

LIVING STREETS UPGRADE MAY STREET, ALBERT PARK

LIVING STREETS BACKGROUND

We consulted with local residents/business owners in 2020 across 5 key streets identified in our Albert Park Living Streets program. These streets included, Glyde Street, May Street, Murray Street, Jervois Street and Grace Street.

Living Streets is about reimagining the design of your street and neighbourhood to prioritise people; whether it be as a walker, bike rider, driver or to socialise with family and neighbours.

Through the consultation period we asked people how they would reimagine their local street and what could be done to enhance their liveability.



WHAT WE HEARD

During the consultation, we had 37 people respond to our online survey and 5 people attend our open day.

Some of the key comments that people felt across all streets that were not working and that could be improved were:

- Not enough trees
- More street appeal
- Cut through traffic and vehicle speed
- Reduce speed / traffic calming
- Upgraded lighting
- Footpaths are in disrepair
- Create open space / park
- Stobie pole art

Overall, local residents felt that the most important factors for their streets were:

- slower safer streets
- upgraded footpaths
- safe walking connections with designated signage

This was followed by:

- more street trees
- bike connections & crossings
- connecting socially

An early engagement report with all the Living Streets feedback is available at yoursaycharlessturt.com.au
albertparklivingstreets

MAY STREET ROAD RECONSTRUCTION

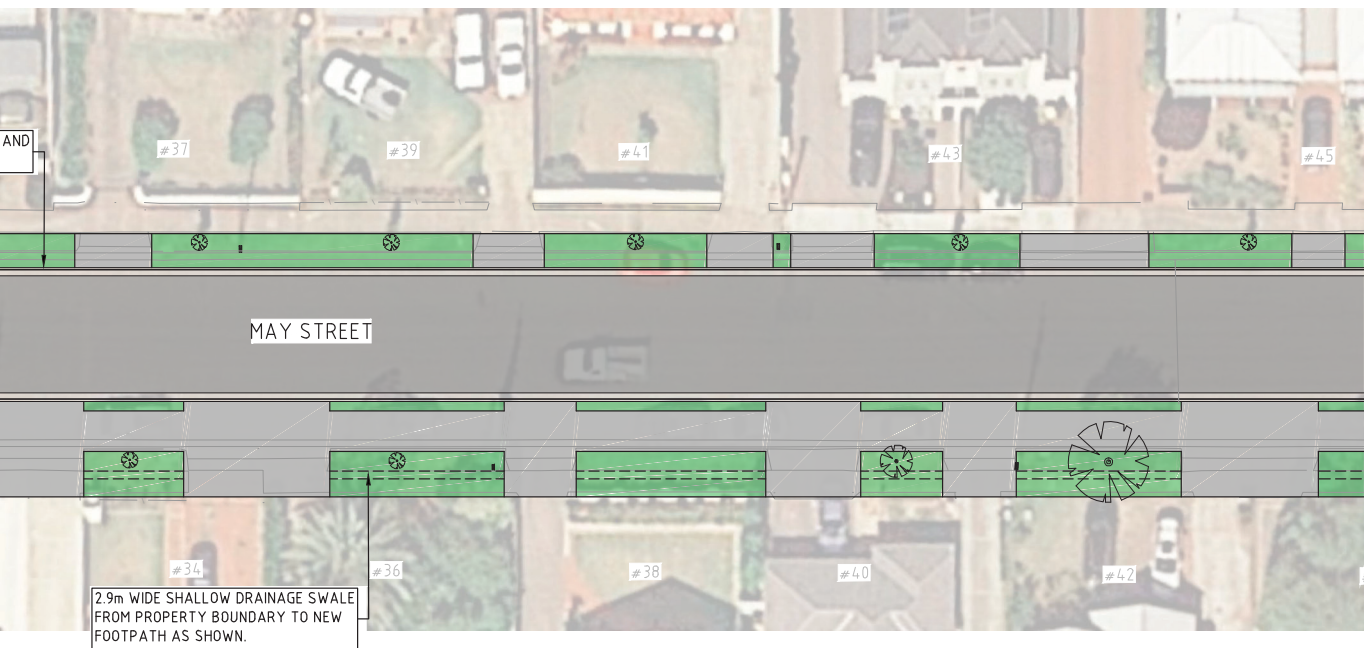
May Street will be one of the first streets in the Living Streets program to undergo an upgrade as the road requires urgent rehabilitation.

Federal Funding

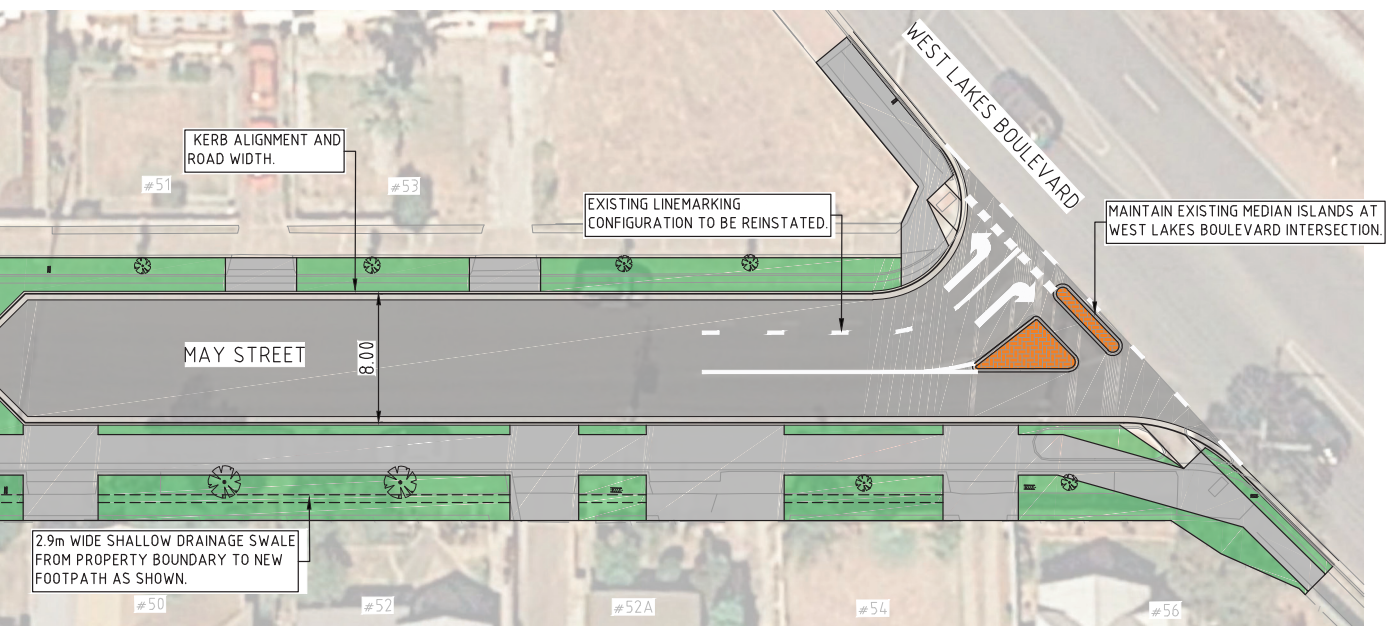
We have received a federal grant which will allow us to complete the full length of the street from Port Road to West Lakes Boulevard. Total cost of the project is estimated at \$1.6 million with a federal contribution of approximately \$780,000.

