



COMPACT RURAL ROUNDABOUT

ROAD SAFETY UPGRADE

Background

The McLaren Vale District was surveyed in the nineteenth century, involving a predominantly grid-based network of roads and land parcels.

Whilst this logical road network pattern provides us with good levels of accessibility, the resultant abundance of four-way junctions increases the potential for crashes when drivers are distracted or are unfamiliar with the area. This is particularly concerning in an area that relies on high levels of tourism.

The intersection of **Chalk Hill Road, Olivers Road and Field Street** is a four-way, rural junction located to the north of the McLaren Vale township, and has experienced high levels of crash trauma. As both Chalk Hill Road and Field Street are key access routes into and out of the McLaren Vale township, traffic volumes at this intersection can be quite high.

Project Proposal

Due to the significant volumes of traffic that either turns into or out of side roads, or

travels through this intersection, a roundabout is the recommended solution to improve safety.

Roundabouts are considered to be very effective for improving safety at intersections as they simplify decision making for road users, reduce points of conflict, and require all vehicles to travel slowly.

The design approach for conventional roundabouts would require a very large footprint at a site such as this, due to the higher 80km/h speed limit as well as the need to accommodate heavy vehicles. Such a roundabout would be very expensive and would likely require substantial land acquisition.

We therefore propose to construct a 'compact roundabout' based on recent experience in Victoria. These roundabouts can have a much smaller footprint as they use 'raised safety platforms' to reduce the speed of approaching vehicles. This reduces project costs and minimises or eliminates the need for land acquisition.