

NOTICE OF ORDINARY COUNCIL MEETING



9 AUGUST 2022

Notice is hereby given in accordance with Section 83 of the Local Government Act 1999 that a Council Meeting will be held in the Council Chamber at 62 Commercial Road, Port Adelaide on Tuesday **9 August 2022**.

The meeting will commence at 7:00 pm.

The business to be considered at the above-mentioned meeting, is set out in the enclosed Agenda.

A handwritten signature in grey ink, which appears to read "Mark Withers", is positioned above the printed name.

Mark Withers
Chief Executive Officer

4 August 2022

DISCLAIMER - Please note that the contents of the Council Agenda have yet to be considered by Council and recommendations may be altered or changed by the Council in the process of making the formal Council decision

13.2.4 Klemzig, Windsor Gardens and Holden Hill LATM Scheme for endorsement

Report Type	Decision
City Plan Theme	Community Placemaking Leadership
Report Author	Traffic Engineer, City Assets
Report Summary	This report summarises the results of the consultation on the Klemzig, Windsor Gardens and Holden Hill Local Area Traffic Management Scheme (LATM) with updates made that incorporate community feedback. This report seeks endorsement of the scheme for implementation based on this feedback.
Attachments	1. LATM Scheme Summary - Klemzig, Windsor Gardens & Holden Hill - FINAL [13.2.4.1 - 4 pages] 2. Draft LATM Community Feedback Summary [13.2.4.2 - 35 pages]

RECOMMENDATION

Council resolves that:

1. The report of the Director City Assets titled "Klemzig, Windsor Gardens and Holden Hill LATM Scheme for endorsement" be received and noted.
2. That the Klemzig, Windsor Gardens and Holden Hill LATM Scheme is endorsed for implementation from 2022/23 with a total capital budget allocation of approximately \$750k across two financial years with \$500k already allocated in 2022/23.
3. Council formally write to the Department for Infrastructure and Transport advocating for the proposed improvements on arterial roads and traffic control devices that require special approvals.
4. Key Stakeholders immediately impacted by a device or treatment be consulted to allow staff to incorporate this feedback, where possible, into the final design.

Report

At its meeting on 10 May 2022, Council resolved:

1. The report of the Director City Assets titled "Draft Klemzig, Windsor Gardens and Holden Hill Local Area Traffic Management (LATM) Scheme" be received and noted.
2. The Klemzig, Windsor Gardens and Holden Hill Draft Local Area Traffic Management Scheme is endorsed for public consultation.

3. Council Administration consult with the residents and property owners (and the Department for Infrastructure and Transport (DIT) & City of Tea Tree Gully where appropriate) within the study area of the Klemzig, Windsor Gardens and Holden Hill Draft Local Area Traffic Management Scheme.

4. The results of (3) above be brought back to Council at a future meeting, along with scheme updates as required'

Council is committed to working with our community to provide a safe and efficient road network. Aligned with this, the Council has endorsed a program of Local Area Traffic Management (LATM) schemes across the Council area. To deliver this Council-wide Program of Works, the network has been broken down into smaller study areas.

The Klemzig, Windsor Gardens, Holden Hill LATM Project in conjunction with the 5086 LATM will deliver on most of the eastern suburbs identified by Council under the City Wide LATM Program.

The study area extents (as shown in Figure 1) were decided for the following reasons:

- The eastern, southern, and western boundaries are Council boundaries.
- The northern boundary being North East Road is a major arterial road within the network.

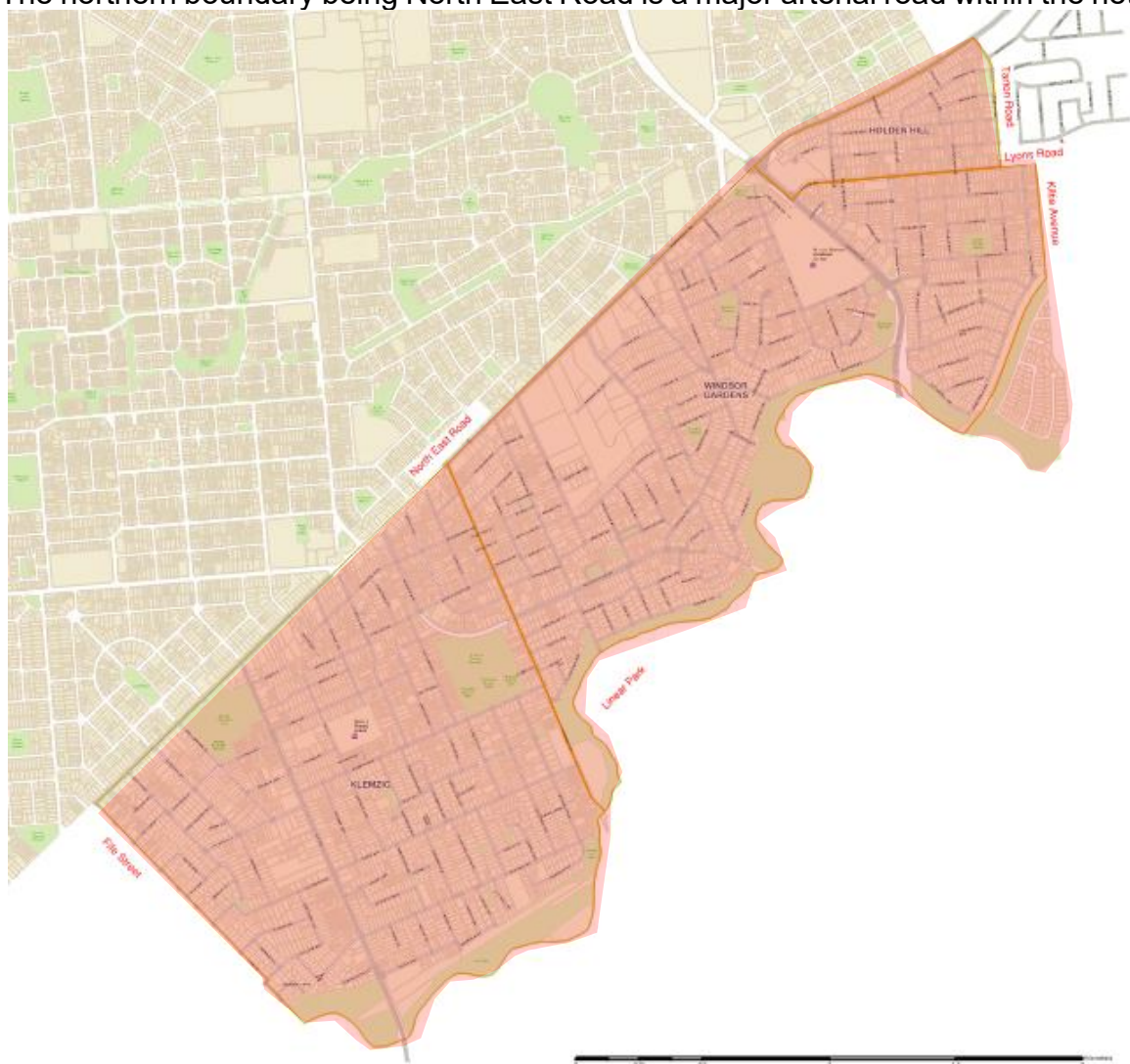


Figure 1 – Klemzig, Windsor Gardens and Holden Hill LATM study area

Feedback from the community consultation has been reviewed and the Draft LATM Scheme has been updated accordingly. It should be noted that micro-consultations are still required at the individual street/treatment level. However, preliminary feedback has already been considered with changes to the draft scheme. A summary of all feedback on the Draft Klemzig, Windsor Gardens and Holden Hill LATM scheme is detailed below.

Overall engagement summary

Letters sent	8564
Responses received	320
Response rate	3.7%

Overall scheme support

I am supportive of the draft LATM scheme	152 / 47.5%
I am supportive of the draft LATM, but have some concerns	128 / 40%
I am NOT supportive of the draft LATM scheme	40 / 12.5%

Total responses by suburb

Klemzig	160 / 50%
Windsor Gardens	134 / 42%
Holden Hill	16 / 5%
Other suburbs*	10 / 3%

* Feedback from other suburbs are most likely property owners who do not reside within the study area or people who travel frequently to the study area.

From a review of the feedback received, the 'I support with some concerns' option was selected for several reasons:

- A specific piece of feedback was provided on a treatment or street.
- Additional streets or treatments were requested, typically parking controls or traffic calming.
- Alternate treatment proposal provided.

Furthermore, from a review of the feedback, the 'I do not support' option was selected for these common reasons:

- Adamantly against a specific treatment (i.e. raised intersection platform or one way treatment).
- Didn't perceive any traffic issues in the study area.

1. Klemzig

A summary of the feedback for Klemzig is shown below

Engagement summary

Letters sent	4320
Responses received	160
Response rate	3.7%

Scheme support

I am supportive of the draft LATM scheme	90 / 56%
I am supportive of the draft LATM, but have some concerns	63 / 40%
I am NOT supportive of the draft LATM scheme	7 / 4%

Feedback who are not supportive of the draft LATM scheme or supportive with concerns provided the following comments:

- Parking issues along Fourth Avenue and streets adjacent to TK Shutter Reserve on soccer days.
- Disagree with the proposed raised intersection platform at the intersection of Fourth Avenue and Thistle Avenue due to the tightness of this intersection.
- Concern about proposed raised intersection platforms (Fourth Avenue and Windsor Grove) along bus route as speed humps along Fourth Avenue installed at the same time as those along Second Avenue and Third Avenue had to be removed due to bus movements.
- Concern about raised intersection platforms not being an effective device to reduce speed.
- Issues along O G Road and North East Road which come under the care and responsibility of Department for Infrastructure and Transport (DIT).
- Additional items requested to be considered (discussed in additional considerations section).

Discussion of proposed traffic control devices within Klemzig

1) Wellington Street

Proposed: Raised Intersection Platform at the intersection with Victoria Street and Garfield Street/Victoria Street.

The objective of this is to calm traffic along Wellington Street where the 85th percentile speed of 53km/hr was recorded. This proposal was generally supported under the draft scheme consultation.

2) Fourth Avenue

Proposed: Raised Intersection Platform at the intersection with Thistle Avenue

The objective of this device is to calm traffic on Fourth Avenue where the 85th percentile speed of 51km/hr and average daily volume of 5,200 veh/day was recorded. The feedback on this specific device was mixed with feedback both for and against the treatment.

Some residents are concerned about proposed raised intersection platforms (Fourth Avenue and Windsor Grove) along bus route as road humps along Fourth Avenue installed at the same time as those along Second Avenue and Third Avenue had to be removed due to bus movements. Consultation with the South Australian Public Transport Authority of DIT has been undertaken and the raised intersection platforms are supported as long as they are designed in accordance with their specifications. Accordingly, it is proposed to support the raised intersection as part of the Final scheme.

3) Windsor Grove

Proposed: Raised Intersection Platforms at the intersections with McLauchlan Road and Fourth Avenue

The objective of the two raised intersection platforms along Windsor Grove is to calm traffic within the section of the road where the highest 85th percentile speed of 58km/hr was recorded. Residents also reported that Pitman Road, Pellew Street, McLauchlan Road, Windsor Grove and Fourth Avenue forms a popular 'rat-run' route between North East Road and O G Road and the raised intersection platforms were proposed to make this route 'less attractive'.

Feedback opposing the installation of these two raised intersection platforms provided the following comments:

- Concern about raised intersection platforms not being an effective device to reduce speed.
- Some residents are concerned about proposed raised intersection platforms along a bus route.
- They are not necessary as motorists are already travelling at a slower speed at intersections.
- Residents have not observed any crashes at these intersections.
- These intersection platforms will transfer the 'rat run' issue to other streets.
- A resident objected as they did not wish to have a raised intersection platform in front of their property.
- Two intersection platforms are not sufficient to calm traffic for Windsor Grove and more devices should be considered.