We are proposing two concept options for May Street which include the following:









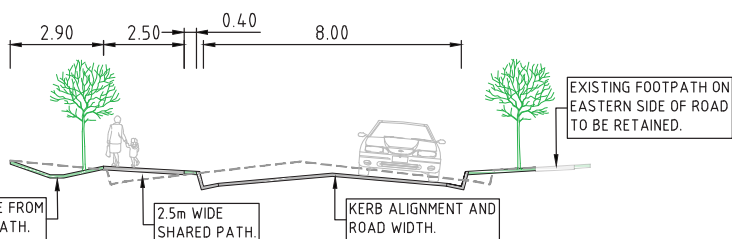


VIEW BELOW FOR CONTINUATION



KEY FEATURES

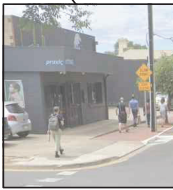
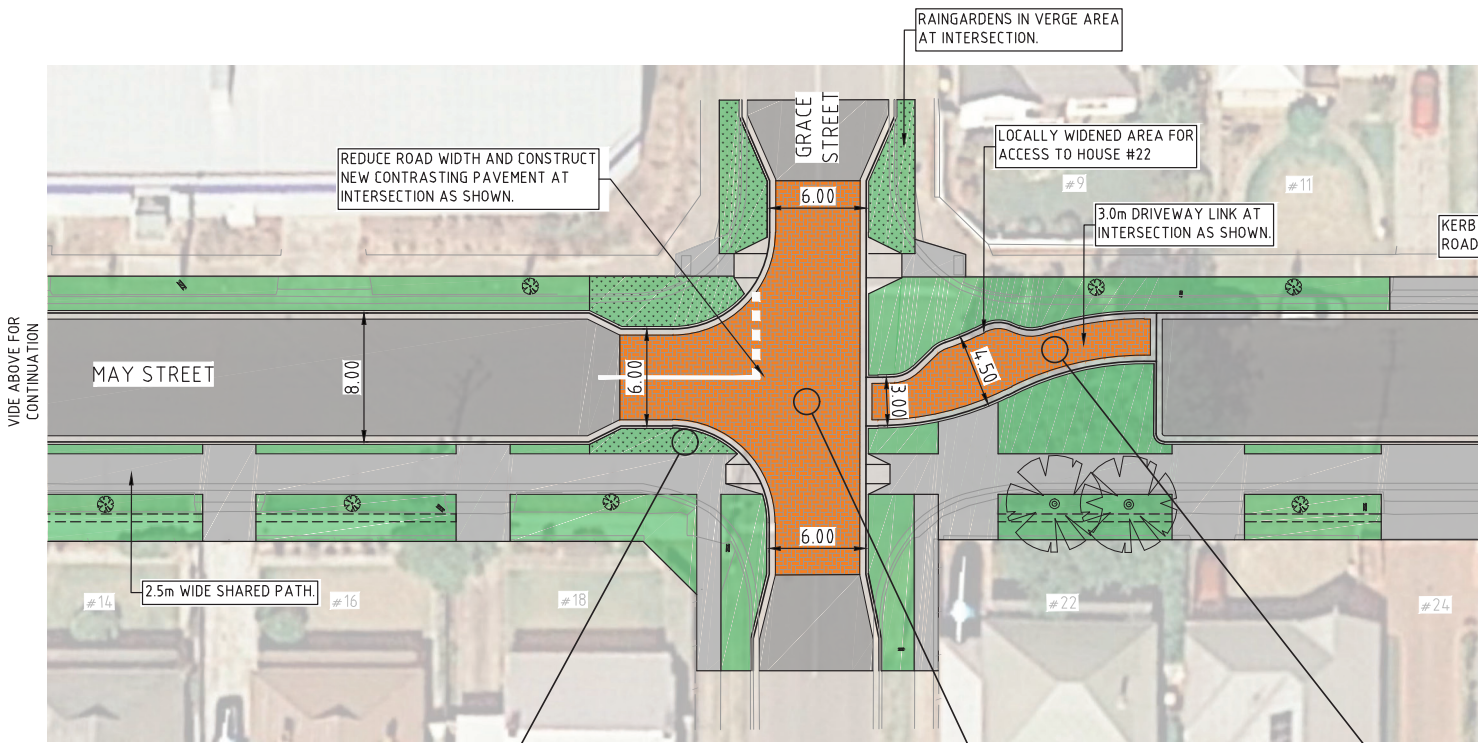
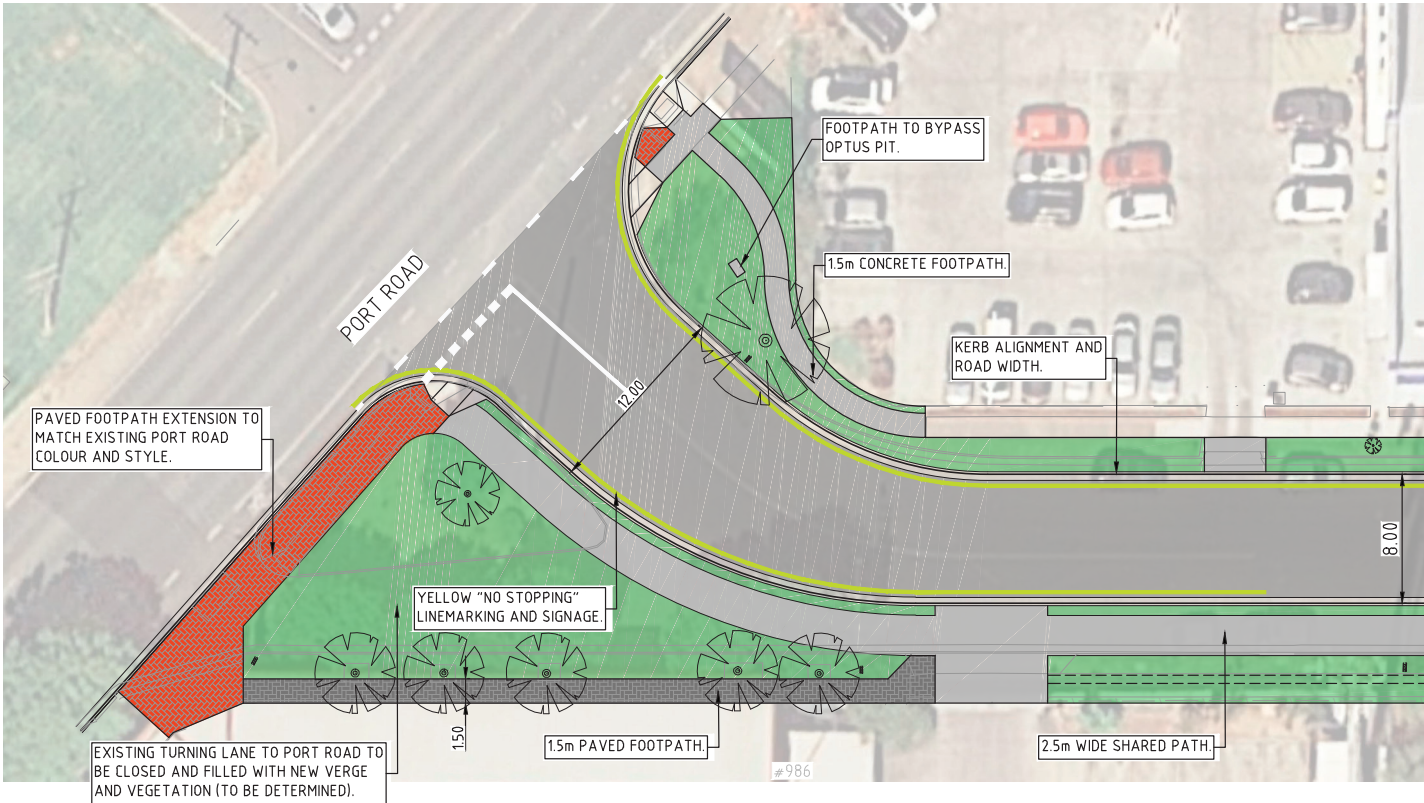
- TURF TO EXISTING GRASS VERGE AREAS 
- RAINGARDENS 
- DRAINAGE SWALE 
- SHARED FOOTPATH 
- STENCILPAVE CONTRASTING PAVEMENT 
- ROAD PAVEMENT 

