

Project Update

Mills Street Integrated Design



30 November 2020

Dear Resident/Property Owner,

The City of Unley engaged with residents in Clarence Park in 2019 as part of the Local Area Traffic Management (LATM) study being undertaken in the area. Further to this process, we are contacting you to provide information on upcoming changes along Mills Street to improve traffic calming and increase greening.

BACKGROUND

This project is a key outcome of the LATM study undertaken in the Clarence Park/Millswood area in 2018/19. The LATM study involved two stages of consultation with local residents, where feedback was sought on a range of options for the area and for Mills Street specifically. The community engagement process indicated that although there was not support for holistic changes to the Clarence Park area, there was support for changes on Mills Street. Residents of Mills Street generally sought further intervention to lower traffic speeds and discourage people from using the street as part of a peak period short cut.

The final recommendation, which was endorsed by Council in September 2019, was:

- *Replace flat-top road humps with Watt's profile road humps*
- *Install three additional road humps along the street* (with specific locations identified on a map)
- *Re-construct chicanes to reduce local speed and increase greening*
- *Consider opportunities for improvements at the East Avenue and Goodwood Road intersections*
- *Align works with any future stormwater upgrades and consider implementing changes as part of a streetscape upgrade*

In addition to this, the Mills/Spiers/Churchill Avenue intersection was identified for further investigation.

DESIGNS

The recommendation detailed above formed the brief and 'non-negotiables' for the project. As detailed in the attachments, the concept designs align with the endorsed recommendation. Opportunities for improvements at the East Avenue, Goodwood Road and Spiers/Churchill Avenue intersections were further explored to help create a slower and more residential street environment.

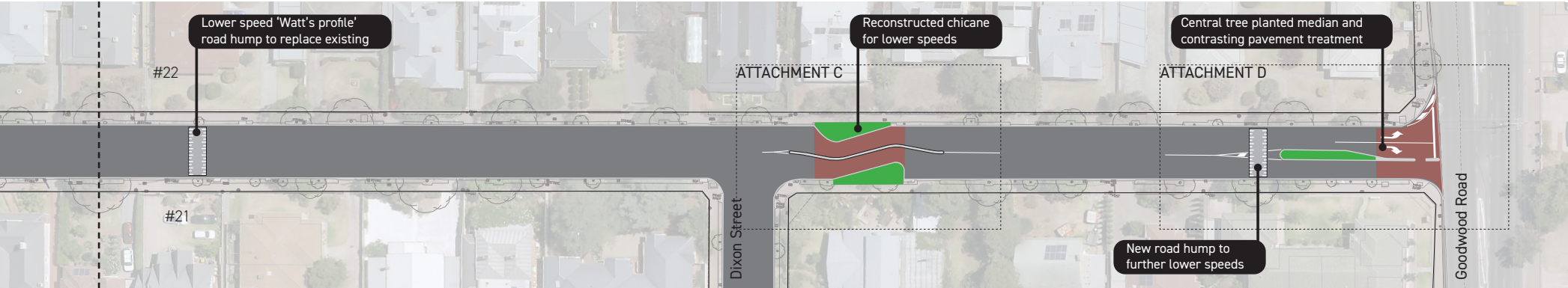
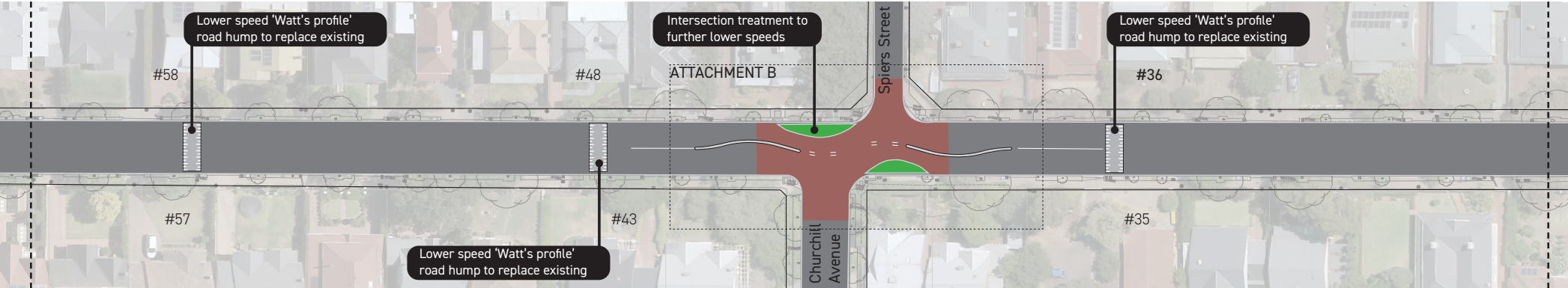
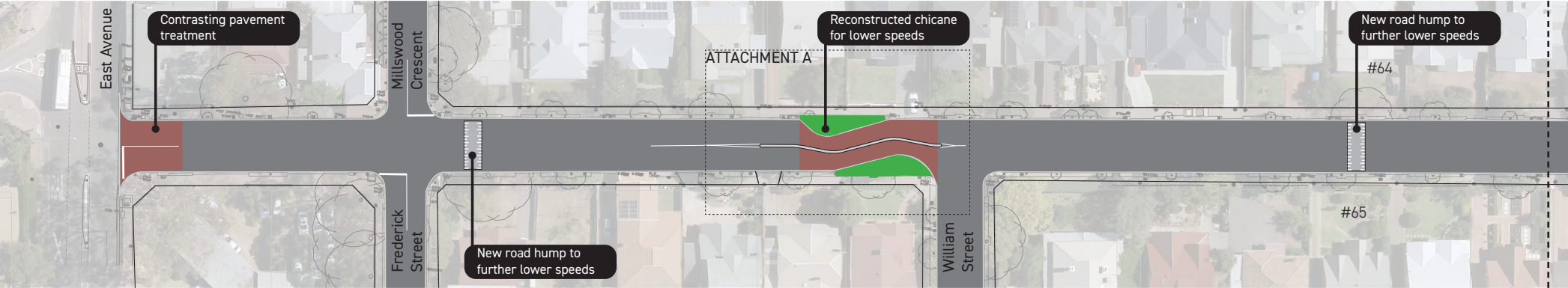
NEXT STEPS

