicles up to 12.5 metres in length can pass through these devices using the fully mountable area.
 - Additional parking restrictions will be needed.
 - Bicycle bypasses are provided.
 - Lighting levels to be checked to ascertain whether additional lighting is required.

③A
Landscaped pedestrian island to create a gateway to the suburb, to reduce vehicle speeds and to provide a two stage pedestrian crossing. Island forms part of a continuous median treatment.

③B
Landscaped island to reduce vehicle speeds. Any vehicle size can pass this device. Used with a painted median treatment.



③ Median

1:750 @ A4



Legend

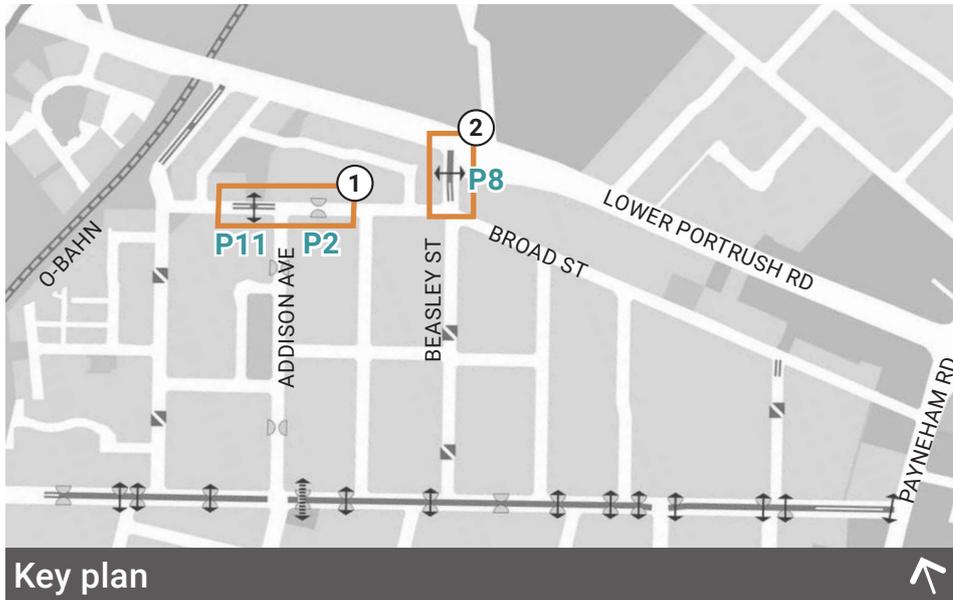
Landscaped with concrete kerbs

Painted median

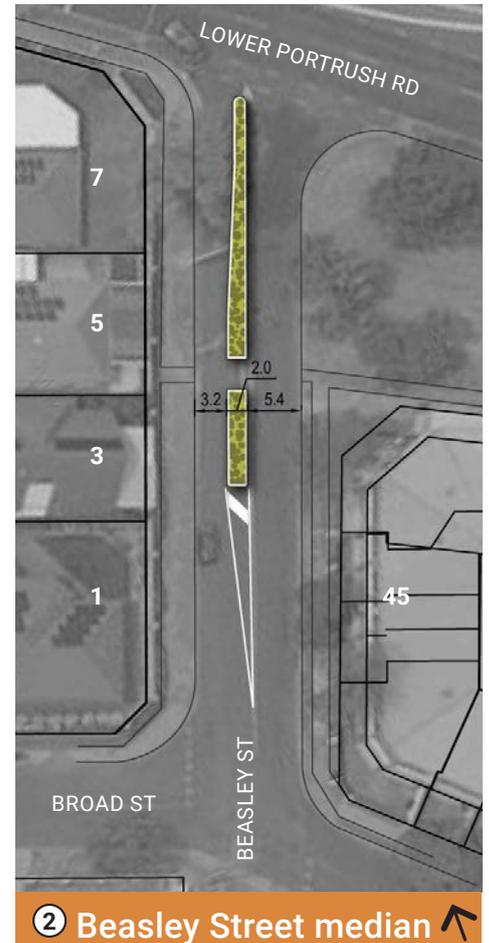
P38, P5, P4
Number of parking spaces removed related to specific locations (P4=4 parking spaces)



Broad Street and Beasley Street north



Key plan



2 Beasley Street median

1A
Landscaped pedestrian island to provide side friction, slowing traffic speeds, and to provide a two stage crossing for pedestrians, located near Willow Bend Reserve.