Considering that the feedback is divided (50 % support) between residents who think there should be more devices along Windsor Grove and that these devices are not necessary, it is recommended that Council proceed with the installation of these two raised intersection platforms and determine if more devices are required 12 months after the installation of all devices proposed as part of the LATM scheme (ie as part of Stage 2 considerations).

Additional considerations

This section discusses issues raised multiple times in the feedback by different residents:

- Parking issues along Fourth Avenue and streets adjacent to TK Shutter Reserve on soccer days.

Recommendation: Undertake a parking review to identify road safety issues around TK Shutter Reserve. Where the review highlights safety issues, residents and the soccer club will be consulted on possible treatments that may include additional 'no parking zones on match days' along road sections that have no existing parking controls.

- Speeding issues along Thistle Avenue

Recommendation: The previous traffic survey collected along Thistle Avenue shows an 85th percentile speed of 49km/hr with two roundabouts already strategically installed at Alexander Avenue and Vine Terrace, hence no changes are proposed at this time. However, data will be collected in all streets following 12 months of the installation of all devices and if required additional devices will be considered at that time.

- Speeding issues along The Parkway

Recommendation: Traffic surveys show that the 85th percentile speed is 53.4 km/hr. However, there is only an average of 430 vehicles/day using the street. The low traffic volume using the street makes it difficult to justify the installation of any traffic control devices as these volumes are well under what is acceptable for a typical residential street. It is recommended that Council continue to monitor The Parkway and determine if more devices are required 12 months after the installation of all devices proposed as part of Stage 2 considerations.

2. Windsor Gardens

A summary of the feedback for Windsor Gardens is shown below

Engagement summary

Letters sent	3644
Responses received	134
Response rate	3.7%

Scheme support

I am supportive of the draft LATM scheme	49 / 37%
I am supportive of the draft LATM, but have some concerns	56 / 42%
I am NOT supportive of the draft LATM scheme	29 / 21%

Feedback who are not supportive of the draft LATM scheme or supportive with concerns provided the following comments:

- Multiple issues raised along North East Road which comes under the care and responsibility of Department for Infrastructure and Transport (DIT).
- Disagree with proposal to retain the 'Bus Only' section of McKay Avenue.
- Request to open the closed sections of some roads to allow access between Sudholz Road and North East Road through Windsor Grove.
- Disagree with the one-way proposal of Acton Avenue and Hillburn Avenue.
- Request for more to be done to improve safety for students at Avenues College.
- Additional items requested to be considered like additional narrow streets (Discussed in the additional considerations section).

Discussion of proposed traffic control devices within the Windsor Gardens local area.

1) Hillburn Avenue and Acton Avenue

Proposed: One-way operation

Most residents (18% support on Acton Avenue, 44% support on Hillburn) on both Hillburn Avenue and Acton Avenue disagreed to the proposal to turn the streets into one-way operation.

As mentioned in the previous Council report this proposal should only be implemented if most residents support this proposal. This proposal is recommended to be withdrawn based on this feedback.

2) Howard Street

Proposed: Raised intersection platform at the intersection with Dunbarton Street

The objective of this is to calm traffic along Howard Street where the 85th percentile speed of 53km/hr was recorded. This proposal was generally supported under the draft scheme consultation and accordingly is proposed to be retained as part of the proposed scheme.

3) McLauchlan Road

Proposed: Formalise parking lanes

The objective of installing parking lanes is to make the road appear narrower on this road where the 85th percentile speed of 57km/hr was collected. This proposal was generally supported under the draft scheme consultation and accordingly is proposed to be retained as part of the proposed scheme.

4) Innes Road at Irwin Street

Proposed: Upgrade of existing 'non-standard' and 'dated' driveway link

This proposal was generally supported under the draft scheme consultation and accordingly is proposed to be retained as part of the proposed scheme.

5) Pitman Road

Proposed: Raised intersection platform at the intersection with Petrova Avenue

The objective of this is to calm traffic along Pitman Road where an 85th percentile speed of 54km/hr was recorded.

Feedback from most residents on Pitman Road requested that more needs to be done to calm traffic on their street. It is recommended that Council proceed with the installation of the raised intersection platform and determine if more devices are required 12 months after the installation of all devices proposed as part of the LATM scheme (ie as part of Stage 2 considerations) noting that Pitman Road is a bus route and traffic control devices along this street needs to be balanced against the provision of an efficient bus service.

6) McKay Avenue

Proposed:

- The 'bus only' section to remain closed to passenger vehicles for safety considerations of Avenues College students. Opening of the restricted section would lead to a significant increase in traffic volume and speeds on McKay Avenue and surrounding streets.
- Council Administration write to the Department for Infrastructure and Transport for approval to install 'Bus Only' line marking to raise further awareness for motorists.
- An emu crossing to be installed within the 'Bus Only' section to provide a safer crossing point for students and caregivers.

The school and many parents suggested that more needs to be done to improve safety for students along McKay Avenue, at this stage it is recommended that Council proceed with the above and determine if more devices (such as road cushions or a raised platform in the bus closure section) are required 12 months after the installation of all devices proposed as part of the LATM scheme (ie as part of Stage 2 considerations).

Additional considerations

This section discusses about issues raised multiple times in the feedback by different residents:

- The single most frequently raised comment of the feedback is requests to open the 'bus only' section to general traffic. As mentioned in the previous report, it is important that this section stays closed to avoid rat running thought the suburb potentially compromising road and pedestrian safety. However, there were a number of residents that equally wanted the 'bus only' closure to be retained.
- Residents raised that the following streets are missing from the narrow streets list and will be added to the list for treatment in accordance with the Narrow Streets and Parking Access Policy:
 - Cadell Street (between Pitman Road and Kambula Street)
 - Metcalf Street
 - Otway Street
 - Hillburn Avenue (between Windsor Grove and Cookes Road)

3. Holden Hill

A summary of the feedback for Holden Hill is shown below:

Engagement summary

Letters sent	600
Responses received	16
Response rate	2.7%

Scheme support

I am supportive of the draft LATM scheme	7 / 44%
I am supportive of the draft LATM, but have some concerns	5 / 31%
I am NOT supportive of the draft LATM scheme	4 / 25%

Feedback from those who are not supportive of the draft LATM scheme or supportive with concerns commented that they disagree with the proposed raised intersection platforms on Tarton Road as they feel it will delay SAPOL or other emergency services quick access.

Discussion of proposed traffic control devices within Windsor Gardens.

1) Tarton Road

Proposed: Raised intersection platforms at the intersections with Dundee Avenue and Bentley Drive.

The objective of this is to calm traffic along Tarton Road where an 85th percentile speed of 57km/hr was recorded.

Due to the strong opposition to the installation (17% support only) of the raised intersection platforms, it is proposed to defer the installation of the raised platforms to Stage 2 of considerations.

2) Lyons Road

Proposed: Installation of give way lines at numerous intersections.

This proposal was generally supported under the draft scheme consultation and is proposed to be retained as part of the proposed scheme.

Additional considerations

Residents raised that Sutherland Road should be added to the narrow streets list. Sutherland Road was already identified as one of the 285 streets within the Narrow Streets Parking & Access Policy. Works to treat Sutherland Road have recently been completed through the Narrow Streets implementation outside of the considerations of this LATM scheme.

Updates to the Draft LATM

All feedback received during the consultation period has been reviewed and subsequent updates have been made to the draft LATM scheme in accordance with the discussion throughout this report. There were a mix of opinions within the community with some residents wanting stronger interventions while others preferring less impact to their travels. The updated scheme aims to balance these objectives following feedback from the community.

Refer to **Attachment 1** for the revised Final LATM Scheme for Klemzig, Windsor Gardens & Holden Hill.

City Plan Relationship

This report was prepared considering the following items from the City Plan:

- A City that supports community wellbeing by residents saying they feel safe in their neighbourhood or community.
- A City where people love to be by residents saying that they can easily access places and services across the city (or within their neighbourhood).
- A City confident in its leaders by residents saying that Council delivers value for the rate dollar.

Legislative Context and Related Policies

The report is in alignment with relevant considerations of the relevant traffic policies of the State and Council. Any changes will be designed in accordance with:

- The Department for Infrastructure and Transport's 'Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices' (The Code of Technical Requirements)
- Local Government Act (1999)
- Road Traffic Act (1961)

- Australian Road Rules (1999)
- Road Traffic Regulations (1999)
- Various Austroads Guidelines & Australian Standards.

Stakeholder Engagement

Specific details of the 'Draft Scheme Consultation' have been included within the body of the report.

Extensive Community Engagement has occurred throughout the development of the Draft LATM Scheme. Broadly this involves:

Initiation (completed)	All residents, property and business owners within the study area are invited to complete a questionnaire advising us of their local traffic concerns
Residents working group (completed)	A working group of residents from within the study area is formed. Staff then work with this group to develop the Draft LATM Scheme for consultation with residents and property owners within the local area.
Draft scheme consultation (current step)	Once the Draft LATM scheme has been developed, everyone within the study area is further invited to provide feedback on the draft with the Final Local Area Traffic Management Scheme being considered as part of this report.
Micro-consultation (next step)	Specific and targeted engagement with those impacted by a nominated treatment.

A summary of the community consultation is shown in **Attachment 2**.

Risk Management

Through the data collection and community engagement feedback, it has been identified that there are certain road safety 'clusters' within the study area that suffer from parking, traffic management and speeding issues. Implementation of the proposed LATM plan is anticipated to go some way to addressing the identified traffic/parking issues and improving road safety in the project areas.

Financial Management

An approximate total budget of \$750k is required to deliver all proposed treatments identified within the Final Klemzig, Windsor Gardens & Holden Hill LATM, with \$500k already allocated in the 2022/23 Capital Budget. Accordingly, it is proposed that the treatments will be staged over two financial years.

Environmental and Social Impacts

The proposed LATM plan is intended to address the network wide speeding, traffic and parking management issues within the study area. The proposed treatments would have positive social outcomes as a result of lower traffic speeds, improved pedestrian facilities and parking management.

There are no foreseeable adverse environmental impacts associated with the proposed LATM plan.

FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Klemzig, Windsor Gardens & Holden Hill



Klemzig, Windsor Gardens & Holden Hill LATM Scheme Summary

Raised intersection platform

Installation of raised intersection platforms or road humps at the following locations:

Stage 1:

- Wellington St, Victoria St and Garfield St
- Windsor Gr and McLauchlan Rd
- Howard St and Dunbarton St
- Fourth Ave and Thistle Ave
- Windsor Gr and Fourth Ave
- Pitman Rd and Petrova Ave

Stage 2:

- Tarton Rd and Dundee Ave
- Tarton Rd and Bentley Dr

Road cross-section modifications

- Formalise parking bays along McLauchlan Rd
- Upgrade existing driveway link at the intersection of Innes Rd and Irwin St

Avenues College School traffic improvements

- Existing 'bus only' section remains closed to passenger vehicles on McKay Ave
- An emu crossing within the 'bus only' section on McKay Ave
- Addition of 'Bus Only' line marking subject to DIT approval

Line marking and parking controls

- Install give way lines at intersections of:
 - Lyons Road with all side streets
- Install 10m yellow line at the following intersections:
 - Fife Street and North East Road
 - Fourth Avenue and Curyer Street
 - Swan Avenue and North East Road
- Undertake a parking review to identify road safety issues around TK Shutter Reserve.

FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Klemzig, Windsor Gardens & Holden Hill



CITY OF
Port Adelaide Enfield

Narrow streets

Parking controls review in line with our Narrow Streets Parking & Access Policy:

- Dianne St, Klemzig
- Torrens Ave, Klemzig
- Boronia St, Klemzig
- Welke St, Klemzig
- Argyle Road, Holden Hill
- Baird Avenue, Holden Hill
- Manunda Avenue, Windsor Gardens
- Jacob Street, Windsor Gardens
- Bluebell Road, Windsor Gardens
- March Street, Windsor Gardens
- Barnet Street, Windsor Gardens
- Glanton Crescent, Windsor Gardens
- Stanfield Avenue, Windsor Gardens between Windsor Grove and Albion Street
- Acton Avenue, Windsor Gardens
- Cadell Street, Windsor Gardens
- Metcalf Street, Windsor Gardens
- Otway Street, Windsor Gardens
- Hillburn Avenue, Windsor Gardens
- Boyd Street, Windsor Gardens

For more information about the Narrow Streets Parking & Access Policy, please see:

<https://haveyoursay.cityofpae.sa.gov.au/narrow-streets>

FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Klemzig, Windsor Gardens & Holden Hill










CITY OF
Port Adelaide Enfield

Klemzig



Legend

-  Raised Intersection Platform
-  Narrow Streets
-  10m yellow lines at intersection
-  TK Shutter Game Day Parking Review
-  Intersection Improvements (DIT)
-  Existing roundabout
-  Existing road hump

FINAL LOCAL AREA TRAFFIC
MANAGEMENT (LATM) SCHEME

Klemzig, Windsor Gardens & Holden Hill



CITY OF
Port Adelaide Enfield



Windsor Gardens and Holden Hill

Legend

- Raised Intersection Platform
- Narrow Streets
- Intersection Improvements (DIT)
- Upgrade Existing Driveway Link

Stage 2

- Line Marking for Parking Bays
- Student Crossing
- Giveaway Lines
- Existing roundabout
- Existing road hump
- Raised Intersection Platform

Street	Suburb	I am supportive of the draft LATM scheme	I am supportive of the LATM scheme, but have some concerns	I am NOT supportive of the LATM scheme	Comments
Cullford Ave	Klemzig				1 Raised intersection platforms will impact bus route 281. No raised platforms for other locations. Not in favour of one way streets.
Cullford Ave	Klemzig				1 I thought this was to solve cars parking on both sides of First, Second and Third Avenue in Klemzig. People leaving their cars there all day to catch the O'Bahn. Cars travelling on both sides of the road, one has to always wait for the other car to pass which slows everything down, plus trying to maneuver between the cars.
Fourth Ave	Klemzig				1 You seem to forget the road is for cars not pedestrians. And whomever introduced 50km on Foster's Road should be lined up against a wall and shot.vvv I only agree with the yellow line proposal at the intersections and parking controls on narrow streets. There should be parking on one side only and Victoria Street Klemzig should be added to that list, it is on a par with Dianne Street.
Nevis St	Klemzig				1 1. Not supportive of raised platforms - particularly Fourth and Thistle Avenue. Very disruptive to traffic flow and damages vehicles 2. Narrowing streets makes head-on collision a grateful risk. Very disruptive with no benefit Significant issues along Fourth Avenue with vehicles parked along the kerbs creating blind sports and one-lane access. A head-on collision is a significant risk (Fourth Avenue, Klemzig). 10m yellow line along Fourth Avenue ideal
Ramsey Ave	Klemzig				1
Torrens Ave	Klemzig				1 There is no parking issues on Torrens Ave. If parking restrictions were put in place it could devalue the cost of homes on the entire street knowing there is minimal on-street parking. The parking issues are not prevalent anymore due to construction of new homes completed, therefore there is no longer trucks on the road taking up space. If there was no parking on one side- with a single car garage with 2 cars like we have, it's just asking for issues with neighbours and issues around either having no space to park in front of our own home or always parking in front on a neighbours. If I was a buyer looking to purchase a house on this street I would stay away as I would not want to either be the house that everyone parks in front of or that I can't even utilise the space in front of my own home for either myself or guests.
Windsor Gr	Klemzig				1 With raised intersections I believe it will not work as I have seen at Bunnings Norwood has one people don't slow down as much and Third Avenue Klemzig I have seen people go over speed humps as if they weren't there. Speed cameras may be better as people will slow down once they are low on points and I believe you will be wasting money on raised platforms.
Abbott St	Klemzig			1	I am not really concerned with schemes above. The issue affecting myself and my neighbours is the traffic in Abbott Street, Klemzig. Sundays it is very difficult getting out of the drive due to the high volume of cars parked in the street from the soccer games to the church. Why can't a 2hr parking limit or not parking signs be put up. As a rate payer you are not listening to my concerns which I have voiced many times in the post.

Alexander Ave	Klemzig		1	Alexander Avenue is basically a car parking ave during school hours often no entry to residents property can some restrictions made regarding this. Also the danger resulting from speeding and hoon driving particularly at Alexander Avenue/Windsor Grove end.
Argyle Tce	Klemzig		1	Yellow line marking to bend on Argyle Terrace. Vehicles parking right on bend. Argyle and Fourth t junction vehicles parking too close to corners can not see app traffic why is it that vehicles can parked so close to driveways. The big problem is vehicles not parking in own property.
Berry Ct	Klemzig		1	
Bomer Cl	Klemzig		1	I do not agree with raised intersection platform (and/or road hump) at Fourth Avenue and Thistle Avenue as I am of the view it will create more of a hazard at that particular location. It is already difficult navigating the parked cars let along another obstacal.
Boucalt Ave	Klemzig		1	Supportive of most. Not concerned on raised intersection between Windsor and McLauchlan. You are already slow enough going north on Windsor can we make a clearer passing on the eft to get past?
Boucalt Ave	Klemzig		1	<p>Avenues College School Traffic Improvements.</p> <p>I support the addition of an 'Emu Crossing' but I'm concerned about the proposed positioning - within the 'bus only' section.</p> <p>Children are currently forced to cross over Mackay Ave and Brecon Street un-guided. So how will a crossing in the 'bus only' section be of any benefit? Many children will still be required to cross over a busy road to get to the crossing.</p> <p>Mackay Ave, there is parking on one side and a 'kiss and drop' on the other, making it one way for drivers. Who for some reason choose to speed along and continue to drive at speed when the road bends around into Brecon Street OR they decide to drive through the 'bus only' section - where the crossing is planned to be installed.</p> <p>I understand the 'bus only' section is here to stay, but it needs to be identified significantly better than it currently is.</p> <p>During school pick up and drop off there is major congestion and cars speed around the bend where children are dicing with danger. The current signage, or lack thereof, goes completely un-noticed by a number of drivers. To be honest even when drivers are doing the right thing it is still dangerous.</p> <p>Quite frankly why are we only at the discussion stage? Primary students have been attending the Windsor Gardens site since Term 1 - 2020! Other schools in the Port Adelaide Enfield zone have adequate signage why doesn't Avenues College? This has been a major fail by the Council, shouldn't have required a committee of residents to get action.</p> <p>I suggest the crossing area, signage and speed humps are properly considered and acted upon with urgency.</p>
Bowran Ave	Klemzig		1	<p>Traffic Speed and Volume Bowran Ave Klemzig.</p> <p>Problem: Speed and Volume of traffic, influenced by council reducing OG Road to one Lane by having installed safety Islands and also traffic avoiding congestion and delays at Fourth Ave and North East Road traffic lights.</p> <p>Bowran Ave: First street from Second Avenue taking traffic from OG Road feeding through to Clarence Ave to Thistle Ave to North East Road onto adjoining suburbs, shopping centre and other businesses.</p> <p>OBahn Interchange: Inflates traffic numbers on Bowran Ave.</p> <p>Speed: Speed and volume of traffic is a problem in each direction.</p>

Bowran Ave	Klemzig		1	There is no pedestrian crossing to cross OG road at the Stepping Stones Childcare centre, between First and Second Ave Klemzig. Childcare drop off and pick up are generally during peak hour and the changing of OG road from 2 lanes to 1 lane increases the difficulty of finding an opportune moment to cross the road and when you can, you often get tooted by some motorist. There is not even a pedestrian crossing on the northern side of the O'Barn/Torrens Bridge for those using the car park on the eastern side to use. It would be appreciated if this issue could be taken into consideration.
Clarence Ave	Klemzig		1	I am very concerned with the intersection of Thistle Ave and Fourth Ave. Thistle Ave is my main concern. I have lived in the area for over 40 years and lately have noticed more congestion especially on that intersection. When cars are parked on both side of the two roads the traffic builds up on thistle ave to get onto 4th ave and when there are cars parked especially on either side, vehicles from 4th ave are unable to enter and it is very hard to see oncoming traffic when because of the parked cars. At 3pm onwards it is especially bad because of the foot traffic and cars from the school. I think the least that should happen is the yellow lines be extended for a decent length so that congestion is decreased and parking on one or both sides not be allowed at peak times. There is constant ducking and weaving on both roads because of the increased volume of parked cars coming from the extra homes being built without enough parking spaces. This is increasingly happening on all the side streets. There is constant parking on the bend on thistle ave even though it is no standing and has yellow concrete humps in the middle line. I almost had a head on collision this week when a truck (which are not permitted on thistle ave as there are signs on both ends, but it never stops even semi trailers going down there) was parked illegally on the bend and as I approached a car came around the corner from the side street behind the truck and had to swerve out wide onto my side to avoid hitting the back of the truck and I had to brake violently so I wouldnt hit them. The truck saw this and then decided to move before we were able to hold him to account. Unfortunately these situations are happening more frequently and I feel it wont be long before something serious happens. I see in the plan a raised platform is proposed for the intersection. Apart from slowing traffic on 4th Ave I dont see how it will help in any way with the congestion there. It will only get worse as I see they have sold several properties on Thistle Ave which are being divided into 2 to 3 properties on each. So instead of having 3 houses it will convert to 8 Properties!!!! Most households have two cars so where are these cars going to go?? It is only going to get worse and Thistle ave is such an important street. I use it several times a day and I am very concerned with the state of it.
Clarence Ave	Klemzig		1	My concern is the roundabout on Fourth Avenue and Hay Street, Klemzig. Children and parents using the refuge island, often cars can not see when approaching the roundabout and people get 'trapped' in the refuge island. Cars go very fast through this roundabout. People have to have eyes everywhere and on their kids to cross safely, the school is a deaf school and some students may not hear the approaching cars *please see attached map* Please send a traffic management officer during drop off and pick up times ie. 8:30 - 9:00am and 2:30 - 3:15pm to further assess the visibility and children/parent danger. I suggest a raised platform or some painted lines on all approaching sides of this roundabout to slow the cars down
Cole St	Klemzig		1	Raised platforms are a waste of money: the key is for the traffic to move slowly anyway because streets are typically narrow and have kerbside parked cars due to urban infill. So traffic is forced to move slowly to navigate them safely anyway/already = just another obstacle for drivers to negotiate in already tricky streets

