

De Laine Avenue Proposed changes to driveway link April 2020



Dear Resident

Driveway Link – De Laine Avenue, Edwardstown

Further to Council's communication in February 2020, an independent traffic assessment into the effectiveness of the existing Driveway link near the intersection of Macklin Street has now been completed and Council can provide you with an overview of these findings. Council encourages participation in providing your feedback in order to include the communities' sentiment in Council's report on 26 May 2020 for final determination on the most appropriate option.

The independent assessment looked at the effectiveness of the traffic device, levels of traffic noise, traffic volumes, alternative traffic treatment and the local impact should this device be removed.

The conclusions of this assessment are summarized by subject matter and include results from previous consultation.

Effectiveness of the Traffic Device

The driveway link was constructed in 1997 as a result of a local area traffic management study conducted in 1994. The intent of the treatment installation was to reduce non-local traffic volumes and vehicle speeds on De Laine Avenue, and discourage undesirable through movements (rat running).

The independent assessment found traffic speeds through the driveway link were 15km/h lower than in the rest of the street, suggesting that the driveway link is effective in slowing vehicular traffic.

Levels of Traffic Noise

Noise measurements were undertaken in three locations around the existing driveway link in De Laine Avenue. The average level of noise recorded at the driveway link was lower than in two other locations in De Laine Avenue, which were located 74m and 131m east of the device. This suggest that the device does not increase the noise levels in the street.

De Laine Avenue sound levels were recorded as an average of 47dB. This was approximately 8dB lower than the standard guideline level, and from this we conclude that De Laine Avenue is quieter than a standard local road.

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Traffic Volumes

The average daily traffic volume of De Laine Avenue (a Collector road) is 1,735 vehicles per day in the vicinity of the driveway link. This is relatively low considering Collector roads are designed to carry up to 3,000 vehicles per day.

There has been a relatively small increase in traffic over the past 11 years, as shown in the table below.

Date	Traffic volume (vehicles per day)
2009	1,429
2017	1,437
2020	1,735

Alternative Traffic Treatment

The driveway link can be retained due to its proven traffic calming benefits, with minor upgrades undertaken to improve the device. Kerbs can be upgraded and landscaping can be reviewed to alleviate sight distance concerns but still provide amenity and greenery.

Mid-block and junction treatments have been considered as part of the investigation, and the independent review suggested several intersection treatments on De Laine Avenue at the junction with Macklin Street. This will not only provide traffic calming on De Laine Avenue, but also improve safety at the junction and have the least impact on on-street parking which is generally valued by residents. The review also proposed a mid-block treatment on De Laine Avenue as an option for consideration.

Examples of junction treatments include (1) a raised junction platform, (2) a small diameter roundabout, (3) a blister island treatment, (4) a modified T-intersection, and (5) a mid-block blister island. The choice of treatment is subject to engineering design. Please refer to the diagrams in Appendix 1 of this letter to view examples of these five options.

Local Impact on Complete Removal

The independent assessment found that removal of the driveway link will result in De Laine Avenue appearing straight, wide and open which is an environment likely to encourage drivers to increase their speed and be a more attractive route for drivers, therefore resulting in higher speeds and volumes ("rat running"). As such, if the driveway link is removed it is recommended to install an alternative traffic calming device in its place.

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Removal of the driveway link in De Laine Avenue is not expected to adversely affect traffic conditions in the surrounding network. If De Laine Avenue becomes a more attractive route for drivers, it may lower the traffic volumes in surrounding streets.

Council encourages your participation in this consultation by completing the attached survey form and posting back to Council via the postage paid envelope provided, or emailing it to Council@marion.sa.gov.au (please enter "De Laine Avenue consultation" in the subject line). You may also complete the survey online by visiting www.makingmarion.com.au/de-laine-avenue-edwardstown.

Survey responses close on 1 May 2020. In the meantime should you have any questions, please feel free to contact our Unit Manager Engineering, Mr Alex Cortes via email alex.cortes@marion.sa.gov.au or via phone 08 7420 6422.