1B
Landscaped buildouts to narrow road width to 5.5m.

2
Landscaped island with pedestrian crossing to slow vehicle speeds, provide a gateway treatment and to improve crossing opportunities and safety.



1 Broad Street islands and buildouts

1:750 @ A4



Legend

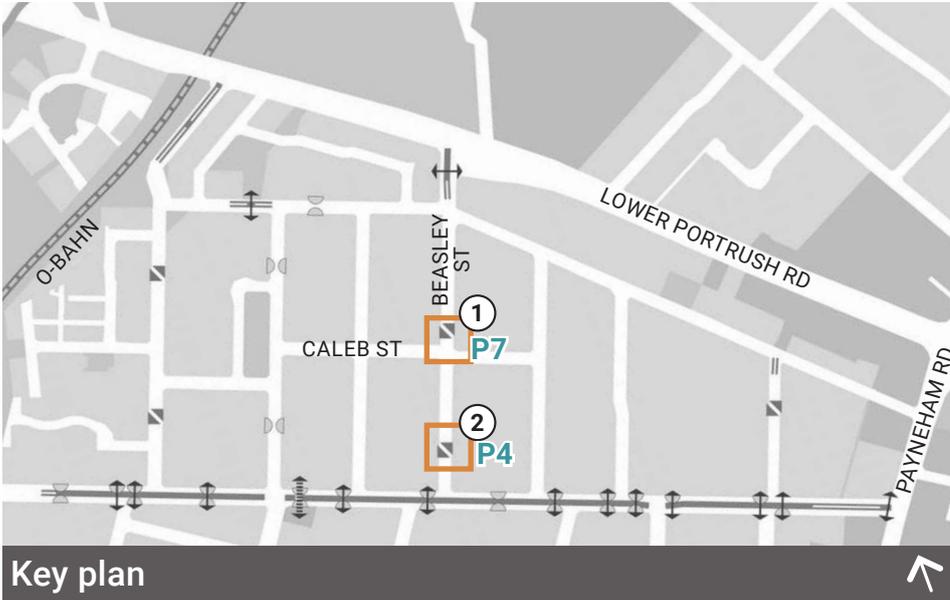
Landscaped with concrete kerbs

Painted median

P11, P8, P2 Number of parking spaces removed



Beasley Street south



Key plan



1 Angled slow point



2 Angled slow point

1-2

- Landscaped one lane angle slow points to reduce vehicle speeds.
- Vehicles up to 12.5 metres in length can pass through these devices using the fully mountable area.
- Additional parking restrictions will be needed.
- Bicycle bypasses are provided.

1

Additional street lighting will be required.

1:750 @ A4



Legend

- Landscaped with concrete kerbs
- P7, P4** Number of parking spaces removed



1 Existing



1 Proposed

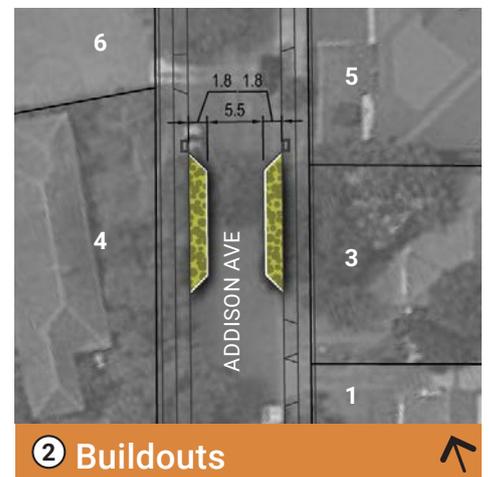
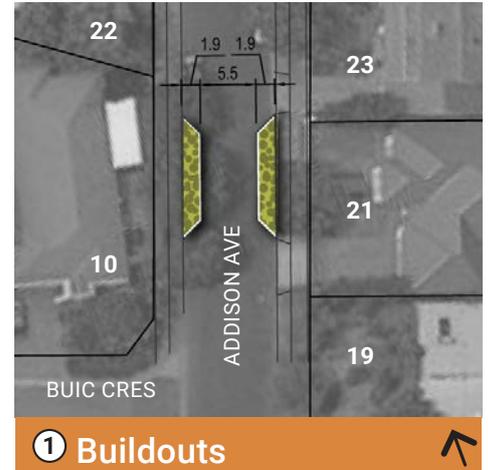


Addison Avenue



①-②
Landscaped kerb extensions to narrow road width to 5.5m.