Cullford Ave	Klemzig		1	<p>(ECM document #16065894)</p> <ul style="list-style-type: none"> - Congestion on Fourth Avenue excessive, excessive traffic - Motorists using Fourth and Windsor Grove as short cut between OG Road and NE Road - Inadequate parking for TK Shutter, spill over into surrounding streets - Fourth Ave bus route exacerbates the issue even further - Fourth Ave becomes gridlocked due to buses and people parking on the street around TK Shutter Reserve
Cullford Ave	Klemzig		1	<p>The first speed on Third Avenue and OG Road and on Second Avenue and OG Road they are too close to the intersection many times driver doing a U-turn off OG Road suddenly stop to go over speed hump and if you are following them you can find your car too far out on OG Road making it very dangerous. I have marked them on your map, I can not see why they are there they only make it unsafe</p>
Curyer St	Klemzig		1	<p>Have concerns that a marked place to plant a tree on Fourth Avenue near Curyer. I have already stated my concerns about exiting Curyer into Fourth and being unable to see clearly to the left owing to vans parked in front of the units, so if a tree is planted on the right hand side it could block vision to exit Curyer Street from both left and right. Accident waiting to happen</p>
Dilston Crt	Klemzig		1	<p>I see no sense in a raised platform at Fourth Avenue/Thistle Street. I recall when lots of platforms were installed in Second, Third and Fourth Avenues; then they were removed from Fourth Avenue because buses couldn't cope with them. How will busses cope with this proposed platforms?</p> <p>I walk around Klemzig daily and my observation is that platforms in Second and Third Avenue are a waste of rate payers revenue. Responsible drivers drive at a safe and sensible pace while irresponsible hoons take no notice of the platforms and drive over them at excessive speed and allow their cars suspension to absorb the shock loading. They seem unconcerned about their own personal discomfort. This traffic platforms inconvenience responsible drives and do not slow down hoons. The ratepayers revenue should be used elsewhere</p>
Fife St	Klemzig		1	<p>My main concern is speed humps/raised intersection platforms. They are uncomfortable to drive over and can't be good for the car. Not everyone slows down for them so what is the point (SUV and utes go screaming over them)</p>
First Ave	Klemzig		1	<p>As my street is not directly affected this time I am not comfortable about agreeing on other street changes. That is the responsibility of those residents residing in the proposed street changes.</p> <p>I do questions the sensibility of installing more road humps. There must be a wiser and safer way of encouraging motorists to drive slowly. Preference for raised platforms in place of road humps in Second and Third Avenue, Klemzig.</p> <p>Can consideration in future planning be given to indent parking in our streets (cutting into the footpaths) which then keeps the roadway clear of parked cars. Please continue to maintain yellow lines in First Avenue, Klemzig which have been helpful from a safety/traffic issues when I exit my driveway.</p>
Fourth Ave	Klemzig		1	<p>Yellow lines needed at intersection of Boucat and Fourth - ie. on both sides of Boucat where it meets Fourth. On soccer match days cars (often large 4WD's) park on Boucat on both sides right up to the intersection with Fourth making it dangerous if turning into Boucat from Fourth as you can not see approaching traffic.</p>

Fourth Ave	Klemzig		1	<p>Number of vehicles parked at the corner of Fourth Avenue and the Parkway, Klemzig and the difficulty of getting in and out of my driveway. Concern with the redevelopment of homes across the road (40 the Parkway) .. to vehicles parked in the street and my waste bins .. collected during the week.</p> <p>*.. wording was illegible</p>
Fourth Ave	Klemzig		1	<p>My original response mentioned the volume of traffic plus speed of traffic in Fourth Avenue. This street could be classified as a main road, traffic use this as a bypass for NE road. The addition of 1 speed hump at Windsor Grove/Fourth Avenue is not going to improve this. Why are there multiple speed humps down Second and Third Avenues. This should be replicated on Fourth Avenue, also noted that no improvement have been made to intersection of Fourth Avenue and OG Road. Based on the number of crashes that I have seen/heard at that intersection I would have thought it was more of a priority then putting the speed hump at Windsor Grove/Fourth Avenue. In my 28 years I have not known of 1 accident at that corner.</p>
Fourth Ave	Klemzig		1	<p>More than a decade ago speed humps/raised humps were introduced to forth avenue. The council spent all that money only to have them ripped out and replaced with roundabouts. This is because te public transport being buses se this route. Passengers complained as there heads were hitting the roof when bus went over the humps. It was a failed idea by the council but the humps were kept on second, first and third avenue from memory. I live on fourth avenue and I'm just thinking of the buses as well. I would hate for the same rtjing to happen again.</p>
Fourth Ave	Klemzig		1	<p>Some years ago we formed a residence committee to meet with the Council in regard to reducing speed in our streets. As a result the existing speed humps in Second and Third Ave Klemzig were installed. Fourth Ave also got speed humps but the bus company STA stopped the buses in Fourth Ave saying they were an occupational hazard for their drivers. The speed humps in Fourth Ave were removed and the two roundabout installed. We support anything that reduces speed in our streets but do not want to loose the buses. Have the proposed raised Intersection Platforms on the bus route been explored with Adelaide Metro Public bus company??</p> <p>We definitely want to keep the public buses and totally support controls that regulate the speed of traffic in our residential street that: has a school, elderly residents, residents in the area using wheelchairs and gophers, and get lots of use by young children regularly playing sport in the TK Shutter Reserve.</p>
Harris Rd	Klemzig		1	<p>Deepdene Avenue between Wilpena Avenue and Harris Road during business hours has vehicles parked both sides of the road. This allows only one vehicle at a time to get through. This is further complicated when vehicles turn into Deepdene Avenue from Wilpena Avenue or Harris Road. I would suggest either restricting parking to one side of the road or use 10m yellow lines at both intersections in Deepdene Avenue.</p>
Hutton St	Klemzig		1	<p>When exiting end of Hutton St onto fife St either west or east you cannot see oncoming traffic from your right</p>
Joyce Aave	Klemzig		1	<p>Good to know that there will be a yellow line at the top end of Fife Street intersection with NE Road, but what about getting Walkerville Council to install a yellow line on their side of Fife/NE Road, as high density housing has just been built on that corner and it has become a bottle neck and a nightmare to turn in and out of Fife onto NE Road. It is an accident waiting to happen if it hasn't already. Please fix and please stop the parking on both sides of that end of the road.</p>

ATTACHMENT 13.2.4.2

Maple Ave	Klemzig		1	Consideration to parking controls on the bend in Maple Avenue, Klemzig. Motor vehicles regularly park on the northern side of the bend transforming it into a narrow street causing precarious situations when approaching another vehicle travelling in the opposite direction. I am in agreeance with the line proposals the narrow street proposal and raised platforms at Fourth Ave/Thistle Ave and Fourth Ave, Windsor Grove.
Marty Gr	Klemzig		1	Traffic roundabouts (particularly) those in Thistle Avenue should not have shrubs or foliage planted in their centers. They obstruct its view of oncoming traffic - particularly those seeking to turn right off the roundabout.
Radcliffe Ave	Klemzig		1	I live in Radcliffe Ave and find that since the new development in the area that it is difficult to pull out into Fourth Ave from Curyer Street because of vehicles parked to close to the intersection of Curyer and Fourth Ave i find that they are parked to close to the intersection and i cannot see the traffic coming down Fourth Ave towards Windsor Grove , Also there is a car that parks on the north side of this intersection on Fourth Ave that combined with the vehicles parked on the south side make it impossible to enter the intersection safely either travelling towards OG Road or Windsor Grove with buses and other traffic coming down i would propose a clearway on Fourth Ave between Argyle St and The Parkway both sides
Ramsey Ave	Klemzig		1	None of this seems to address problems raising from traffic congestion around the soccer club on Fourth Avenue, Klemzig on match days. The plan appears to ignore the needs of cyclists especially those who need to travel North to South.
Ramsey Ave	Klemzig		1	(request for 2 humps on Ramsey Ave)
Reece Ave	Klemzig		1	The intersection of Thistle Avenue and Fourth Avenue is quite tight and visibility is hampered by parked cars. I'm concerned the raised platform will make this worse. As this is a popular thoroughfare to connect NE Road I believe a roundabout is more appropriate to handle traffic volumes and visibility.
River St	Klemzig		1	Nothing is being done about overflow of vehicles in nearby streets from Klemzig interchange, particularly River Street. If either I or my neighbours have visitors parking in the street they are restricted to 2 hours parking, yet obahn users park all day in my street. The narrow street would not allow emergency vehicles through safely when cars are parked both sides of the street.
Second Ave	Klemzig		1	Raised intersection - speed bumps add wear and tear on vehicles and reduce fuel efficiency creating more tail pipe emissions. Cars should be used smoothly (if at all) ideally at steady speed from point A to point B (in an ideal world) road should be designed for traffic flow. Instead of speed bumps signage could alert driver to drive to the speed limit and to help make them aware of an intersection
Second Ave	Klemzig		1	May I suggest 10m yellow line markings at Fourth Ave/Thistle Ave intersections. Currently vehicles parked close to the intersection cause visual impediments and you cannot see traffic coming or do not have sufficient time or room to give way (in addition to raised intersection platform)
Seond Ave	Klemzig		1	There is too much traffic (non local) coming down Second Avenue around our corner of Bowran Avenue up the street around on to Clarence Avenue down Fourth Avenue up Windsor Grove and over to Pitman Drive to avoid traffic lights. Roundabouts on west end of Second Avenue, speed humps on Second Avenue don't do anything.

ATTACHMENT 13.2.4.2

Spring Gr	Klemzig		1	<p>All the things proposed may be wonderful but are simply just band aid measures.</p> <p>The major necessity conveniently ignored again is the urgent need for lights at the intersection of Wilpena Ave. & OG Rd.</p> <p>With the massively increased traffic on OG Rd. it is a nightmare for cars & buses entering OG Rd. from Wilpena Ave. (even turning left).</p> <p>Wake up & DO SOMETHING about this long overdue local issue. Speed humps & lines are nice but don't solve the real issue.</p>
Spring Gr	Klemzig		1	<p>Regarding controls of parking in narrow streets in Klemzig ie. Dianne, Torrens Avenue, Welke Street you place parking controls in those streets our street Spring Grove will get full. Although we have controls in our street, the cars park right opposite our driveway and as an elder driver, it is hard to negotiate. Also vision of what is coming down the road is obscured. Had all this before COVID</p> <p>As explained above, before COVID, we had problems in our street. It is not a wide street, and parking was right along one side. 2 hour parking on other side was mis-used. Sometimes all day. Vision was obscured by cars either side more car parking space near bus station is needed. Hazardous driving down Andrew Way. Cars fly around corners amid all the parked cars.</p>
Swan Ave	Klemzig		1	<p>For us, the Thames Avenue entrance to OG Road, particularly if turning right, will continue to be dangerous. This 'keep clear' space can assist but when vision is blocked by traffic buildup to the left it is of little or no value. Our personal solution sometimes is to turn left into the centre lane, right at lights into Fourth Avenue, right into Murray Avenue, right into Third and finally left onto OG. Alternatively, to avoid OG Road we can go to the eastern suburbs via Lower Portrush, turning left from Harris, left again at Payneham. A long way around!</p>
Swan Ave	Klemzig		1	<p>10m yellow line at Swan Avenue and NE Road will help turning into Swan Avenue however I am very concerned that this will force all of the cars parked at the top of the street to move down in front of all the houses. There is already congestion due to parked cars and this will only make it worse.</p>
The Parkway	Klemzig		1	<p>The concern is on the weekends with the gridlock of cars and traffic along Fourth Avenue and The Parkway and the .. streets with the Metrostars soccer and hope church have them respective meetings - possible to define 'no parking on .. days only' and does this get policed. Saturdays and Sunday mornings struggle to get out of the driveway or travel along Fourth Avenue.</p> <p>There should be yellow line along Fourth Avenue left of .. Street as it is impossible to turn right as all the vehicles/vans are parked left and right on the road. With the raised intersection platforms there is the guarantee we won't lose the bus service as was the case many years ago hence the raised intersection platforms were removed</p>
The Parkway	Klemzig		1	<p>This scheme doesn't really impact us as we rarely use this area.</p> <p>Not sure if anything can be done on our street as usually people speed down the hill.</p>
The Parkway	Klemzig		1	<p>The 10m yellow lines at intersection of Parkway and Fourth need to be initiated particularly when sporting events are on at soccer oval - people parking and obscuring view for turns at that intersection. Footpath along Fourth Avenue needs to be regularly attended to for tree/leaves debris causing slip hazard and re-paving/shifter from tree roots to create trip hazard.</p>