If you have any feedback on the designs or would like to discuss the project, please contact us by email at pobox1@unley.sa.gov.au, or by phone on 8372 5111. We will then finalise the designs in early 2021. Subject to funding, construction will commence in approximately mid-late 2021, with works coinciding with a stormwater upgrade occurring between Churchill Ave and East Ave.

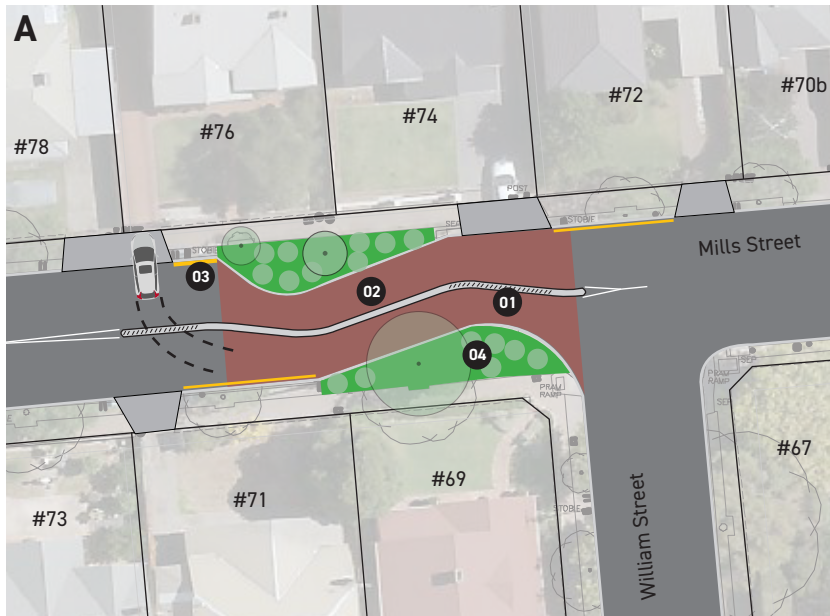
Yours sincerely


Hayden Scharnberg
Transport and Traffic Technical Officer

Mills Street Concept Design



Attachments A + B



- 01 Access to driveways maintained through low height (40mm) mountable concrete kerb. Low areas of kerb designated by  symbol - refer to materials palette images 1 & 2
- 02 Narrower vehicle path (3.0m down from 3.5m) by widening central island and enlarging planted garden beds
- 03 Loss of one parking space outside #76, however all other No Stopping zones shown are currently in place
- 04 New garden beds with existing trees and understorey planting retained where possible. Refer to attached planting palette.