- Legend**
- Landscaped with concrete kerbs
 - P4** Number of parking spaces removed

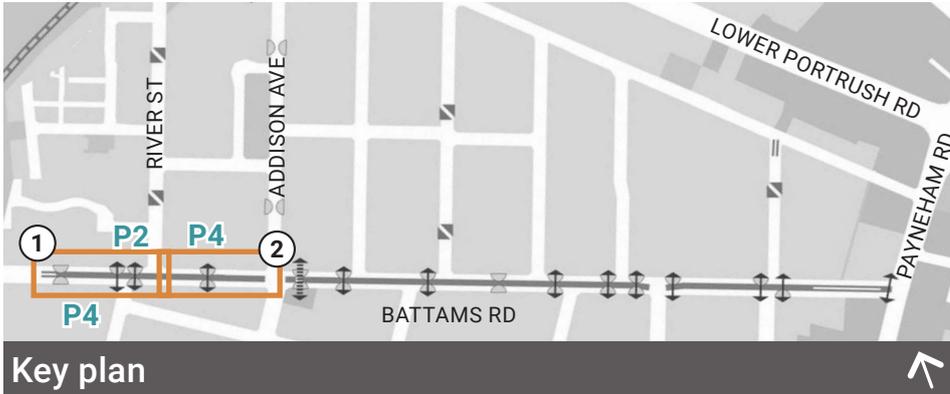


1:750 @ A4
0 10 20 30





Battams Road west



Legend

- Landscaped with concrete kerbs
- Pavement - concrete to match existing
- P4, P2** Number of parking spaces removed

Key plan

<p>1A Kerb protuberances placed every 75m to 125m to create side friction and reduce vehicle speeds.</p> <p>1B 3.2m lane width allows for a reverse parallel parking manoeuvre.</p>	<p>1E 1.5m gaps to allow cyclists to turn right.</p> <p>1C Landscaped kerbed median to provide side friction and to dissuade unwanted through traffic. Width varies from 2.6m to 2m.</p> <p>2A</p>	<p>1D Kerb protuberances at informal pedestrian crossing locations.</p> <p>2C</p> <p>2B On-street parking is under utilised and therefore will not hinder a vehicle passing a broken down vehicle.</p>
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1 Median and buildouts