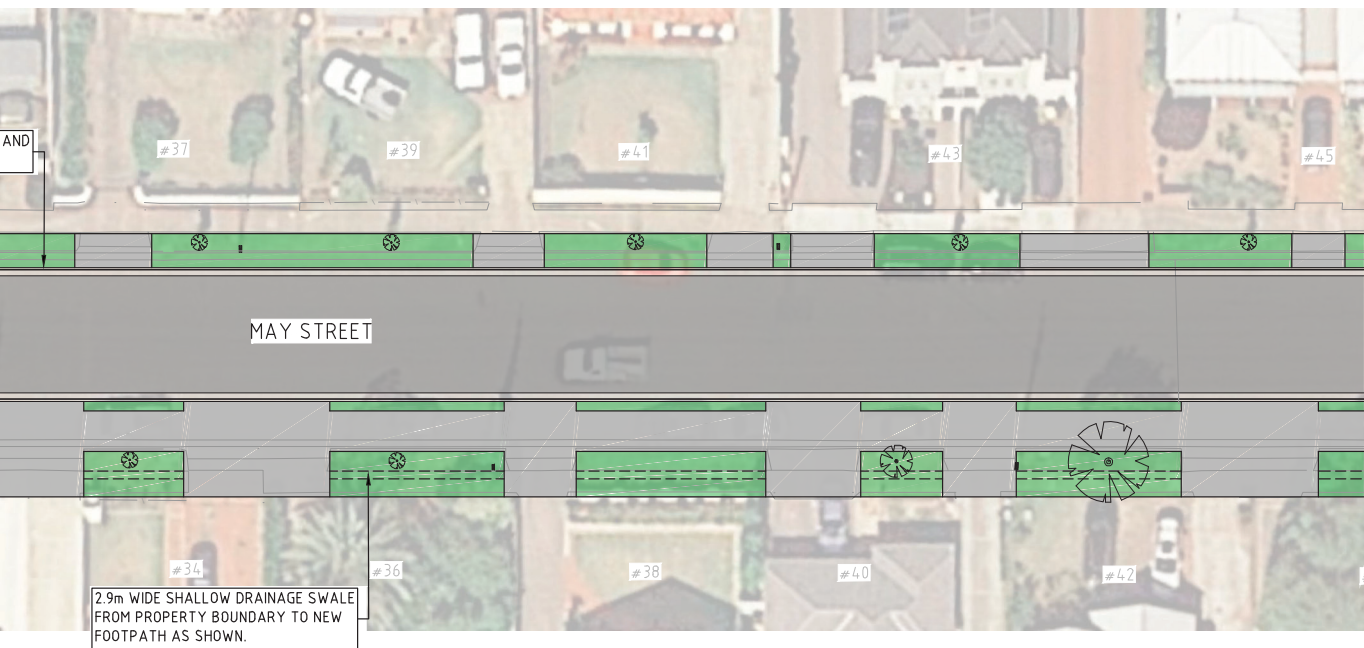


TYPICAL DRAINAGE SECTION

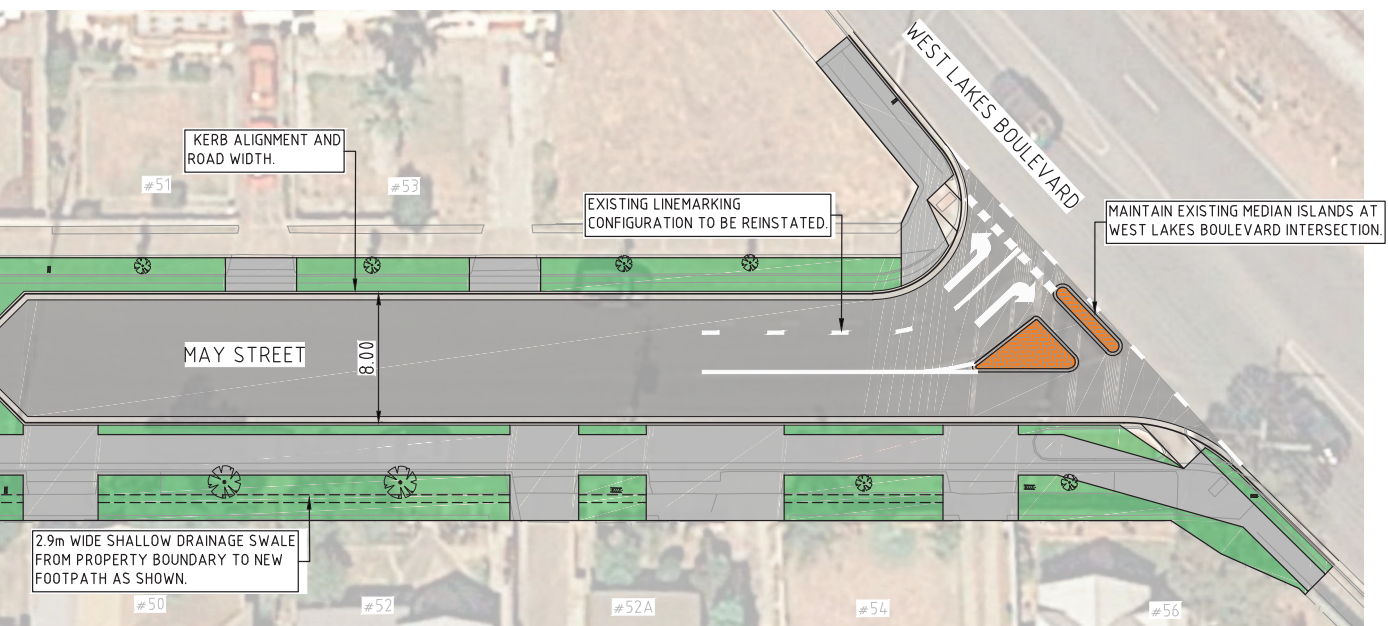
THE CITY OF CHARLES STURT
MAY STREET ALBERT PARK
CONSULTATION DRAWING - OPTION A