Materials Palette



Low 40mm high mountable section of kerb for resident access

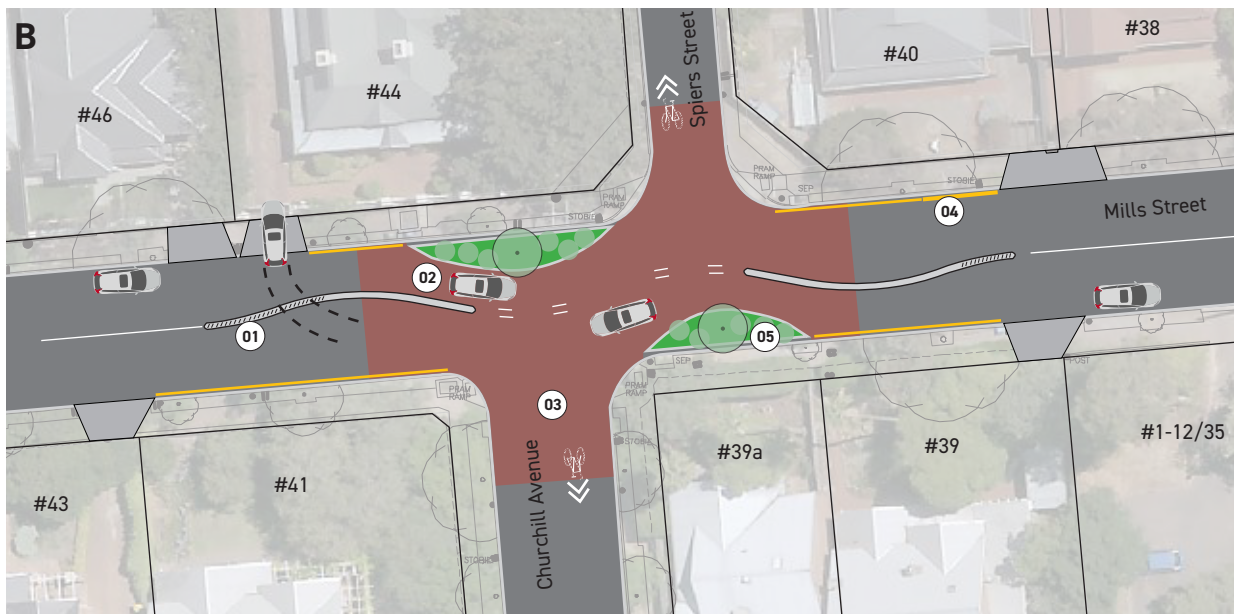
'Regular' 140mm high kerb to control traffic movements through the device


Low concrete kerb for resident access



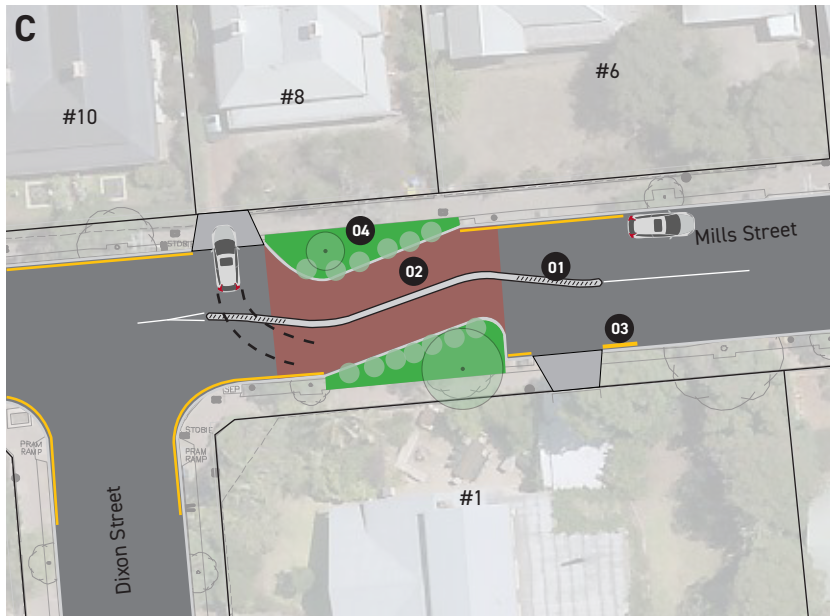
Low 40mm kerb will be more durable than existing yellow 'pavement bars'


Low concrete kerb for resident access



- 01 Access to driveways maintained through low height (40mm) mountable concrete kerb. Low areas of kerb designated by  symbol - refer to materials palette images 1 & 2
- 02 Narrow and meandering vehicle path will further slow vehicles along the street
- 03 Treatment will slow vehicles on approach to the Spiers and Churchill intersections, thus supporting the north-south bike route
- 04 Loss of one parking space outside #40, however all other No Stopping zones shown are currently in place
- 05 New garden beds with plants and trees as per the attached planting palette