ATTACHMENT 13.2.4.2

Third Ave	Klemzig		1	<p>I can not believe there is no intention to install 10m yellow line at the intersection of Windsor Grove and Third Avenue!! Driving into Third Avenue from Windsor Grove is an accident waiting to happen. I note a 10m yellow line, and rightly so is to be installed Fourth Avenue and Curyer Street. Driving into Curyer Street again is hazardous, so why not a major intersection?</p> <p>I do hope that the raised intersection platform is to be positioned on Fourth Avenue and not to slow traffic on Windsor Grove, drivers do not seem to give way when turning into Windsor Grove from Fourth Avenue you have to be very alert and are forced to give way.</p>
Thistle Ave	Klemzig		1	<p>I/we support the proposed raised intersection on Fourth Avenue, however we still experience the issue of speeding cars using Thistle Avenue as a shortcut to get from NE Road to OG Road. A speed bump on Thistle near the Vine Terrace roundabout would help. Our car parked on Thistle Avenue has been hit in the past so making on side of Thistle Avenue a 'no parking side' (yellow line) would also help.</p>
Thistle Ave	Klemzig		1	<p>We have speeding vehicles and high traffic volume issues that we have raised our concerns to the Council before. I don't see any plans to address these safety risks. A road hump is required.</p> <p>Vehicles tend to speed up after the roundabout on Vine Terrace and Thistle Ave. However, the curve on the Thistle Ave blocks drivers seeing my house. It's very dangerous to drive in and out. An accident was happened just in front of my driveway. Please review our safety concerns.</p>
Thistle Ave	Klemzig		1	<p>A. At the Thistle Avenue NE Road intersection, the Thistle Ave large signs are unreadable B. Road humps would be desirable to restrict motor vehicles for speeding along Thistle Avenue C. Or in lieu of the humps (40km/h) speed limit signages may help</p> <p>Thistle Avenue NE Road intersection is a major concern for motorists turning right into NE Road heading east having very short sequences, this results in cars running the red light from Muller Road into Thistle Avenue. More concerning is when a bus turns right from Muller Rd onto Ne Road this becomes very hard to see on coming traffic from Muller Road.</p>
Thistle Ave	Klemzig		1	<p>One raised platform/road hump at the intersection of Fourth Avenue and Thistle Avenue as only a marginal gain to help mitigate travel flow along Thistle Avenue. It's impact would be similar to installing one more roundabout at intersections along Thistle Avenue. More raised platforms needed!</p> <p>A good start but doesn't go far enough.</p>
Trent Ave	Klemzig		1	<p>Making Acton Avenue and Hillburn one-way will be a good thing during the morning and after school drop off/pick up times. We believe two way traffic should be allowed at other times and holidays.</p>
Webster St	Klemzig		1	<p>1) I am surprised that no action is proposed to be taken in regards to Victoria St. The street is not much wider than Boronia St where change is proposed. With so many cars parked on both sides of the street (and often for almost the full length of the street), it can be difficult to negotiate. It should have parking zones marked (as on your example page) which allow for the zipper/interleaving movement of vehicles. That might reduce parking spaces by, say, 10% but it would be safer for all users. In addition, there should be a 10m zone at either end of the street. The situation is compounded on bin collection days with bins being placed/left on the road etc.</p> <p>2) The Thames Ave/OG Rd intersection is a serious accident waiting to happen. I have spoken with the Transport Dept onsite, but he considered drivers need to be better. The way OG Rd flares on the southern side of Thames to become 2 lanes is for the department to address, but the turn tight from the Thames' approach might involve the council. I have witnessed four accidents at this T-junction, as well as seeing the damage from several accidents after they have occurred.</p>

Welke St	Klemzig		1	<p>Welke Street, Klemzig is identified as a Narrow Street but is also under heavy parking demand due to close proximity to the O'Bahn and population increase from urban infill. The street would also be busier in vehicle and pedestrian traffic than most similar streets in the area due to the O'Bahn and that it also avoids two speed humps on Second Avenue for access to OG Road. It can often be difficult for Welke Street residents to find parking on the street and lack of longer term parking beyond two hours is extremely limited during the work week. The two long term spaces are often not available and taken by non-residents. We would advocate that the long-term parking during the week be increased to at least four spaces and restricted to local resident permit parking. The permit should be in the form of a card that can be placed on the dashboard and that can be used by residents, their visitors or workmen legitimately parked in the street. The permit should be free to Welke Street residents who do not otherwise have the benefit of free on-street parking available to most residents in the suburb.</p>
Wellington St	Klemzig		1	<p>One raised platform at the intersection of Wellington Street, Victoria Street and Garfield Street is not enough to stop speeding motorists. The spacing between NE Road and the proposed positioning of raised platform is too large, motorists can still build up enough speed to make it dangerous when kids cross from one side of Wellington Street to the other. Solution is to have more raised platforms in place.</p> <p>Platforms are ineffective as I've seen motorists speed over platforms as if they weren't even there. A higher more effective solution would be speed humps, they actually slow people right down. That is what I think will work. I have worked in the civil industry for decades and I know what works, platforms are a waste of tax payer money.</p>
William Rd	Klemzig		1	<p>Yellow lines on Fife need to extend more than 10m or have only 1 side of road parking. Perhaps yellow line one side of the road to Hamilton St from NE Road</p>
Wilpena Ave	Klemzig		1	<p>Have you considered the ridiculous amount of traffic that is on Wilpena Ave. The increase of new builds and current bus routes has resulted in Wilpena Ave becoming a main road and many cars cut through Wilpena Ave to access North East Rd, OG Road and Ascot Ave. There is a playground there that also needs to be considered for safety. There needs to be traffic restrictions there too. Also so many more homes means less space for parking for residents.</p> <p>WILPENA AVE NEEDS TO BE CONSIDERED! Just monitor traffic over a 24 hour day and you will see how urgent this is!</p>
Wilpena Ave	Klemzig		1	<p>I would like to see traffic lights at the corner of OG Rd and Wilpena Ave (there is little traffic in and out of the petrol station and it is not selling petrol now).</p> <p>I would definitely like to see parking restrictions along Boronia Ave, Klemzig e.g. parking on one side of the road only.</p>
Windsor Gr	Klemzig		1	<p>I am ok with raised intersections but please do not put in any road humps. Road humps are unpleasant to residents who use these streets every day and are a put-off to anyone seeking to buy property in the area, hence lowering value of properties.</p>
Windsor Gr	Klemzig		1	<p>My concerns aren't to do with what has been proposed but I do have a suggested addition. I believe a raised intersection platform, or preferably an island, should be placed on the corner of Third and Windsor Grove. People have a tendency to speed around this corner and/or cut the corner and I and members of my family have almost been hit multiple times. This is a very dangerous corner and would benefit from some development.</p> <p>Residents also tend to park close to this same corner, which only increases the danger, so the area could also benefit from a no parking zone.</p>

ATTACHMENT 13.2.4.2

Windsor Gr	Klemzig		1	I am very concerned the congestion at the Windsor Grove/NE Road intersection has not been addressed with traffic lights.
Windsor Gr	Klemzig		1	Parking down Fourth Avenue is a major concern, in particular when sport/games are taking place. Even when there are no games, cars park opposite sides of the road making it hard to pass especially with buses trying to get through. I think marked parking bays are required and only on one side of the street, not both.
Windsor Gr	Klemzig		1	<p>as you may already know, Windsor Grove gets A LOT of hoon drivers going up and down our road. I can see that there are plans to have raised platforms at the intersection of Fourth Ave and McLauchlan Rd, however this does not stop hoon driving all the way up to North East Road. Can we please have another raised platform between McLauchlan Rd and North East Road?</p> <p>On another note, we're having issues with residential parking. Most houses (including mine) are subdivided and we have very limited parking spaces on the road. Even though I ride the bike to work every weekday (and so I use the bikelane probably more most residents), I would still prefer that the bike lanes be removed so that us residents can park our cars in front of our own homes, instead of upsetting our neighbours in the inner roads where parking is allowed (I've had quite a few complaints about my car being in front of other people's houses). Can we PLEASE allow for parking in front of our own homes? Or at least have a permit for residential parking?</p> <p>Furthermore, with the installation of raised platforms along Windsor Gr, cars will have slowed down and it would be safe to ride on the roads without bike lanes. On top of this, the raised platforms would interfere with the bike lanes anyway so we may as well get rid of them! With more consideration and foresight on this issue, I'm sure you'd be able to see that with the installation of raised platforms, it'd be more beneficial to the residents to remove the bike lanes to allow for sufficient parking.</p>
Windsor Gr	Klemzig		1	<p>Without prejudice I have lived in Klemzig for some 30years and have seen changes to the area due to the areas developments.</p> <p>PAEC the congestion of traffic through the "proposed areas" is a fault of the council and of your own making.</p> <p>1. YOU have allowed the larger blocks of land to be subdivided into 3 smaller blocks - which has contributed to the current problem.</p> <p># If the council had in fact kept to a minimum of 2 blocks, (therefore, allowing for double garages and on site car spaces), residents would not need to park on both sides of the road.</p> <p>2. I do not support the RAISED INTERSECTIONS on Windsor Grove as this would impose on the residents living on this road.</p> <p># This includes speed humps, like those on Third Avenue.</p> <p>3. A NO RIGHT TURN from Windsor Grove onto North East Road needs to be seriously considered, as locals are being HELD up by those who do not understand how congested and dangerous this turn is.</p> <p>4. Consider having a NO STANDING or PARKING at anytime, in all of the side streets, (one side only), which would STOP residents parking on BOTH sides of the roads, and careless driver's aiming to PUSH through.</p> <p>5. As per #4 clear Parking bays needs to be considered and those residents living in these side streets need to be educated on the new parking arrangements.</p>

ATTACHMENT 13.2.4.2

Windsor Gr	Klemzig	1			<p>1. Windsor Grove and McLaughlin Street are main through-fares and could be used when NE Road is busy as a cut through. If you are trying to stop drivers using these roads they will only find alternative roads which may create issues elsewhere. Disagree installing raised platforms along these roads.</p> <p>2. McLaughlin Road is a one way road on both side with a medium strip so why put in formal parking bays? There is sufficient room for a moving car and a parked car. Disagree with this proposal.</p> <p>3. Forth Ave has a few roundabouts which encourages drivers to slow down so i don't understand what benefit installing raised platforms would be other than slowing cars down further. It is 50 km along this road anyway.</p>
	Klemzig	1			This response is in regards to the Windsor Gdns section of the scheme. Changing the Innes/Irwin intersection was noted in the correspondence (although not on the map), but the nature of the change(s) was not detailed. So, what is proposed? A raised section may be all that is necessary to slow the traffic on Innes Rd?
Abbott St	Klemzig	1			
Acacia Ave	Klemzig	1			<p>From my frequent 30 - 60 minute walks around Klemzig I have noted a couple of concerns in particular.....</p> <p>1) Either side of the 'S' bend on Thistle Avenue could have a 'speed hump' which would make that 'blind corner' area safer for both pedestrians and road users alike !</p> <p>2) Cars parked very close to corners - Australian Road Rules I think says 10 meters - I often see cars within 5 or six meters of a corner - I just can't understand the the carelessness of drivers !</p> <p>a) I support a 40 kph limit in back streets.</p> <p>b) Where can I easily report my traffic concerns easily online ? - And why is it not well know ?</p> <p>c) (Similarly re - re-reporting) Have you seen the poor state of the road signage along North East Road - the section from the ABC building to the Muller Road intersection ? - One sign to indicate Thistle Avenue at the intersection with North East and Muller Roads is completely faded, totally blank ! - How can this happen, who is responsible for road signage and its maintenance ?</p>
Alexander Ave	Klemzig	1			Not enough done to deal with the traffic along Windsor Grove. It is a rat run for many dodging lights along NE and OG Roads. People often speed and at the western end, it is near a primary school. Accident waiting to happen.
Argyle Tce	Klemzig	1			
Beenleigh Ave	Klemzig	1			
Berry Ct	Klemzig	1			Corner of OG Road and Thomas Street. There is both a church and businesses. Cars are regularly parked on both sides of Thomas Street. This only leave room for single cars moving onto and away from OG Road. This creates a dangerous situation.
Blake Ct	Klemzig	1			
Boronia St	Klemzig	1			
Boucat Ave	Klemzig	1			Thank you for the trouble you have taken to consult. It sees to me that changes - at least those that affect us are positive. One often 'tricky' place that I come across where a yellow line would help - is where Thistle Avenue meets Fourth Avenue. Cars parked close to the corner make this more hazardous.
Boucaut Ave	Klemzig	1			No mention of on street parking problem on Thistle Ave. Klemzig and on Fourth Ave Klemzig (Fourth Ave weekends only at TK Shutter Reserve)