Yours sincerely

Mathew Allen

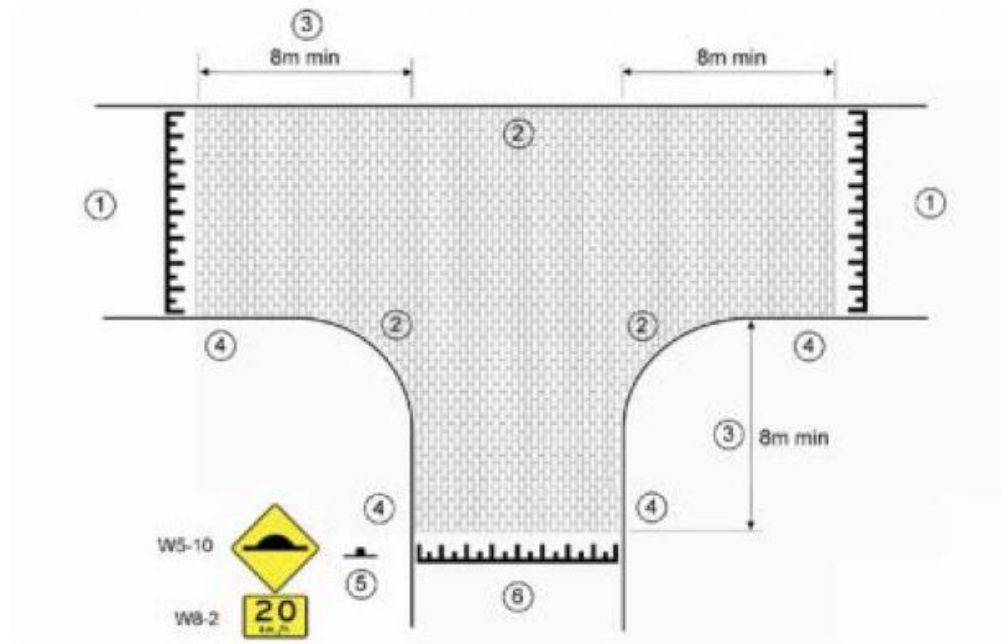
Manager Engineering, Assets and Environment
City of Marion

Cc:

Cr Joseph Masika joseph.masika@marion.sa.gov.au

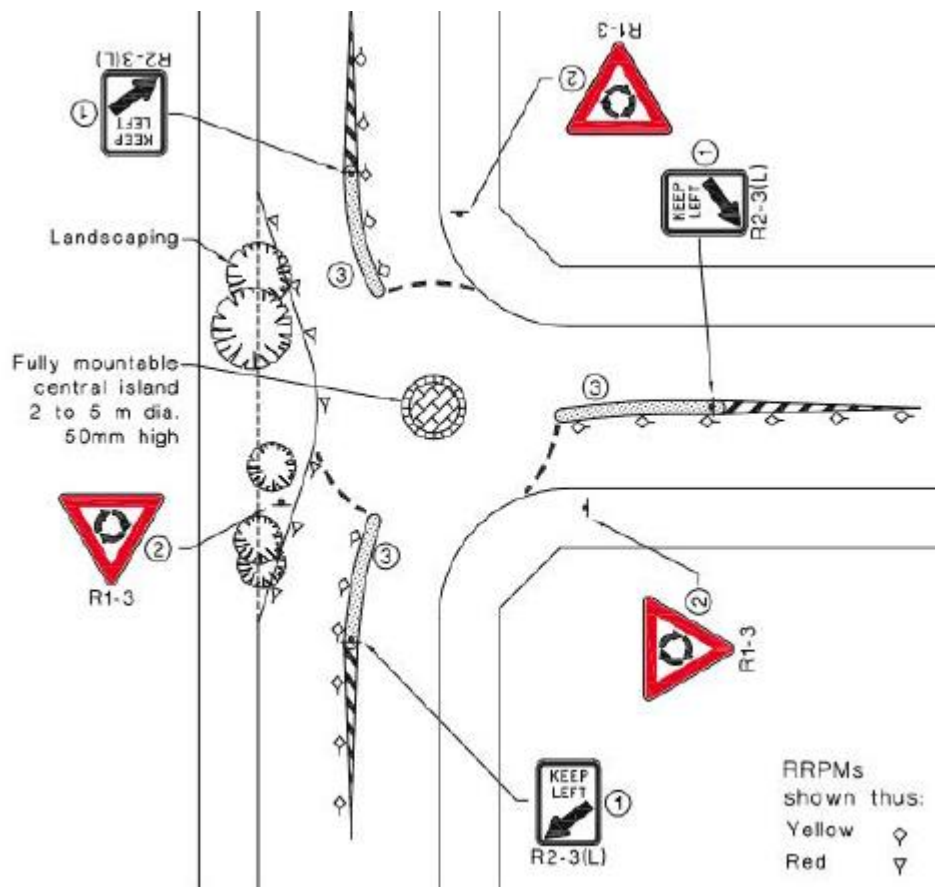
Cr Sasha Mason sasha.mason@marion.sa.gov.au

