

DECISION REPORT

REPORT TITLE: INTERSECTION IMPROVEMENT OPTIONS FOR EAST AVENUE/ MILLS STREET AND EAST AVENUE/ GEORGE STREET, CLARENCE PARK

ITEM NUMBER: 48

DATE OF MEETING: 12 OCTOBER 2011

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JOB TITLE: GENERAL MANGER – CITY DEVELOPMENT

COMMUNITY GOAL: 3.8 – Ensure a sustainable, safe and integrated transport system is developed for the community considering a balance between intra-city and intercity demands

REPRESENTOR/S:

ATTACHMENTS:

1. PLAN SHOWING PROPOSED TRAFFIC AND PARKING RECOMMENDATIONS FOR EAST AVENUE/ MILLS STREET JUNCTION
2. PLAN SHOWING PROPOSED TRAFFIC AND PARKING RECOMMENDATIONS FOR EAST AVENUE/ GEORGE STREET JUNCTION

PURPOSE

To advise the City of Unley Road Safety Committee (RSC) on current traffic conditions at the intersections of East Avenue/ Mills Street and East Avenue/ George Street and recommend traffic treatments to be implemented that will improve the level of safety at each location.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received
2. The recommendations shown in Attachments 1 and 2 for East Avenue/Mill Street and East Avenue/ George Street be implemented
3. Local community (surrounding East Avenue/ Mills Street and East Avenue/George Streets intersections) be consulted about the proposed No Stopping Zones.

BACKGROUND

East Avenue is defined as a local collector road in the City of Unley's Integrated Transport Strategy. A 50km/h speed limit has applied to East Avenue since March 2003 when the default urban speed limit was reduced from 60km/h.

The community consultation for proposed road closure of Kelvin Avenue between East Avenue and Frederick Street highlighted concerns that the removal of this access to East Avenue would increase traffic on both Mills Street and George Street.

The junction of Mills Street with East Avenue was considered not as convenient as using Kelvin Avenue due to the proximity of the train line and the high traffic volume that already uses Mills Street. In addition, sight distance was reported as restricted at times when vehicles parked close to the junction on both East Avenue and Mills Street.

During the afternoon peak period, southbound traffic queues over the junction of George Street with East Avenue, due to its proximity to Cross Road. As a result, access is restricted for vehicles turning both into and out of George Street.

COMMUNITY ENGAGEMENT

There has been no community consultation undertaken at this stage. However, in the event that Option 1 is recommended by the RSC, community consultation will be undertaken. It is proposed to undertake community consultations regarding the proposed No Stopping Zones on East Avenue, north of George Street and also north of Mills Street (see Attachments 1 and 2).

DISCUSSION

Mills Street and George Street are local streets which connect East Avenue and Goodwood Road. Mills Street and George Street also provide access to all local streets within and have speed limit of 40km/hr. The following table shows the traffic data for East Avenue, Mills Street and George Street:

Street	Section	Date of Data Collection	Average Daily Traffic (Vehicles per day)	Traffic Volumes (AM Peak)	Traffic Volumes (PM Peak)	85th Percentile Speed*
East Avenue	Between Forest Ave and the railway crossing	31/03/2011	8571vpd	981vpd	994vpd	50.0 km/hr
Mills Street	Between William St and Churchill Ave	24/03/2011	1871vpd	216vpd	293vpd	47.9 km/hr
George Street	Between Churchill Ave and William St	31/05/2011	616vpd	91vpd	62vpd	32.8 km/hr

*85th percentile speed is 'the speed at or below which 85% of motorists travel under free flow conditions – when their speed choice is not constrained by vehicles in front of them' (Austroads Guide to Road Safety Part 3)

East Avenue / Mills Street intersection

East Avenue and Mills Street is a typical T-intersection. The Noarlunga Rail Line is located to the north of the junction. East Avenue accommodates nearly 1000 vehicles during peak hour traffic coupled with the regular activation of the rail crossing, results in traffic congestion at the intersection of East Avenue and Mills Street, particularly for vehicles turning right into East Avenue from Mills Street.

It was observed that in some cases, vehicles situated on Mills Street waiting to turn right into East Avenue were positioned so that following vehicles wishing to turn left could not do so until the vehicles turning right had moved. Therefore, in order to improve the efficiency of the junction, it is recommended that a separate left and right turn lane be installed in Mills Street.

A "Keep Clear" pavement message on East Avenue at the junction with Mills Street was also investigated, however the Department for Transport Energy and Infrastructure (DTEI) does not permit the use of such messages to assist vehicle to enter from the side road. "Keep Clear" messages can only be used to allow

vehicles to leave the main road (in this case East Avenue) in order to enter the adjacent side road (Mills Street).

