

# Edith, Blanch and Short Streets Road Safety Interventions



**Edith, Short and Blanch Streets in Gawler East are local residential streets under the care, control and maintenance of the Town of Gawler. Local residents have raised concerns about the volume of ‘cut-through’ traffic using these streets to bypass the signalised intersection at Murray Street. In response, the Town of Gawler engaged specialist engineers to undertake a traffic study.**

Data collected along Edith Street as part of the study has identified that traffic volumes are what is typically expected on a local street of this nature and that 85% of traffic is travelling an average speed of 51km/h. The traffic study determined that there are a number of safety and traffic calming interventions that Council could implement to improve road safety outcomes as well as to reduce the extent of cut through traffic on these local roads.

There are two categories of intervention that could be applied: installation of traffic calming devices or implementing road closures.

Each intervention considered the:

- Type of traffic, including pedestrians and cyclists
- Road geometry
- Traffic speed and volume allowed for by Austroads' *Guide to Traffic Management: Part 8 Local Street Management Road Safety Act requirements*
- Impact on local residents and the broader community arising from the intervention.





The traffic study recommended that the following interventions be considered with local residents and community:






- Installation of road cushion traffic calming devices, on Edith Street and Blanch Street
- Realigning the intersections at Edith and Short Streets, and Short and Blanch Streets
- Improving pedestrian infrastructure along Edith Street; and
- Liaising with the Department for Infrastructure and Transport (DIT) to consider program adjustments to the traffic signals at the Lyndoch

Road-Murray Street intersection to improve cycle times and reduce queuing on Lyndoch Road, subject to not unreasonably impacting on Murray Street traffic.

Full and partial road closures were also investigated, but not recommended at this point in time given that these would substantially impact on both residents' access to the streets and impact access for the broader community.


All options considered are described below, along with their advantages and disadvantages.

Traffic Calming Device: Road Cushions (Recommended)		
Example	Advantages	Disadvantages
 	<p>Reduced driver speeds to about 20 to 30km/h</p> <p>Prevent excessive speed along the road</p> <p>Cost effective</p> <p>Minimal impact on drainage, cyclists and emergency services</p> <p>Minimal impact on parking and property access</p> <p>Discourage traffic currently using local streets to bypass arterial roads, depending on driver destination</p>	<p>Traffic noise associated with acceleration, deceleration and vertical displacement. Note this is less than traditional road humps due to the shape of the cushion and materials used to construct</p> <p>Less effective than other types of road humps, particularly at slowing motorcyclists and vehicles with tyre spacing wider than the cushion</p> <p>Impact on comfort of vehicle occupants</p>
Safety improvement: Realigned Intersections (Recommended)		
Example	Advantages	Disadvantages
 	<p>Resolve existing safety issues associated with restricted sightlines</p> <p>Reduced crash risk as priority given to primary vehicle movements</p> <p>Drivers will still be required to slow due to geometric layout but will not drive contrary to the Australian Road Rules, including not stopping at the stop lines</p> <p>Reduced extent of unbroken centreline will create additional on-street parking opportunities, improving convenience for residents and also assisting in passive speed reduction</p> <p>Line-marked solution to enable unrestricted access for commercial vehicles such as refuse collection and emergency services</p>	

Traffic Calming Device: Road Humps		
Example	Advantages	Disadvantages
 	<p>Reduced driver speeds to about 20 to 30km/h</p> <p>Prevent excessive speed along the road</p> <p>Discourage traffic currently using local streets to bypass arterial roads, depending on driver destination</p>	<p>Traffic noise associated with acceleration, deceleration and vertical displacement</p> <p>Potential impacts on drainage, property access and parking, subject to locations and design.</p> <p>Impact on comfort of vehicle occupants, including emergency services and cyclists</p>
Traffic Calming Device: Raised Pavement at Edith/Short Intersection		
Example	Advantages	Disadvantages
	<p>May be used in conjunction with flat top road humps, or used as a standalone device</p> <p>Reduced speeds through intersection</p>	<p>Traffic noise associated with acceleration, deceleration and vertical displacement</p> <p>Potential impacts on drainage</p> <p>Would not significantly impact speed on the roads, as drivers already need to slow to turn at the intersection</p>
Traffic Calming Device: Slow Points		
Example	Advantages	Disadvantages
 	<p>Reduce vehicle speed (particularly angled slow points)</p> <p>Will assist in discouraging bypass traffic depending on driver destination</p> <p>Landscaping opportunity</p>	<p>Traffic noise associated with acceleration and deceleration</p> <p>Reduces availability of on street parking for adjoining properties</p> <p>Cost more than speed humps or cushions</p> <p>Impacts on property access opportunities</p> <p>Impacts on emergency vehicle access</p> <p>Single lane devices are not appropriate with traffic volumes over 1,000 vehicles per day, due to increased potential for congestion and crash risk</p>


## Edith, Blanch and Short Streets: Road Safety Interventions

### Safety improvement: Install footpaths on Edith Street and upgrade pedestrian ramps

Example	Advantages	Disadvantages
	<p>Improved pedestrian safety by providing facilities on both sides of Edith Street which will reduce crossing requirements</p> <p>Provide compliant pedestrian ramps for all abilities</p>	<p>May require alterations to kerbs and drainage</p> <p>Potential impact on trees and driveway grades</p>


### Road Closure (Full): Murray Street end of Edith Street

*(Note: Subject to approval by the Department for Infrastructure and Transport)*

Example	Advantages	Disadvantages
 <p style="font-size: small; margin-top: 5px;">City of Charles Sturt, South Australia</p>	<p>Stops all traffic bypassing arterial roads and using local streets</p>	<p>Will increase volumes of traffic at Lyndoch Road/Murray Street, Main North Road/Flinders Street and Murray Street/Murray Road intersections, resulting in increased queues during peak periods of up to 780m on Lyndoch Road, delays and travel times</p> <p>Will restrict or reduce accessibility for local residents and emergency services</p> <p>Will restrict bypass traffic opportunities on Lyndoch Road i.e. emergency situations</p>

### Road Closure (Part): No entry onto Edith Street from Murray Road

*(Note: Subject to approval by the Department for Infrastructure and Transport)*

Example	Advantages	Disadvantages
	<p>Reduced traffic (about half) on Edith and Blanch Streets</p> <p>Minimal impact on the operation of the existing right-turn movement from Lyndoch Road to Murray Street.</p>	<p>Increased volumes of traffic at the Lyndoch Road/Murray Street signal, and the Murray Street/Murray Road intersection, resulting in increased queues during peak periods of up to 700m on Murray Street, delays and travel times</p> <p>Restricted or reduced accessibility for local residents and emergency services</p> <p>Reduced opportunities to detour traffic in emergency situations</p>