ATTACHMENT 13.2.4.2

					My children and a bunch of other lovely families who's children attend Avenues college are extremely supportive to any children's crossing being installed in the area. The bus only zone is dangerous and a nightmare to navigate during before and after school pick up as cars often speed through to try and avoid being caught resulting in a lot of near misses to our kids.
Boucaut Ave	Klemzig	1			
Bowman Ave	Klemzig	1			
Bowran Ave	Klemzig	1			
Bray Ave	Klemzig	1			
Bray Ave	Klemzig	1			
Cameron Rd	Klemzig	1			
Clarence Ave	Klemzig	1			Speed camera on Fourth Avenue, additional humps to reduce speeding at Clarence Avenue.
Copas Dr	Klemzig	1			I had good intentions to respond to the first enquiry but time got away from me. I have two suggestions to help traffic problems in the Klemzig area. Please see attached pdf that includes an image and explanation. Thank you!
Cullford Ave	Klemzig	1			
Curyer St	Klemzig	1			
Dilston Cr	Klemzig	1			
Fife St	Klemzig	1			
Fife St	Klemzig	1			
First Ave	Klemzig	1			I would have liked to see something done in First Ave Klemzig about people parking all day to use the o-bhan busway to commute for work etc. Line marking would be useful so drivers can see not to park so close to peoples driveways, it is very frustrating when reversing and someones car is blocking my view. I think our street can benefit from speed humps like Second Ave does, our street is used for speeding down.
Fourth Ave	Klemzig	1			
Fourth Ave	Klemzig	1			I'd definitely like to see more road humps along the long stretch of road at Fourth Ave. to enhance road safety.
Fox Ave	Klemzig	1			
Fox Ave	Klemzig	1			
Garfield Cres	Klemzig	1			
Garfield St	Klemzig	1			
Joyce Ave	Klemzig	1			The 10m yellow line I hope will be on both sides of the street at the intersection of Fife Street and North East Road, as well as Swan Avenue and North East Road
Joyce Ave	Klemzig	1			
Judith St	Klemzig	1			
Katrina Ave	Klemzig	1			
McCulloch Ave	Klemzig	1			Increase traffic light time on OG Rd intersection North East Rd in both directions heading North and South, and if possible put right hand turn signal from N.E Rd heading East to OG Rd. Please put no parking on Fourth Ave, Klemzig outside soccer oval, 9am bus driver and usually cars are parked on bus stop outside oval made it difficult to pull bus at stop and safely during game day. There is enough parking inside.
McCulloch Ave	Klemzig	1			
Murray Ave	Klemzig	1			I would like to submit another concerns. Vehicles parked NE Road corner of Murray Avenue Klemzig should be banned from parking in Murray Avenue for an extra 30m. Cars turning into Murray from Fourth are often suddenly confronted by vehicles travelling in the single lane space available to turn out of Murray Avenue into Fourth Avenue. Sometime there will be a serious accident here as there is not enough clear space for vehicles to pass safely.

ATTACHMENT 13.2.4.2

Murray Ave	Klemzig	1			
Murray Ave	Klemzig	1			
Nevis St	Klemzig	1			Speed bumps are recommended on the Parkway as cars and motorcycles are constantly racing along that street during the day and night.
North East Rd	Klemzig	1			Arrow is needed for the traffic light when turning from Muller Road to North East Road.
O G Rd	Klemzig	1			
O G Rd	Klemzig	1			
O G Rd	Klemzig	1			
O G Rd	Klemzig	1			
O G Rd	Klemzig	1			
Price Ave	Klemzig	1			
Ramsay Ave	Klemzig	1			Parking at top (north) end of Windsor Grove, near sex shop & Sydney tools - people park too close to corner
Ramsey Ave	Klemzig	1			I consider that all of the changes proposed (other than the one way streets) could have been done without any public consultation. They are all fairly minor improvements. I am disappointed that none of the proposals do anything to encourage active transport such as cycling. So many cities in Europe have installed cycling infrastructure in the wake of Covid - here in Aus: NOTHING My only concern - don't ever put in any more road humps anywhere - and take out the existing ones and maybe convert them all to raised platforms if need be.
Reece Ave	Klemzig	1			
Rex Ave	Klemzig	1			Any infill houses (2 house on 1 divided block) should have sufficient room for car parking on the property not on the street.
Riverglen Dr	Klemzig	1			
Second Ave	Klemzig	1			
Second Ave	Klemzig	1			
Second Ave	Klemzig	1			There is a need for a review of the parking changes made approx 5 years in streets near obahn stop on First Avenue Klemzig and surrounding streets. Possible tweaking to this parking to improve more.
Spring Gr	Klemzig	1			
Stacey Cres	Klemzig	1			I have great difficulty driving up my street and onto OG Road from Pirie Avenue as the street is very narrow and difficult. I think it would be better rather than having a time restriction on parking in place but place parking on one side only.
Stacey Cres	Klemzig	1			
Standford Smith Dr	Klemzig	1			
Stella Ct	Klemzig	1			Trafficability of roads is decreasing due to the increase in on street parking resulting from increased building sits. Off street parking is becoming more problematic! The future high density development of the large blocks on Swan Avenue/NE Road corner will most likely cause parking issues for this area. Can you advise of how Council will manage this parking issues. I and my neighbours will no doubt be impacted if adequate parking is not provided on site.
Swan Ave	Klemzig	1			
Swan Ave	Klemzig	1			
Swan Ave	Klemzig	1			
Swan Ave	Klemzig	1			Problems on car parking along the car wash commerce on Swan Avenue in Klemzig at the junction with NE Road. When cars parked on Swan Drive all the way to NE Road it blocked entry and exit, causing delays and some time dangerous situations.
The Parkway	Klemzig	1			

ATTACHMENT 13.2.4.2

The Parkway	Klemzig	1			The draft LATM scheme is appropriate and timely but I'm concerned that the Windsor Grove/NE Road intersection is not included. Driving from WG to turn right into NE Road is difficult because of heavy traffic along NE Road. It would be helpful to have a traffic light system at this junction. A sensor could be used to monitor traffic from WG such that after a minute of waiting, a red light should be triggered to stop traffic along NE Road for 10 seconds.
Third Ave	Klemzig	1			
Thistle Ave	Klemzig	1			Thistle Avenue needs a few raised intersection platforms as it is a 'race track' for some motorists/bike uses (very dangerous)
Thistle Ave	Klemzig	1			
Thistle Ave	Klemzig	1			Thistle Avenue from Fourth Avenue to First roundabout is a nightmare. Needs to be parking on one side only and speed humps or speed reduction
Thistle Ave	Klemzig	1			
Torrens Ave	Klemzig	1			
Trent Ave	Klemzig	1			
Trent Ave	Klemzig	1			
Victoria St	Klemzig	1			
Vice Tce	Klemzig	1			Vine Terrace in Klemzig would benefit from speed bumps or road humps to slow traffic down.. too many speeding vehicles. Parking along Vine Terrace would benefit from time limits (4 hours for example) or restricting parking to one side of the street. What is the long term plan for OG Road? It is very congested. The traffic lights at OG and Fourth Avenue need to be better. Slow OG Road between NE Road and Klemzig interchange to 50km/h
Vine Tce	Klemzig	1			Vine Terrace is very busy and crowded especially in junction of OG Road and Vine Terrace. It is mostly because of commercial trucks, vans and tradie workers cars parked there from around 6am to 3-4pm. It is very dangerous because the cars block the vision the traffic when drive in and out from the proposerty and also not safe for children as well. Suggestions may be regular check or one kerb side parking close but one way will be also good solution. We have enough other way to get in and out of the main street.
Warner Cres	Klemzig	1			Intersection of Wilpena Avenue and Deepdene Avenue, Klemzig - traffic turning into Wilpena or Deepdene difficult and can be dangerous due to trucks and vans parked on Deepdene. A good number of vehicles using this route.
Wattle Gr	Klemzig	1			I support any endeavor to make the streets of Klemzig safer. I live in Wattle Grove and with all the housing infill which does not provide enough off-street parking it is now becoming a one way street - and this could also be looked at. Safety is very important.
Webster St	Klemzig	1			I am very happy with your draft proposal however, I did not hear about putting in ideas at the time and have an extra idea about my own street, Webster Street. For years I have always felt anxious when turning right into Webster Street from NE Road. There are always cars parked on both sides of Webster Street, due to the nearby gym, mechanics, used car places etc. If a car is coming up towards NE Road there is no room (well it feels that way) for a car turning in to come down the street. When I am waiting to turn right I have to try and see if there is a car coming up the side road as well as me looking for a break in the main road traffic. I have had to use this caution for many years. I have often thought that a longer yellow line on one side of the road would easily solve this hazard. I would be so relieved if this simple adjustment were made. I hope you can do this while the other works nearby are being done.
Wellington St	Klemzig	1			Any changes to help slow traffic and make roads safer must be a good thing.
Wellington St	Klemzig	1			
Wellington St	Klemzig	1			

ATTACHMENT 13.2.4.2

Wellington St	Klemzig	1			
					I am concerned about Wellington Street for the following reasons: 1. Because of the football club it becomes annoying to get in and out of the house, especially when there is a match. 2. People to by pass OG Road red light, they use Wellington Street and beside being crowded it becomes dangerous for safe driving so fast. Speed bumps is the only solution
Wellington St	Klemzig	1			
Wellington St	Klemzig	1			
Whitbread Ave	Klemzig	1			When potholes on roads are repaired, large loose stones are often left around the area. These are dangerous but also seem to cause potholes to open up again in a short time.
William Rd	Klemzig	1			Could you please consider a raised intersection platform on the corner of William Road and Morris Grove, Klemzig. The speed cars travel west to east along William Road toward the semi-blind corner on Bray Avenue is not safe. We have already had an accident reversing out of the driveway because of parked cars to speed.
					Webster Street: top of Webster are small business premises with cars parking both sides and drivers driving in between cars to access same, only possibility may be one side parking only.
Wilpena Ave	Klemzig	1			Boronia: full agree with the proliferation of new housing, cars now parking both sides.
Windsor Gr	Klemzig	1			
		90	63	7	

ATTACHMENT 13.2.4.2

Street	Suburb	I am supportive of the draft LATM scheme	I am supportive of the LATM scheme, but have some concerns	I am NOT supportive of the LATM scheme	Comments
Acton Ave	Windsor Gardens				Thank you for notifying me in writing (2nd time) relating to the proposed LATM change. I am not in favour of the proposed changes to Acton Avenue, Windsor Gardens as a one way street! I purchased my home to have the facility of a two way road and prefer it to remain this way. I have also spoken to some other neighbours who agree with me. I have no other issues regarding other suburbs that do not affect me at this stage! Hopefully previous responses are still taken into consideration if others do not respond second time! My understanding is that the proposal of a one way street for both Acton Avenue and Hillburn Avenue is to favour St Pius Catholic School during drop off and pick up hour. This only benefits the school and heavily disadvantages other residents that use the roads more often as the school owns most properties on those roads please factor this in with how the remaining residents can have a fair say! Thank you!
Acton Ave	Windsor Gardens				1 Do not support changes in transforming Acton Avenue into a one way street.
Acton Ave	Windsor Gardens				1 Do not support changes in transforming Acton Avenue into a one way street.
Acton Ave	Windsor Gardens				1 I do not support the draft because the Lane is narrow and it is hard for residents to managed the peak time traffic with 2 way Road. I can't imagine if it becomes a one way lane it will be even harder for us to drive out of the driveway.
Acton Ave	Windsor Gardens				1 It will be very inconvenient for my family because most of the time we are travelling from Acton Avenue to Windsor Gardens. If Acton Avenue become one way street it will also bring my house value down.
Acton Ave	Windsor Gardens				1 It will be very difficult to get the cars out from driveway if traffic is coming from one specific way or if vehicle parked as the street is on an angle.
Acton Ave	Windsor Gardens				1 It will make traffic more worse and will be inconvenient for the residents who live near by this area or in this street.
Acton Ave	Windsor Gardens				1 It can cause many more problems and difficulties for other people as well.
Acton Ave	Windsor Gardens				1 Acton Ave is not a very busy street. Please leave it alone
Acton Ave	Windsor Gardens				1 I don't support turing acton av into one way street
Acton Ave	Windsor Gardens	1			I think it is a great idea to make Acton Avenue a one way street given the amount of traffic especially during school drop-off and pick up. Would it be worth having Acton Avenue one way during school term and 2 ways outside of school term?