During the course of the site investigation, it is noticed that when vehicles parked in the ½ hour zone on the eastern side of East Avenue between the rail crossing and Mills Street, access to the pedestrian ramp was obstructed and the line of sight for motorists turning out of Mills Street was also obstructed. Therefore, it is proposed to install a No Stopping Zone to maintain access to the ramp and improve sight distance, although this will result in loss of 1 or 2 car parking spaces outside No 55 East Avenue. Due to the loss of parking, consultation will be undertaken in the form of a consultation letter with the affected business/s regarding the proposal.

To ensure that motorists do not park with 10 metres of the junction in Mills Street, which is a requirement under the Australian Road Rules, line marking will be painted on the approach to East Avenue.

It has also been noted that vehicles are queuing on East Avenue in close proximity to the rail crossing as there is no line marking exist at the location. This could be a potentially dangerous situation. It is therefore recommended that yellow rail box line marking be installed over the crossing, together with warning signs. This course of action is supported by DTEI who have previously raised concerns on behalf of the train drivers who have observed vehicles partially obstructing the rail crossing.

East Avenue/ George Street intersection

East Avenue and George Street is also a typical T- intersection, however George Street accommodates less traffic than Mills Street. George Street carries around 90 vehicles during peak hour, compared with over 200 for Mills Street. It was observed that with the exception of the afternoon peak period when southbound traffic obstructs George Street, the intersection works efficiently with minimal delay for vehicles turning into or out of George Street.

However, vehicles coming out of George Street have limited sight distance due to parked cars on eastern side of East Avenue, north of George Street. This situation leads to potential conflict between south bound vehicles and cyclists. Therefore, it is recommended that a No Stopping Zone be installed at this location for a distance of 15 metres, as shown in Attachment 2. As the installation of the zone would result in the loss of a car parking space outside 1/72 East Avenue, consultation will be undertaken in a form of consultation letter with affected resident/s.

It was observed during a site investigation that vehicular traffic existing George Street often veers into the bike lane at East Avenue before giving way to south bound traffic and creates potential hazard for cyclist travelling south bound. It is recommended that a "Give Way" sign with associated pavement markings be installed at this intersection to encourage motorists to slow down whilst giving way to cyclist and if necessary stop before coming out on East Avenue.

As stated earlier, during the afternoon peak period southbound motorists queue back from Cross Road obstructing the junction of George Street. In order to address this, it is proposed to install a "Keep Clear" pavement message on East Avenue

ANALYSIS OF OPTIONS

Option 1 – The recommendations shown in Attachments 1 and 2 for East Avenue/Mill Street and East Avenue/ George Street be implemented and the local community (surrounding East Avenue/ Mills Street and East Avenue/George Streets intersections) be advised about the proposed No Stopping Zones

Advantages

Implementing the recommendations would improve the overall safety and efficiency of traffic movements at these junctions

Disadvantages

Loss of car parking spaces, due to the installation of the No Stopping Zones as shown in Attachments 1 and 2, will impact on the businesses and residents' activities

Option 2 – The recommendations shown in Attachments 1 and 2 for East Avenue/Mill Street and East Avenue/ George Street not be implemented

Advantages

There would be no loss of car parking spaces for businesses and/or residents

Disadvantages

The traffic safety and traffic delay issues will remain unresolved at the junctions of East Avenue/ Mills street and East Avenue/ George Street

RECOMMENDED OPTION

Option 1 is the recommended option.

POLICY IMPLICATIONS

The cost of implementing proposed recommendations would be low and can be accommodated within the current budget for of 2011/12. With the exception of the proposed No Stopping Zones on East Avenue, there is no adverse impact on

residents and businesses, therefore all of the other recommended treatments can be installed without community consultation.

The yellow box marking on the level crossing will be coordinated with DTEI to ensure that the work is undertaken in a safe manner with minimal disruption to train services and traffic on East Avenue.

Once these treatments are installed, there will be regular monitoring of both Mills Street and George Street junctions to determine the effectiveness to improve the efficiency and operation of both intersections.

CONCLUSION

The installation of proposed treatments recommended will improve the traffic safety and efficiency at the intersections of East Avenue/ Mills Street and East Avenue/ George Street.

**ATTACHMENT 1
STREET**

CONCEPT PLAN FOR EAST AVENUE/ MILLS STREET



**ATTACHMENT 2
STREET**

CONCEPT PLAN FOR EAST AVENUE/ GEORGE