OPTION A









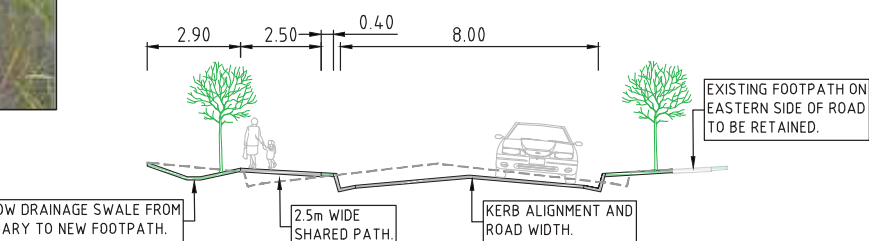


VIEW BELOW FOR CONTINUATION



KEY FEATURES

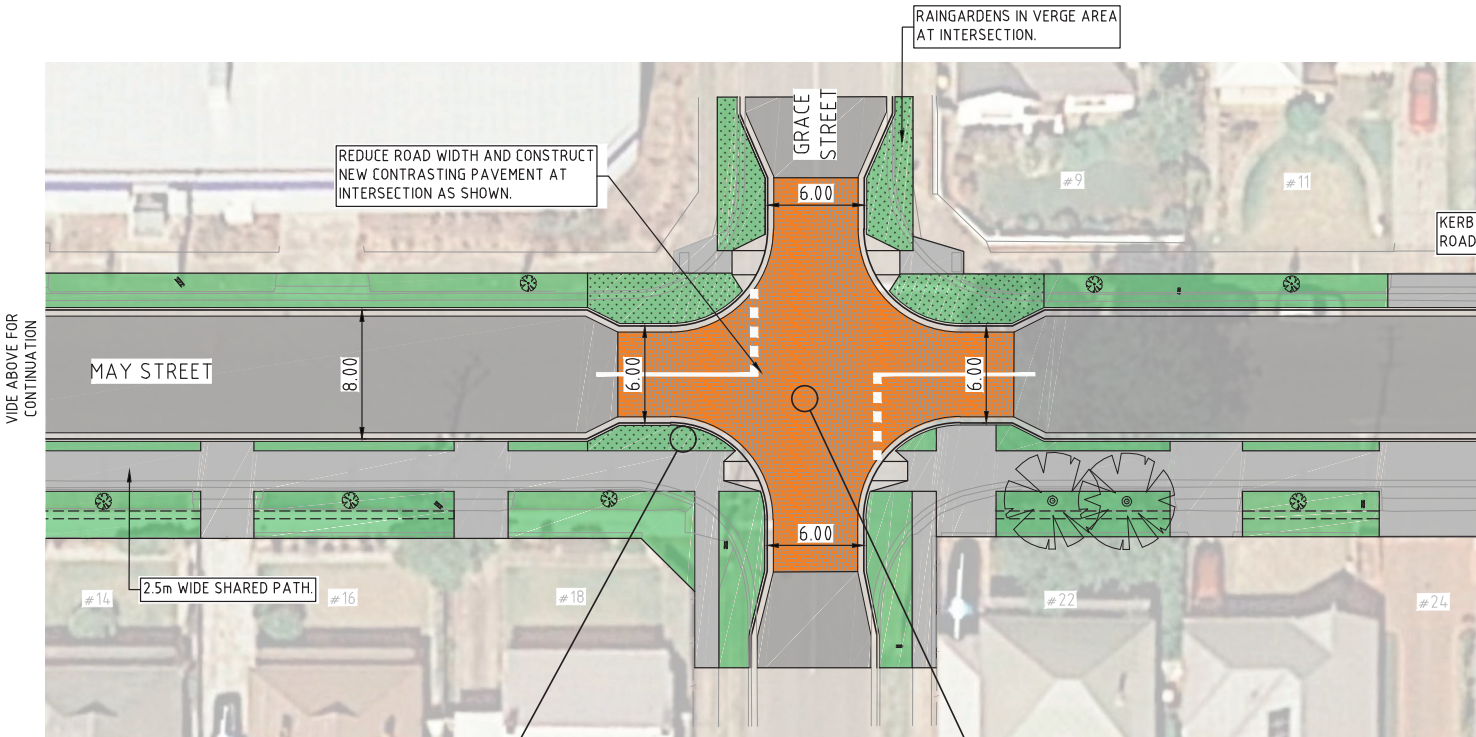
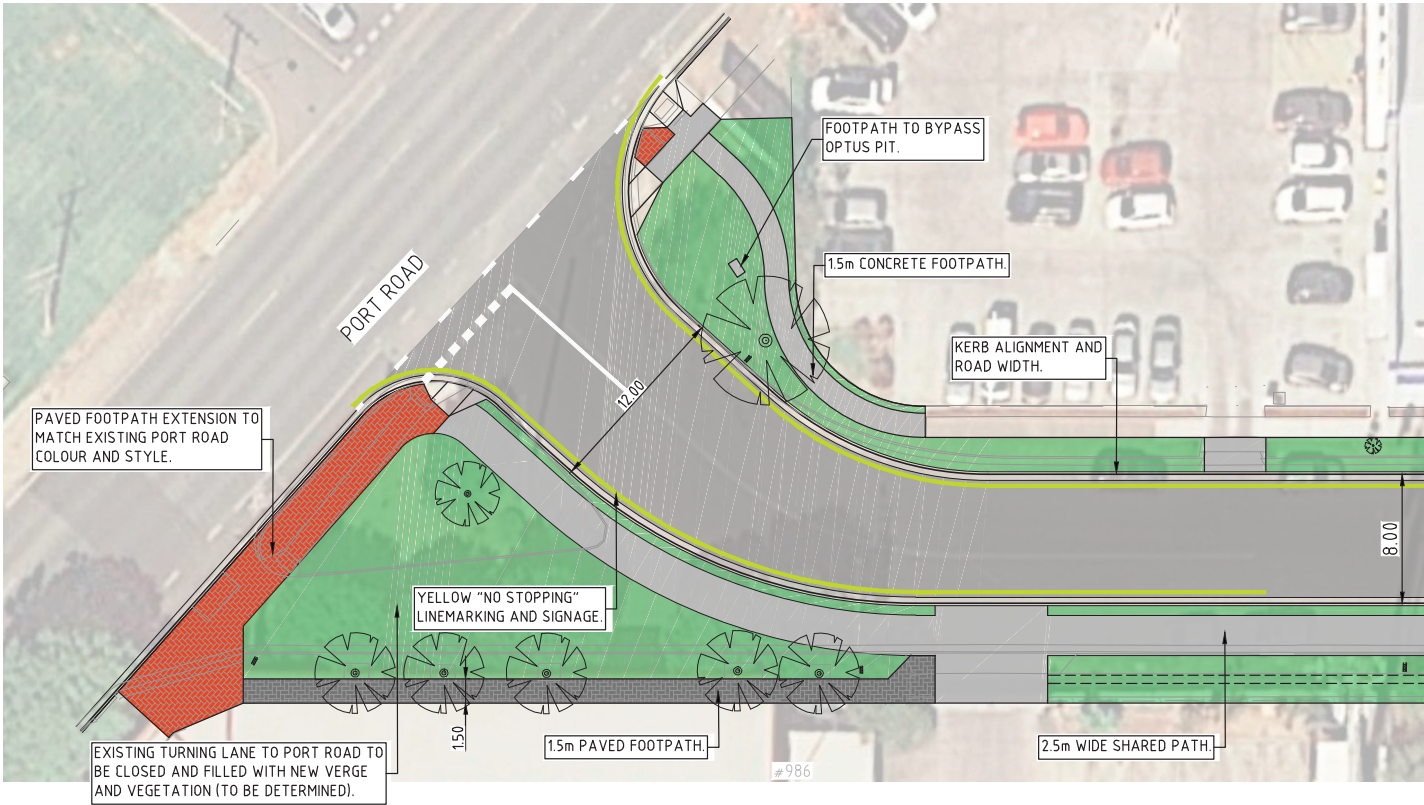
- TURF TO EXISTING GRASS VERGE AREAS 
- RAINGARDENS 
- DRAINAGE SWALE 
- SHARED FOOTPATH 
- STENCILPAVE CONTRASTING PAVEMENT 
- ROAD PAVEMENT 