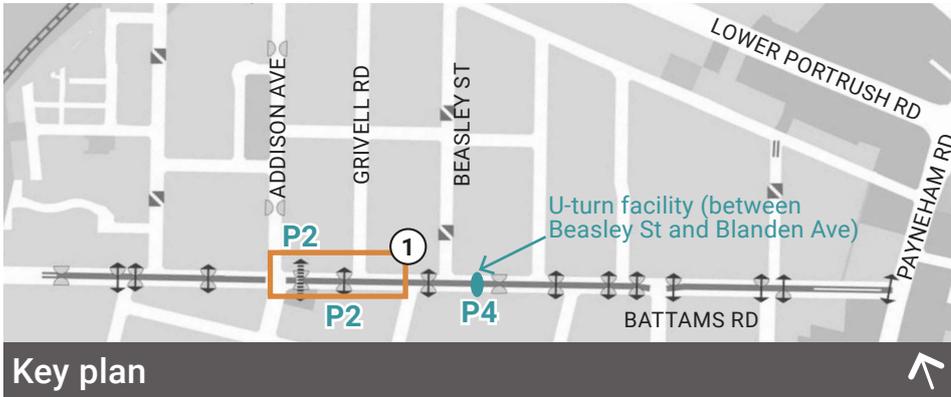


2 Median and buildouts



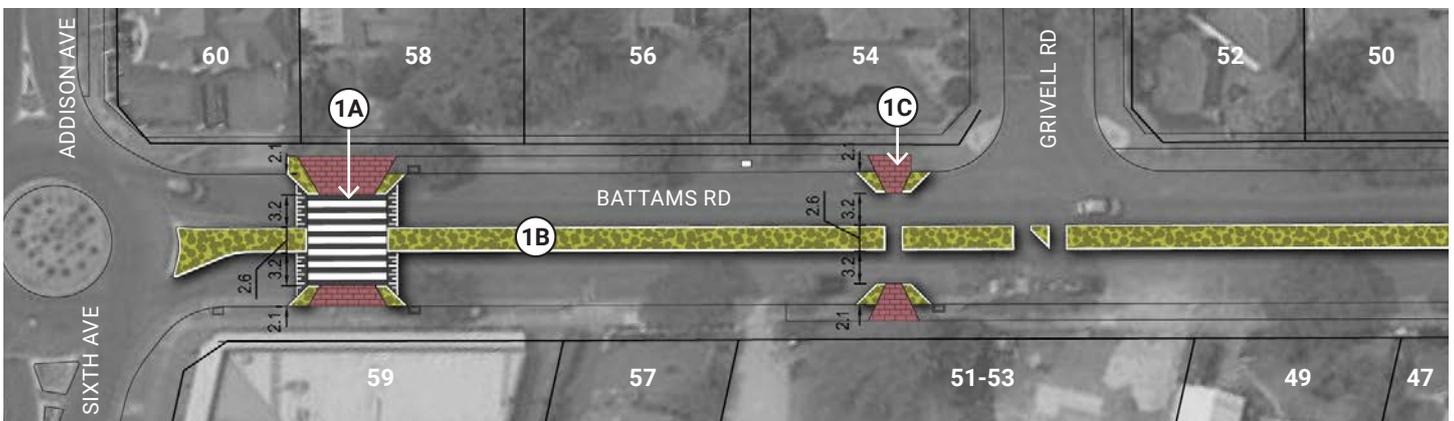


Battams Road - retail area



Legend

- Landscaped with concrete kerbs
- Pavement - brick to match existing
- P4, P2** Number of parking spaces removed



1 Wombat crossing, median and buildouts

1A
Wombat crossing opposite retail outlets.

1B
2.6m wide landscaped kerbed median to create side friction and reduce speeds

1C
Kerb protuberances at informal pedestrian crossing location, near retail outlets and post box. Offset from existing location to allow for domestic crossover.