Attachments C + D



- 01 Access to driveways maintained through low height (40mm) mountable concrete kerb. Low areas of kerb designated by  symbol - refer to materials palette images 1 & 2
- 02 Narrower vehicle path (3.0m down from 3.5m) by widening central island and enlarging planted garden beds
- 03 Existing No Stopping areas retained, except a small extension outside #1 which does not reduce the number of cars that can park
- 04 Existing plants and trees to be retained where possible and supplemented with new planting along the edge as per the attached planting palette

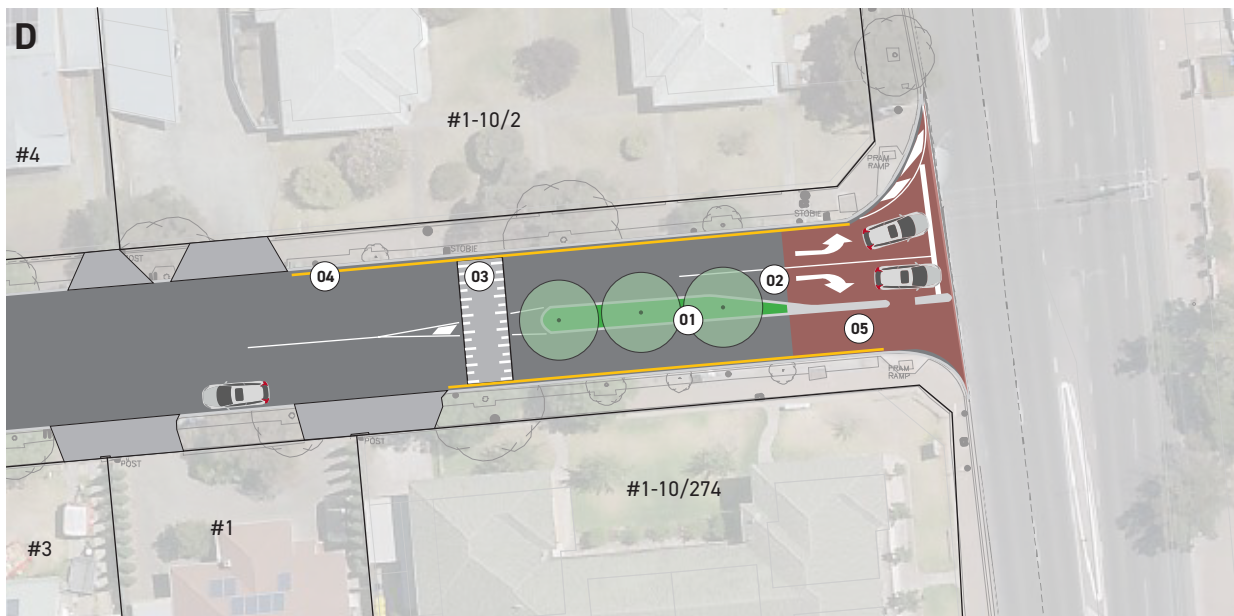
Materials Palette



Herringbone road street print

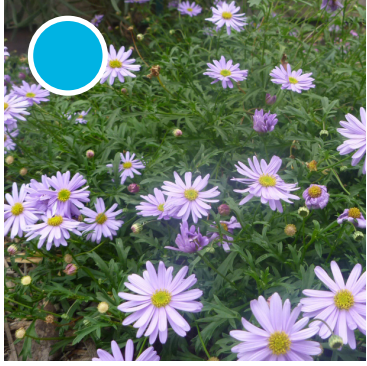


Garden bed kerbing



- 01 New central median with trees to improve amenity and support the residential nature of the street
- 02 Right turn lane retained, however with only capacity for two vehicles at a time. Data suggests that this is adequate.
- 03 New Watt's profile road hump. A hump is required within the first 50m of a street to maintain a consistent speed throughout.
- 04 Existing No Stopping areas retained - no additional loss of parking
- 05 Contrasting pavement of terracotta colour and herringbone pattern - refer materials palette image 3

Planting Palette



Brachyscome 'Country Lights'
Native Daisy




Euphorbia rigida
Gopher plant




Lavandula dentata
Lavander



Podolepis jaceoides
Showy copper-wire daisy

 Existing species to be retained

 New proposed plant species

 Proposed tree options



Lomandra longifolia 'Nyalla'



Dianella 'Clarity Blue'



Chrysocephalum apiculatum
'Silver Sunburst'



Westringia fruticosa
'Grey Box'



Koelreuteria paniculata
'Golden Rain Tree'



Pistacia chinensis
'Chinese Pistachio'