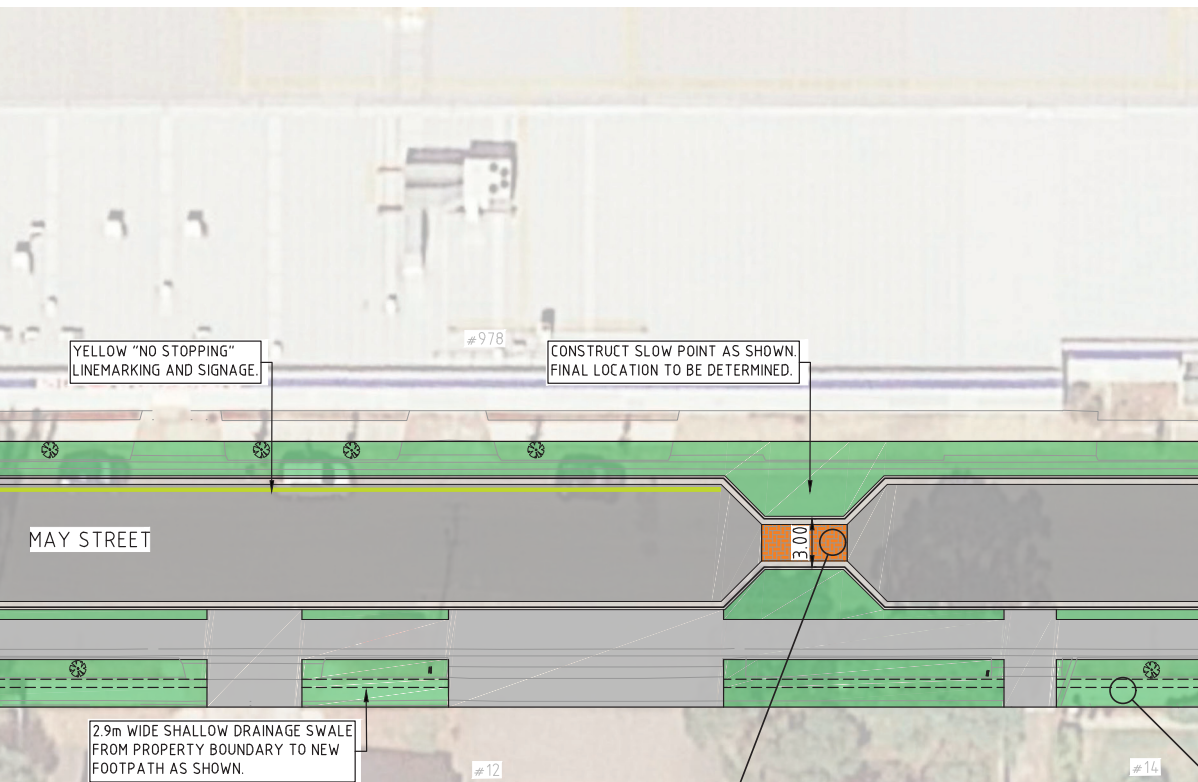


THE CITY OF CHARLES STURT
MAY STREET ALBERT PARK
CONSULTATION DRAWING - OPTION B

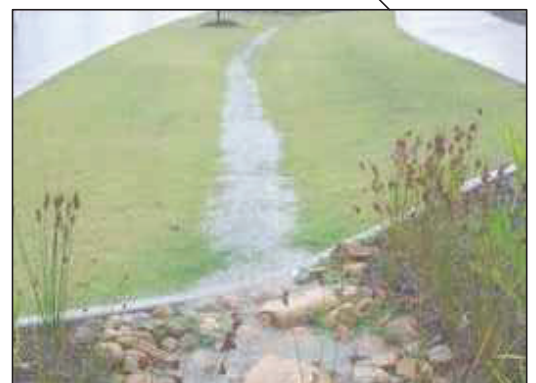
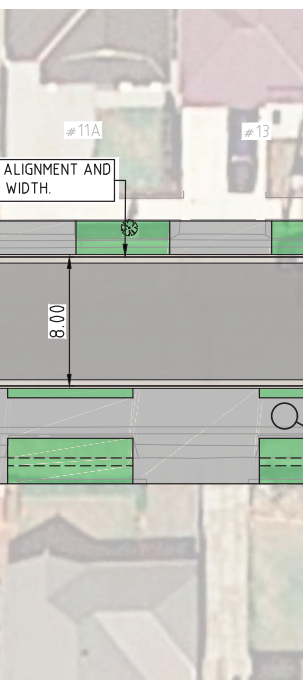
SHEET 2 OF 2

OPTION B



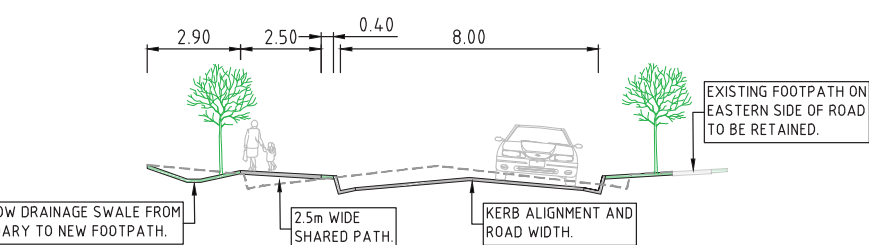


VIEW BELOW FOR
CONTINUATION



KEY FEATURES

- TURF TO EXISTING GRASS VERGE AREAS
- RAINGARDENS
- DRAINAGE SWALE
- SHARED FOOTPATH
- STENCILPAVE CONTRASTING PAVEMENT
- PAVED FOOTPATH (CLINKER RED)
- PAVED FOOTPATH (CHARCOAL)
- ROAD PAVEMENT