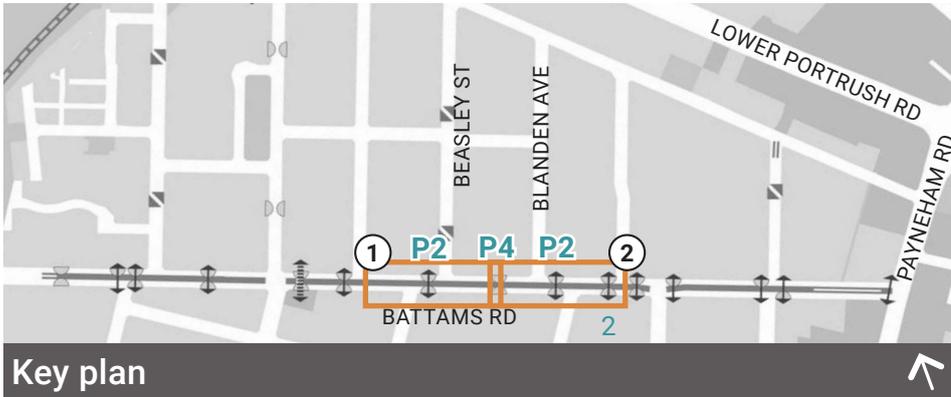
1 Existing



1 Proposed



Battams Road - central



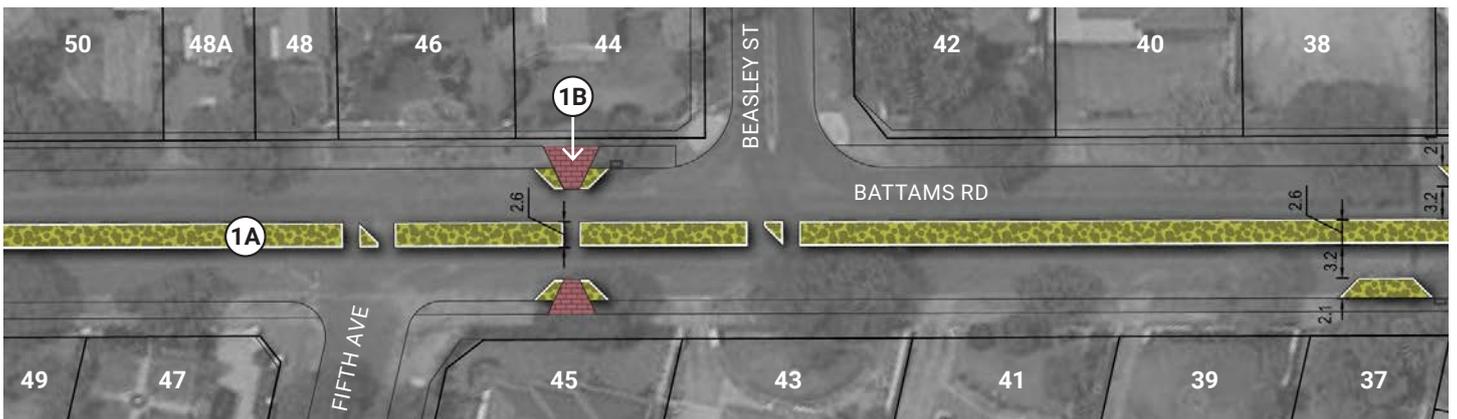
Legend

- Landscaped with concrete kerbs
- Pavement - brick to match existing
- P4, P2** Number of parking spaces removed

1A-2A
2.6m wide landscaped kerbed median to create side friction and reduce speeds.

1B
Kerb protuberances at informal pedestrian crossing location, along Beasley-Fifth desire line.

2B
Kerb protuberances placed every 75m to 100m to create side friction and reduce vehicle speeds.



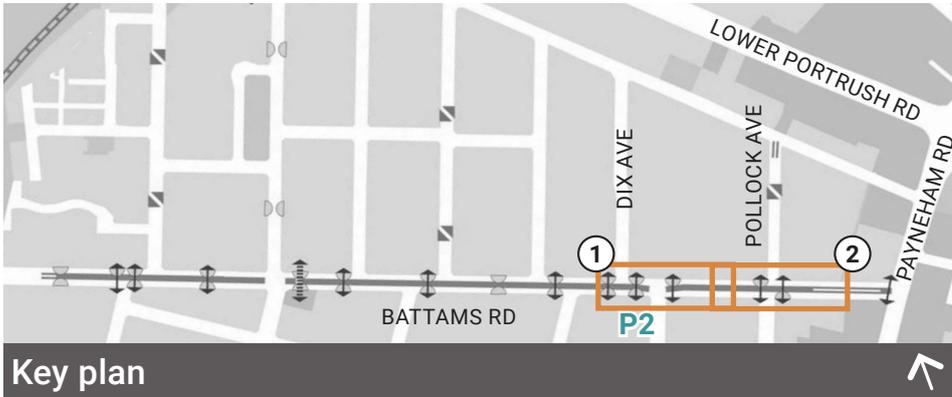
1 Median and buildouts



2 Median and buildouts



Battams Road - east



Legend

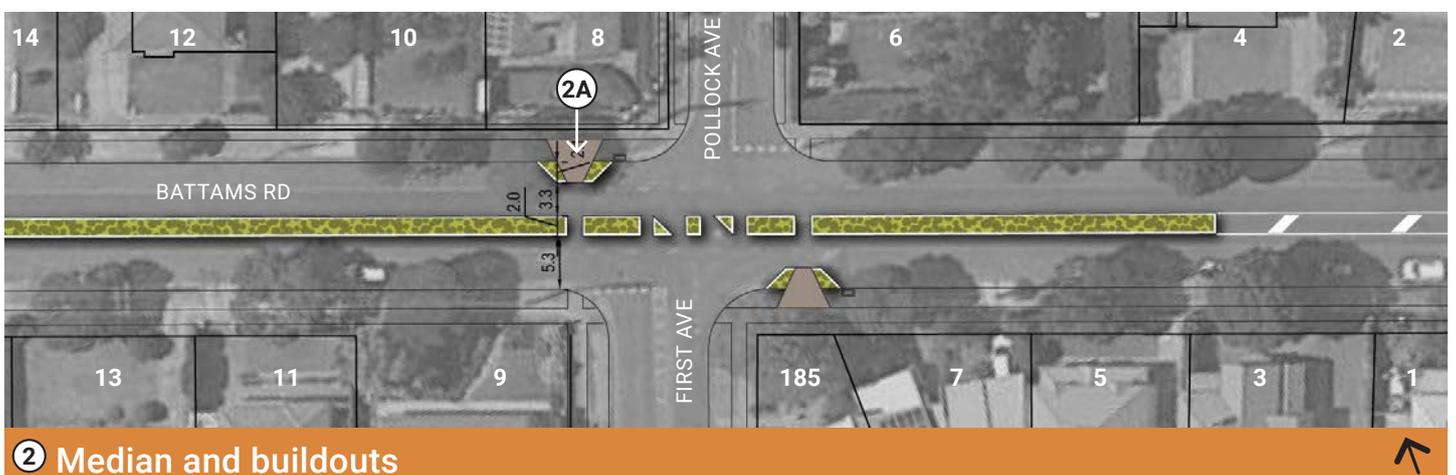
-  Landscaped with concrete kerbs
-  Pavement - brick to match existing
-  Pavement - concrete to match existing
- P2** Number of parking spaces removed

Key plan

- 1A** Reconstruct rain garden to incorporate an informal pedestrian crossing along Dix-Third desire line.
- 1B** Wide lanes at roundabout to accommodate heavy vehicle movements.