ATTACHMENT 13.2.4.2

					<p>I was wondering if you would be able to help with 4 concerns that I have for our area:</p> <ul style="list-style-type: none"> - hoon drivers - Innes road to northeast road traffic lights, frequency and duration - blacks road left turn onto sudholz road during peak hour traffic - Albert street onto North east road trees blocking view of traffic <p>Hoon driving</p> <p>I moved to Albert street, Windsor gardens in December last year. Since then, I have noticed far too much hoon driving going on.</p> <p>I've had people doing burnouts near my house with the smoke seeping into my house. Last night, I could hear burnouts again but further away from my house.</p> <p>I've reported on the traffic watch site several times but this hasn't done anything.</p> <p>I think it would be good to install some speed bumps along the longer streets, like Albert street, as at least that would deter the rev heads going through. I'm not sure much can be done regarding the burnouts.</p> <p>Innes road to North East road traffic lights</p> <p>With Bunnings being on the corner of Innes road and north east road, it creates a lot of traffic flow. The lights can take for ever to change and when they do, it doesn't last long enough for the line that has build up between light changes. Is there a way to make the lights more frequent or at least longer lasting?</p> <p>Blacks road left turn onto Sudholz road</p> <p>During peak hour traffic, it can be hard to turn left onto sudholz road and get into the right lane to be able to turn right onto north east road as not everyone will allow you to get into that lane. Would it be possible to have a left turn signal during these peak hour times?</p> <p>Albert street onto North East road</p> <p>When I am at this intersection, I find it hard to see oncoming traffic because of the trees that are down the side of the road.</p>
Albert St	Windsor Gardens		1		
Albion St	Windsor Gardens			1	
					<p>I am opposed to the conversion of Acton Avenue to a one way street. I use the opposite direction daily outside of school hours.</p> <p>I am opposed to the reduction of car parking on March Street. Parking congestion is already of a concern on Albion Street (as was raised by myself during the previous consultation survey), and has become more of a concern since the last survey. Implementation of reduced parking on March Street would further congest Albion Street with parked cars, making it even more difficult for residents to be able to enter/exit their properties.</p>
Albion St	Windsor Gardens		1		
Albion St	Windsor Gardens		1		
Bradley Rd	Windsor Gardens			1	Please open McKay Avenue for passenger vehicles.
Bradley Rd	Windsor Gardens		1		
Brecon St	Windsor Gardens			1	<p>Typical dumb idea to keep McKay Road closed to traffic I have to go through 6 sets of lights to get to the school and doctors. Opening up McKay Road would help lots of people even 1 or 2 of the side streets would be a good idea.</p>
Brecon St	Windsor Gardens		1		<p>The bus only lane on McKay Avenue is extremely frustrating. Everyone from brecon Street up needs to do an 8 minute route to go one minute down the road to go toward paradise. Until it's a 2 way option cars will always chance it to save time. It's fantasy to think the problem will disappear to keep it a bus only lane.</p> <p>Please think realistically about the nature of human beings. Things don't work currently by not opening up McKay avenue bus only lane to cars so it won't work by keeping it the same.</p>
Brecon St	Windsor Gardens		1		

ATTACHMENT 13.2.4.2

Cadell St	Windsor Gardens		1		Cadell Street is quite narrow if one car parks and another parks on opposite side, it doesn't leave much room to drive down. Especially, when they park 5cm from my drive way. It would be great to have yellow lines put in so people can't just park anywhere.
Clansman Ave	Windsor Gardens	1			I'm very happy with the change being made to widening the road exit from Longview onto Sudholz Road, thank you. Thank you for the great job done at Clansman Avenue Windsor Gardens and my new street and kerbing, thank you.
Cookes Rd	Windsor Gardens			1	I was on the LATM Committee (Windsor Gardens) do not remember voting for raised intersections. Quite the opposite. A burden for ambulance and fire crews. Imagine my surprise at seeing I was a member of a working group to suggest we recommend raised intersections. I'm sorry I am unhappy with this proposal.
Cookes Rd	Windsor Gardens			1	Cancel the project and refund the rate payers the unlawful rates you have stolen. No consent! no contract!
Cookes Rd	Windsor Gardens		1		* Metcalf Street also has an issue with cars parked in the road and it is narrow: difficult to navigate sometimes.
Cookes Rd	Windsor Gardens		1		* School drop off is a big issue, glad you're looking at it! Cookes Rd/Barnet St used lots as cut throughs.
Cookes Rd	Windsor Gardens		1		Cookes Road has too much traffic and speeding drivers.
Cookes Rd	Windsor Gardens		1		Making Hillburn Avenue and Acton Avenue one way streets. Why should residents outside of when parents pick their children have to drive one way. Raised intersection and speed bumps will cause issues for bus driver as well as other motorists. Otherwise, all good :)
Cookes Rd	Windsor Gardens	1			
Cookes Rd	Windsor Gardens	1			We feel that Stanfield Avenue should be the whole street and not partially between Windsor Grove and Albion Street because the whole street is narrow and there is always parked cars on both sides for the whole street.
Cookes Rd	Windsor Gardens	1			Please also limit parking along Cookes Road closer to the main road. We have cars park in front of our house for days at a time often dangerously close to our driveway. Hillburn Avenue needs to be one way as it is becoming very very unsafe during peak hours. Not sure if raised intersection will work for Fourth Avenue. Reason! There are two roundabouts in close proximity to each other so cars already slow down as a result
Cookes Rd	Windsor Gardens	1			Re proposed McLaughlin St Parking bays: I frequently drive south along Cookes Rd to left turn at McLaughlin St. Due to cars parked on McLaughlin St immediately to my right, it is impossible to see oncoming traffic travelling east on McLaughlin until its right upon me at that intersection. I think there should be no parking spaces immediately to the right of Cookes Rd (in front of Numbers 20 and 22 McLaughlin) as seen from the approach to McLaughlin St which I described. There is ample parking for those residents on Cookes Rd.
Coral Ave	Windsor Gardens	1			Please consult with bus operators for speed hump on Fourth Ave. Raised speed humps were installed on this road many years ago and had to be removed as they weren't compatible with buses. Waste of money!
Danby Ave	Windsor Gardens			1	Supportive of the draft as long as existing bus only section remains closed to passenger vehicles on McKay Avenue and these are no further plans to amend this decision.
Danby Ave	Windsor Gardens	1			I would like to see a 'stop' sign on Fourth Avenue turning left or right on to Windsor Grove. It's a terrible intersection and cars do not stop there they roll around the corner. Have lived in area most of my life and have witnesses two serious accidents there.

ATTACHMENT 13.2.4.2

Dickson Rd	Windsor Gardens		1	<p>1. I understand we need to keep McKay Avenue as bus only. My concern is from original feedback last year, giving access from Sudholz Road to S/W Windsor Gardens area. There are parks I'd like to take my kids to in this area and our grandparents are there also. Since the NE Road/Sudholz intersection upgrade, coming back home from this direction we are detoured to Blacks Road. Can we please open up Lagonda Drive so we can avoid this busy intersection and get to Fraser Street and back home quicker.</p> <p>2. There are a lot of people parking on our street. Usually a lot of parents dropping off and picking up kids for the Avenues College. This is unsafe. There is a perfect space for a car park-small so parents can do this safely. They even stop in front/across my driveway while I'm trying to reverse out. There's no where for my visitors to park.</p>
Dickson Rd	Windsor Gardens	1		<p>Us and the surrounding residents are fed up and want yellow lines put in place ASAP! Also our neighboring property 10 Paula Avenue runs over our storm water pipe regularly. This has cost us a sufficient amount as we are forced to continually fix this issue. Can you please install a bollard to prevent this from happening.</p>
Dickson Rd	Windsor Gardens	1		<p>I live on Dicksons Road Windsor Gardens are they redoing this road and could it be widened. It is a through road with a lot of traffic and parked cars. We do not have street lights on our side of road. So no inconvenience to widening except trees which are lifting the road and footpaths.</p>
Dunbarton St	Windsor Gardens	1		
Fraser St	Windsor Gardens		1	<p>Raised intersections on bus route 281 - had to remove these in East Avenue when tried before as safety and damage to buses. Innes and Irwin intersection, new house been built at this intersection which will require driveway, better position of 'give way' sign as it is confusing where you stop to give way. Line parking controls at T intersection of Windsor Grove and NE Road as vehicle park too close to NE Road</p> <p>Move line marking, example Windsor Gardens. Otway Street on bend in road near intersection of Pitman Road.</p> <p>Policing of parking eg. Fourth Avenue on matchday on parking on footpaths. Flavel St</p>
Fraser St	Windsor Gardens	1		
Greenbank Dr	Windsor Gardens		1	<p>At the intersection of Brecon Street and McKay Avenue is 2 'bus only' signs. I live on Greenbank Drive and regularly visit my friend in Brecon Street near the McKay Avenue end. It is really inconvenient to have to go onto the main road and down Pitman to get to her house. My suggestion is to only limit traffic at school drop off and pick up times and give way to buses at all other times.</p>
Greenbank Dr	Windsor Gardens	1		
Heather Ave	Windsor Gardens		1	<p>My concern is that cars parked on the right of Pibroch Avenue on Lyons Road obstruct the view of traffic driving from the right on Lyons Road. I would like to see this as a no standing zone! It is very dangerous when trying to turn right from Pibroch onto Lyons Road.</p>
Heather Ave	Windsor Gardens	1		
Hillburn Ave	Windsor Gardens		1	<p>Property owner on Hillburn Avenue. Opposed to one-way conversion. No issues with other aspects of the proposal.</p>
Hillburn Ave	Windsor Gardens		1	<p>I'm ok with the one way on Hillburn Ave but i'm concern how will or if there any impact on parking in my street. The main problem in my street we have is the school picking up or dropping of their children the morning and afternoon.</p> <p>Is everything in street (Hillburn Ave) is going to stay the same so the only change would be the one way street or is there more that I haven't notice in the letter.</p>