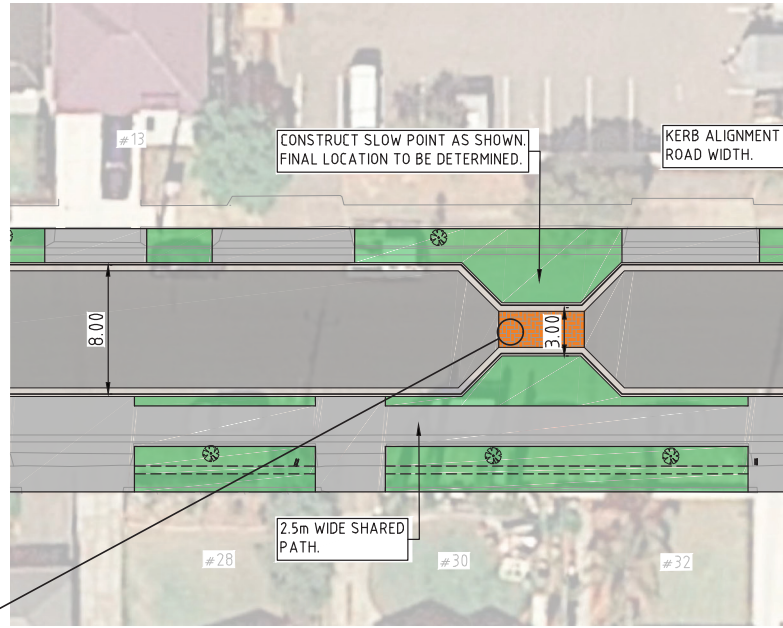


TYPICAL ROAD CROSS SECTION

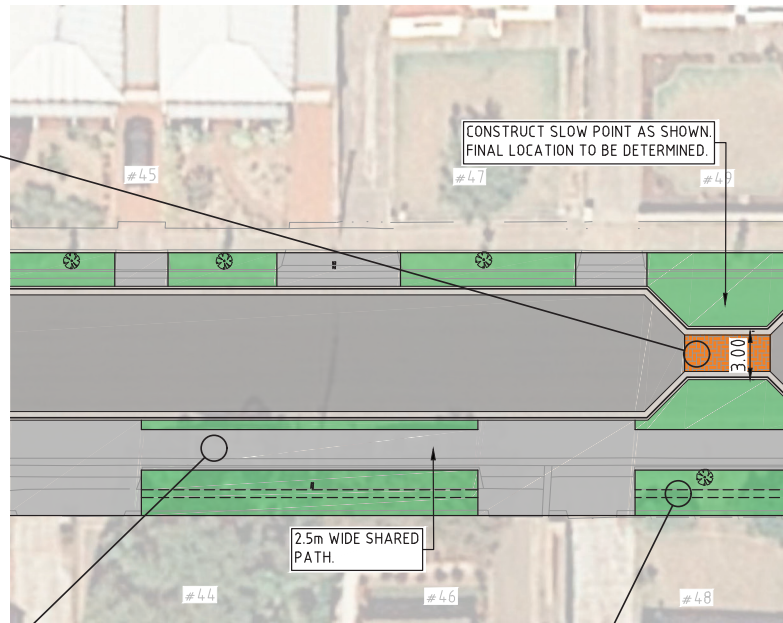
THE CITY OF CHARLES STURT
MAY STREET ALBERT PARK
CONSULTATION DRAWING - OPTION B



VIDE SHEET 1 FOR
CONTINUATION

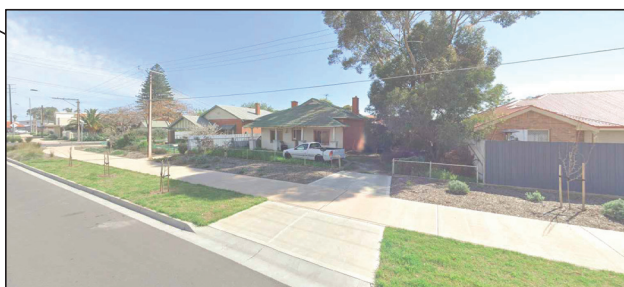
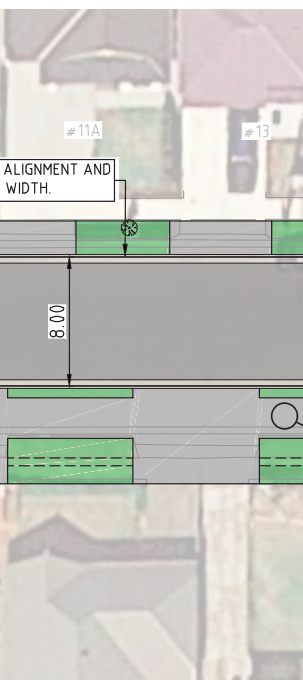
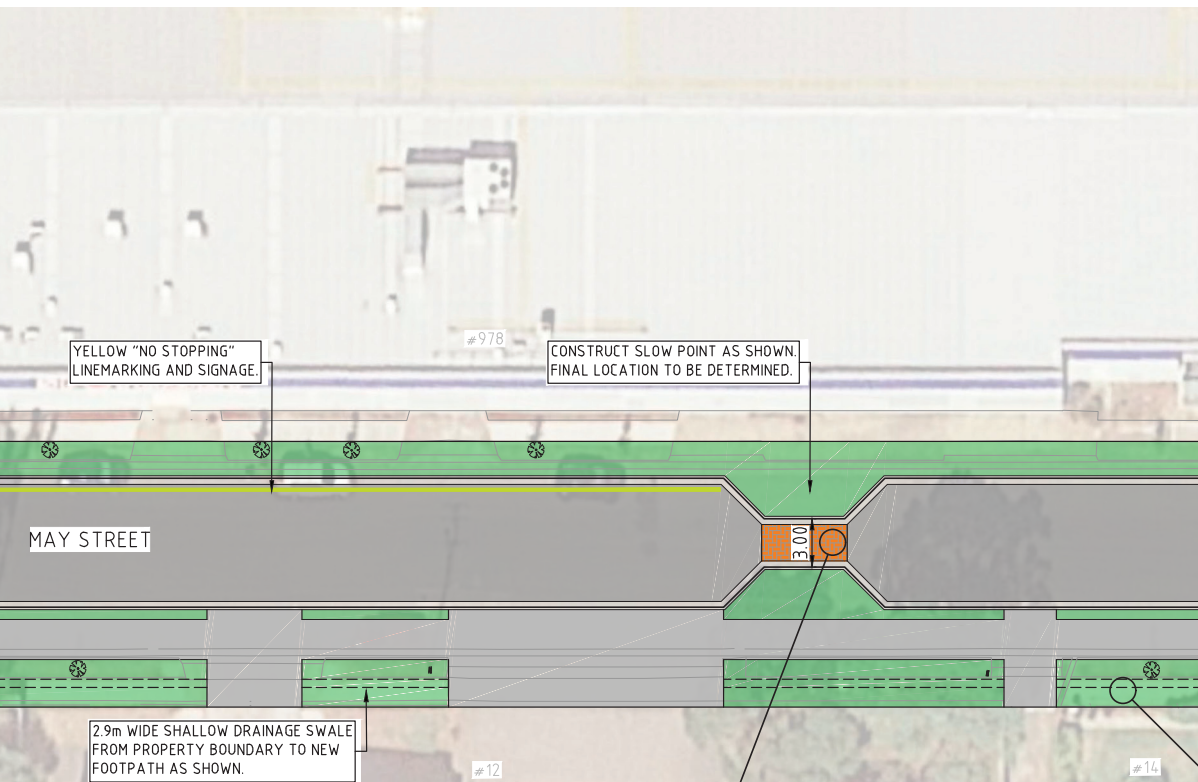