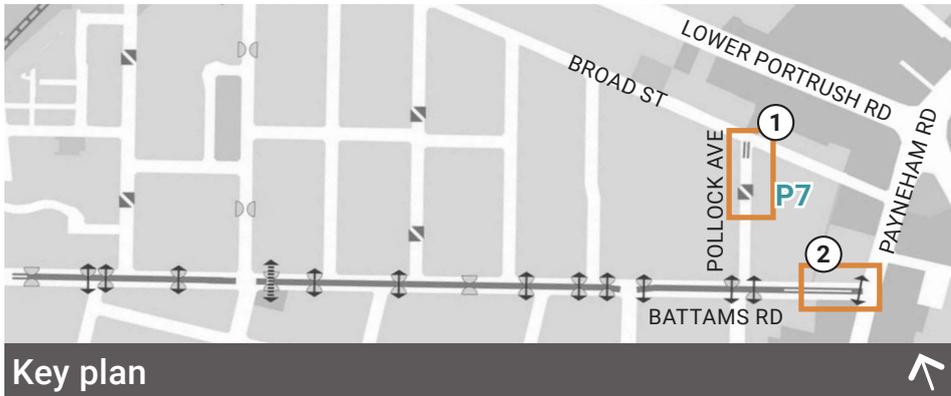
- 1C** Under-utilised on-street parking provides passing places for broken down vehicle scenario. Parking survey may be required to gauge exact parking utilisation.

- 2A** Kerb protuberances at informal pedestrian crossing location, along Pollock-First desire line.





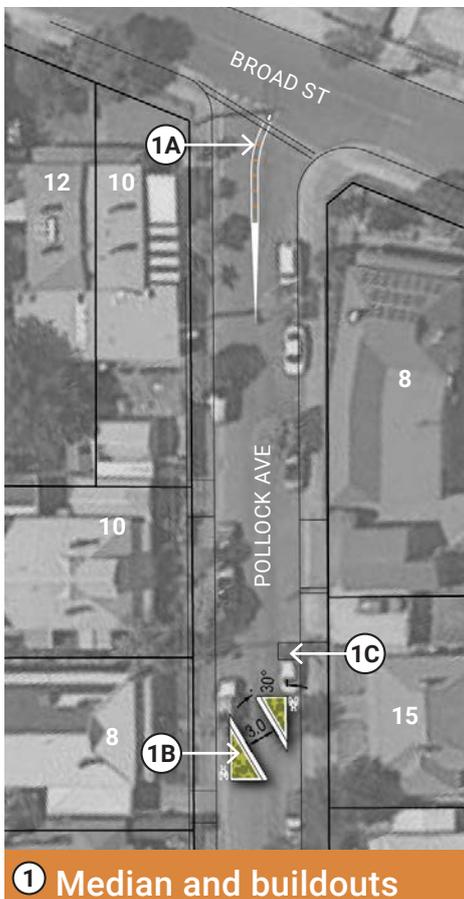
Battams Road entry and Pollock Avenue



Legend

- Landscaped with concrete kerbs
- Painted median
- P7** Number of parking spaces removed

Key plan



1 Median and buildouts



2 Median and buildouts

- 1A**
- Short pavement bar median to reduce turning speeds.
 - Pavement bars placed to avoid spoon drain and pedestrian crossing desire line.
 - Parking restrictions extended to improve compliance with Australian Road Rules 208 parking adjacent to a continuous dividing line.

- 1C**
- Existing tree planters will need to be removed to allow cyclists to bypass the device.

- 2A**
- Median to provide a gateway to the traffic calmed area and a two stage crossing for pedestrians.

- 1B**
- Landscaped one lane angle slow point to reduce vehicle speeds.
 - Vehicles up to 12.5 metres in length can pass through these devices using the fully mountable area and additional parking restrictions will be needed.
 - A bicycle bypass is provided.
 - Lighting levels to be checked to ascertain whether additional lighting is required.

1:750 @ A4
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