APPENDIX 1 – Examples of intersection treatments for consideration



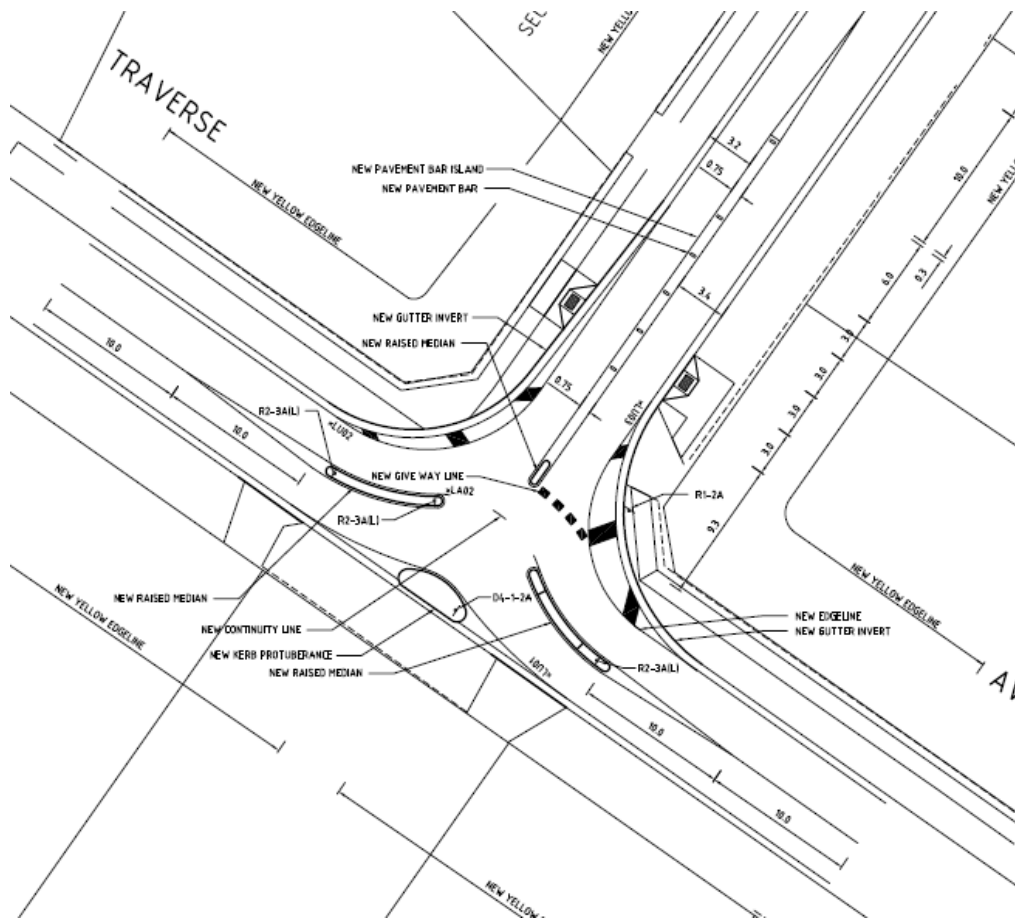
Option 1: Raised junction platform example