VIDE ABOVE FOR
CONTINUATION



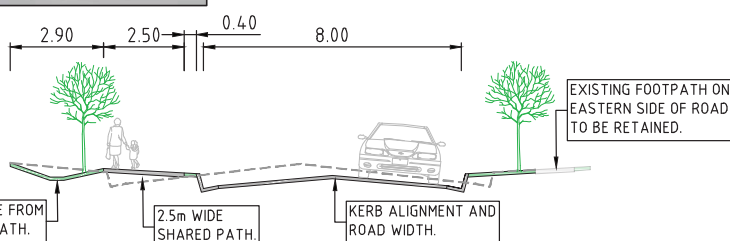
2.9m WIDE SHALLOW
PROPERTY BOUNDARY





KEY FEATURES

TURF TO EXISTING GRASS VERGE AREAS	
RAINGARDENS	
DRAINAGE SWALE	
SHARED FOOTPATH	
STENCILPAVE CONTRASTING PAVEMENT	
PAVED FOOTPATH (CLINKER RED)	
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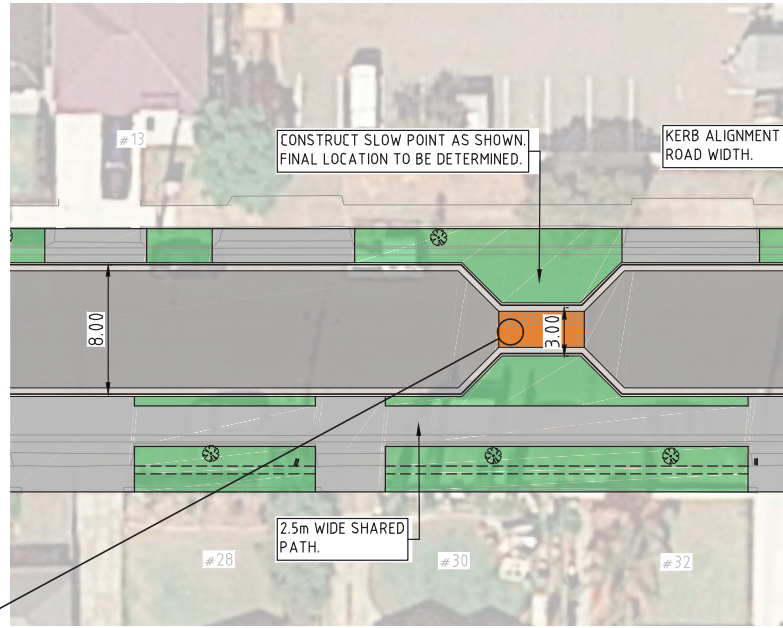


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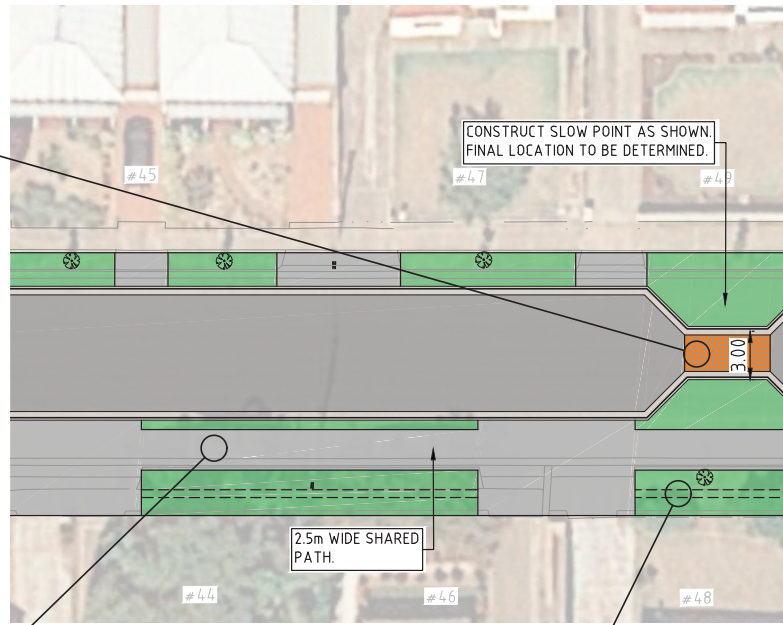
THE CITY OF CHARLES STURT MAY STREET ALBERT PARK CONSULTATION DRAWING - OPTION A



VIDE SHEET 1 FOR CONTINUATION



VIDE ABOVE FOR CONTINUATION



2.9m WIDE SHARED
PROPERTY BOUNDARY



OPTION A AND B

Roadway, footpaths and verges

- Reconstruction of the road pavement from Port Road to West Lakes Boulevard
- Replacement and realignment of kerb and gutter for the entire length of the street.
This will narrow the roadway but still ensure that parking in the street is not affected.
- Proposed slow points along May Street between intersections to achieve a desired slower street.
- Replacement of all footpaths for the entire length of the street – 2.5m wide path on western side and 1.5m wide path on eastern side.
- Widened verges that will enhance greening of the area with potential for additional street tree planting and landscaped drainage swales

Grace Street/Jervois Street and May Street Intersection

- Raingardens within the verges at the intersection of Grace/Jervois/May Street to filter local stormwater

May and Port Road Intersection

- Improving safety at the Port Road Intersection by removing the left turn slip lane
- New verge and landscaping within the new closure

OPTION A

Grace Street/Jervois Street and May Street Intersection

- Two-way Driveway Link (3m wide) to slow vehicles at the approach of the intersection and deter oversized trucks and hoon drivers.

OPTION B

Grace Street/Jervois Street and May Street Intersection

- Reduced road width and narrowed intersection treatment with contrasting pavement to create a slower speed intersection





To provide your comments you can:

- Complete the online survey at yoursaycharlessturt.com.au/maystreetupgrade
- Drop into Banquet Foods, 992 Port Road Albert Park on Wednesday 19 May anytime between 3pm and 5pm to share your views and meet the project team
- Should you require a hard copy survey, they will be available at Banquet Foods throughout the consultation period

Feedback is required by no later than Wednesday 26 May 2021

We will provide an update to you following consultation on the outcome and construction timeframe.

Should you have any questions at all about this project, please contact:

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8408 1270
eng-consultation@charlessturt.sa.gov.au