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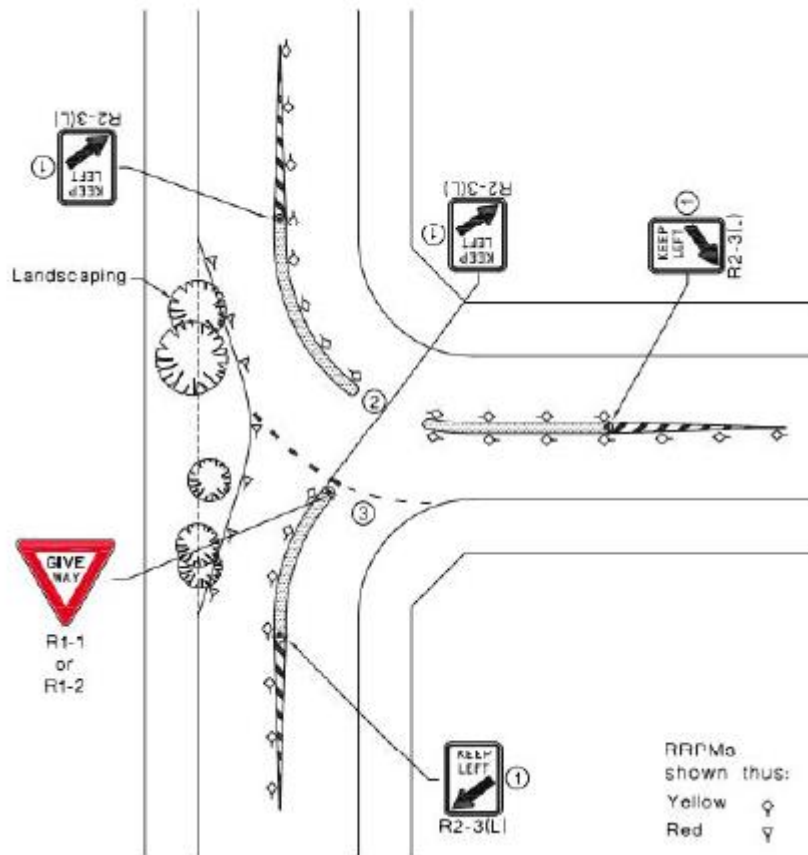
Option 2: Small diameter roundabout example

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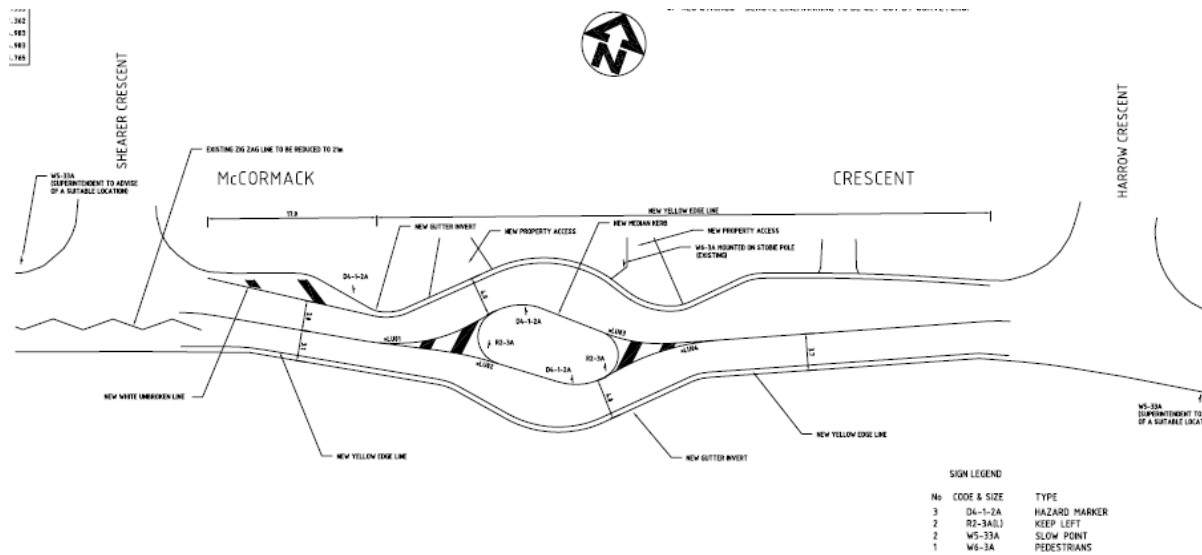
Option 3: Intersection blister island example

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Option 4: Modified T-junction

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Option 5: Mid-block blister island

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Survey

Would you like to see the driveway link removed? (please tick one box)

☐

YES, or

☐

NO, Keep the existing driveway link, and improve sight distance by reviewing landscaping and upgrading kerbs

1. Should the driveway link be removed, which of the following options would provide the best traffic outcomes for De Laine Avenue: (please tick one box)

☐

OPTION 1 - Raised junction platform at the junction with Macklin Street.

☐

OPTION 2 – Small diameter roundabout at the junction with Macklin Street.

☐

OPTION 3 – Intersection blister island at the junction with Macklin Street.

☐

OPTION 4 – Modified T-junction at the junction with Macklin Street.

☐

OPTION 5 – Mid-block blister island.

☐

OPTION 6 – No device.

2. Please tell us the most important reason for your selection above:

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3. Please provide your contact details so we can better understand your feedback

Name

Address

Mobile / Phone contact number

Email

Thank you for your input