ATTACHMENT 13.2.4.2

Hillburn Ave	Windsor Gardens		1	<p>The proposed one way street is NOT an acceptable solution to the traffic congestion in our street at certain times ie 3pm-4 pm school pickup time.</p> <p>id Point out that is ,it at times almost impossible to navigate the area where Hillburn Ave meets Windsor Grove When after school care pickups take place at St Piusx between 4 and 6pm with cars parked on both sides of the street.</p> <p>A possible solution would be to have no parking on the Northern side of Hillburn Ave at all times.</p> <p>There is also a congested area.</p> <p>Where it would seem residents of the surrounding area along Windsor Grv from Nth East rd to Hillburn Ave Park on the Street Nightly including a light truck making it difficult to navigate at times</p>
Howard St	Windsor Gardens		1	<p>Howard Street is not busy enough for a speed hump, there is already a drain (at Portland) that reduces speed. I often use Acton Avenue westbound so 100% object to this being one way in the opposite direction.</p> <p>I would like to see the crash history if this was a reason for these changes, there is no history of crashed on this street at this intersection.</p>
Howard St	Windsor Gardens	1		<p>Having raised platforms will restrict the amount of traffic on this around an average up to 100 vehicles use this rd, weekdays mainly due to a school and hotel in the area.</p> <p>Don't support 1 way streets</p>
Howard St	Windsor Gardens	1		<p>Very good and necessary action for our street. I believe yellow lines indicating not to park close to the corner of Albert Street and Howard Street would also be a helpful suggestion</p>
Innes Rd	Windsor Gardens	1		
Innes Rd	Windsor Gardens	1		<p>I am concerned about modification to traffic island on Innes Road intersection to .. street. First reference is to remove it completely or either have one of those raised traffic/speed controls like mentioned in photos.</p> <p>Modification discussions.</p>
Kambula St	Windsor Gardens		1	<p>The 'bus only' section needs to be open to local traffic (on McKay Avenue) at least during non-peak (school start and end) times. The green light at the intersection of Pitman Road and NE Road need Road.</p> <p>Why waste money putting give way lines on side streets of Lyons Road? Isn't it a given/road rule anyway? This seems like a waste of money. There needs to be traffic light intersection of NE Road and Fosters Rd.</p>
Kendal Rd	Windsor Gardens		1	<p>We do not believe road hump/platform required at Windsor Grove/McLauchlan Road or Windsor Grove and ... Avenue, not at Pitman Road and Petrova Avenue. More detail required about upgrade driveway link on Innes/Irwin Street. Formalised parking on McLauchlan will only cause traffic congestion and effectively narrow the road.</p> <p>Maintaining the 'bus only' on McKay Avenue is ludicrous and putting an emu crossing there instead of where the children exit the street is non sensical. Everywhere uses this section of road for convenience. Two houses have a driveway into the road. Make it a give way buses section. In opening up this section there is no greater risk to the school than currently exists. See previous correspondence to council on this matter</p>
Kendal Rd	Windsor Gardens		1	<p>I would really like you to consider an upgrade of the junction at Pellew St and McLaughlan Road. Drivers use this route (Pitman Rd - Pellew St - McLaughlan Rd - Fourth Ave) as a rat run to get from North East Road to OG Road. Vehicles often turn right out of Pellew onto McLaughlan as if they have right of way. There have been many near misses, as Vehicles already travelling on McLaughlan have to stop to allow these bad drivers to pull out in front of them. Please can you review this junction (either change the right of way or upgrade the Give Way signage)? There are lots of kids around in the area, it would be great if the traffic could be slowed down along McLaughlan as well because these commuter drivers frequently speed along this road.</p>
Kendal Rd	Windsor Gardens	1		

Kiltie Ave	Windsor Gardens				<p>I'm wondering why McKay Ave is not accessible to cars outside peak school & traffic hours. It means there is no access to Sudholz rd from Pitman Rd without driving all the way to North East Rd.</p> <p>Also my major concern is pedestrian access to McKay Ave close to the Avenues school. The barriers restricting I'm assuming motorcycles from cutting through means someone in a wheelchair or using a pram or walker is unable to get through without a lot of difficulty or in some cases NOT AT ALL which is NOT ok! As a disability advocate this really concerns me as it is not inclusive. A better solution must be possible.</p>
Kiltie Ave	Windsor Gardens			1	Footpaths to be widened and more secure for vulnerable people as walking. Street narrow as cars parking on the road not leaving enough space for cars driving. Need more lighting in the street as two dark in some areas.
Lassie Ave	Windsor Gardens		1		Please add 50km/h signs on major through roads, in particular Lyons Road and Tarton Road.
Longview Rd	Windsor Gardens			1	I'm concerned that the treatments in the area will continue to push and encourage more cut through (rat running) through Longview Rd to Sudholz Rd as the Lyons/Parsons Rd intersection is at capacity during morning peak.
Lothian Ave	Windsor Gardens			1	Having live in this area for over 50 years - speed humps only serve to push racing cars to the next side streets when they have been implemented. The 'bus only' section at Avenues College severely impedes only local residents not drivers on the major roads (NE, Sudholz)
Lothian Ave	Windsor Gardens		1		
Lothian Ave	Windsor Gardens		1		
Lowan Rd	Windsor Gardens			1	Raised platforms (speed humps) on Tarton Road at Dundee and Bentley. The only reason traffic has increased on Tarton Road is because of the restrictions implemented on the intersection of NE and Sudholz. Unintended consequences and poor town planning! We already have 4 raised platforms on Pibroch Avenue which degrade over time, cause issues with on street parking and frankly are a pain in the but for my car which has a low wheel/base. We regularly (daily) use Tarton Road and don't want this!
Manunda Ave	Windsor Gardens		1		
Manunda Ave	Windsor Gardens		1		<p>Very much agree with turning narrow streets to one side parking only. There are also a lot of cars parking across from T junctions which is dangerous to cars entering or exiting the many dead end streets in the Windsor Gardens Area.</p> <p>Local traffic or permit to use the "bus only" zone on McKay Ave Windsor Gardens.</p> <p>My wife is a nurse and her sister and her family live 300m away from us on Olinda Ave. She is required to help with their medical issues on a regular basis. At times she needs to be able to get there quickly and with a significant amount of equipment. Inclement weather like rain of severe heat, she has to drive around. Going through the Pitman Rd/NE RD intersection, the NE rd/Sudholz Rd intersection (and related Blacks rd/Sudholz Rd lights) and Danby Rd/Sudholz Rd intersections can take as much as 10mins due to stopping at all the lights. All to travel 300m, literally "around the corner".</p> <p>I understand the need to stop people using this as a short cut to avoid the lights at NE/Sudholz but if there could be an exemption for local traffic (outside school hours if need be) it would be very much appreciated. We do the right thing currently, but would like to avoid a fine if we need to use this path in an emergency situation.</p>
March St	Windsor Gardens		1		Make all streets no parking between 2-4pm weekdays
McKay Ave	Windsor Gardens			1	Don't want speed humps on roads around my house as they ruin the roads drive. One head speeds on a motorbike every day and the police did nothing. Doesn't warrant speed hump, to annoy everyone who uses that road. That has died or moved so don't waste our money.

Mckay Ave	Windsor Gardens		1		I am concerned about the 'emu crossing' to be installed McKay/Brecon. This is a great idea however the sheer number of vehicles that go through the 'bus only' pass is astounding! Most of the offending vehicles speed up when they have turned on to McKay Avenue. This is a tragedy waiting to happen. These cars then 'clog up' Danby and Sudholz intersection. As this is the only access point for resident of McKay/Danby/Olinda area it makes for extended delays at traffic lights. Maybe these residents could get a permit to allow them to legally use 'bus only' exit and entry. Also, red light camera at corner of McKay/Danby would be a really good idea. Cars heading north up Sudholz don't believe in red lights!
Mckay Ave	Windsor Gardens		1		Avenues College. Cars continue to drive through the bus only chicane (I saw 5 in 5 minutes last Tuesday afternoon), often at high speed. Speed is also an issue at the intersection of Brecon St and McKay Ave, please consider speed control measures in this area for the safety of young children. I support the addition of a crossing on McKay Ave. Council has a responsibility to help keep our children safe.
Mckay Ave	Windsor Gardens		1		I suggest the additional change to open the 'bus only' section on McKay Avenue to passenger vehicles also, as I believe it to be safer for local residents, students and road users because even though the road is closed many passenger/trade vehicles pass through and because it is illegal they go through very fast and when reversing out of our driveway we've had many near misses. If traffic is allowed to traverse drivers are more likely to travel at a safer speed, especially with the addition of a pedestrian crossing.
Mckay Ave	Windsor Gardens				Concerns raised by Avenues College are that the traffic data records that 70% of the vehicles travelling through the Bus Only section on McKay Ave were not buses and of those a significant number (85th percentile) were speeding regularly at 35.3km/hr. It is important to note that this area is a highly populated pedestrian zone with small children and families which can become congested at peak times of the day. Children using this area assume vehicles would be travelling at a speed of 25km/hr - as per a school crossing zone. Pedestrians assume that only buses use this area, which is not supported by the data referenced in the council report. Suggested actions: 1) Install a Emu crossing on McKay Ave (with long barriers/fencing along the chicane to support safe crossing of pedestrians) 2) Clear signage at either end of the chicane - on the road or signs at entry 3) install speed bumps at either end of the chicane to slow and deter non bus traffic 4) Review the turning circle outside of Avenues College with a view to extend or enlarge to suit better flow of traffic in this zone 5) Open the various side roads to divert traffic away from the chicane on McKay Ave. 6) Remove all trees and shrubs along the chicane and replace with low growing plants. Key concerns - 1) No clear indication of a safe crossing zone/area for pedestrians 2) Limited visibility within the chicane (Trees/shrubs shades over canopy confuse vehicles moving through the chicane - illegally. 3) Limited signage of no entry to non-bus traffic at either end of the chicane 4) Turning circle is too tight and adds to congestion and limits clear and safe visibility. 5) To date there is no current or proposed traffic calming (speed reduction devices) in place to slow the speeding traffic. 6) This proposal and data does not represent the development of a Child Care Centre/Children's Centre proposed for Danby Ave, which will see a significant increase in through traffic accessing the chicane (also taking place at peak times similar to school pedestrian traffic flow/movement).
McLauchlan Rd	Windsor Gardens		1		My concern is: I found all the cars are over speeding at McLauchlan Road at least over 60km/h they passing and the driving noises is unbearable. Some sign of 50km/h or 40km/h limit sign to be in place! McLauchlan Road needs traffic humps or sign of limits. No need for parking bay?

McLauchlan Rd	Windsor Gardens				<p>The proposal includes speed humps on McLauchlan Rd. I am opposed to this option as they are visually unattractive and will increase the noise from buses along the road. Additionally, I already have a significant amount of water coming onto my property over the council kerb during heavy rainfall and I would be worried about how speed humps would further deteriorate the road hydraulics.</p> <p>There is no line marking on McLauchlan Rd to separate the parking spaces and the active space of the road. This would be an alternative option as delineating the parking bays would provide the visual impact of a thinner road to deter speeding vehicles, I would expect this would improve the street aesthetics, noting that due to the streets median island, it is one of the most aesthetic streets in Windsor Gardens and great care should be taken not to damage this.</p>
McLauchlan Rd	Windsor Gardens			1	<p>More needs to be done to slow the speedsters down. Give way signs in McLauchlan Road are mainly ignored especially Otway and Pellew. Traffic comes out of Kendall and turns right into Otway driving head on into traffic on McLauchlan</p>
McLauchlan Rd	Windsor Gardens			1	<p>At present I'm not driving so I don't notice if the roads are in good condition. You haven't left the footpath .. I have hit the ground a few times. * .. word was illegible</p>
McLauchlan Rd	Windsor Gardens			1	<p>1. Parking bays in McLauchlan Road. We do not want any parking bays out the front of our house. We have enough trouble with the neighbours (no. 18) parking vindictively out the front when they have ample room in there own driveway and out the front of their own residence. 2. Raised intersection platforms along 281 bus route. Last time this was done the busses refused to use them and the raised platforms had to be pulled up - a waste of money. Please have torrens transit sign off before doing this as we need the bus rout</p>
McLauchlan Rd	Windsor Gardens			1	<p>Happy for raised platforms and everything else your proposing. But as a suggestion, McLauchlan rd is blocked going through Windsor Grove to head to North East Road. By unblocking the road would alleviate traffic going onto Windsor Grove/North East Road, less traffic by the St Plus school. Also should be humps on Windsor Grove, lot of speeding drivers.</p>
McLauchlan Rd	Windsor Gardens			1	<p>As we live on the top of McLauchlan Road we would ask that parking bays not be located too close to our gate on either side of the house. Reversing out of the property has become very dangerous when people park their cars almost next to the gates of our property and the view to see oncoming traffic from below the hill is impossible. Cars also tend to increase speed or many park and answer mobile calls. Many thanks</p>
McLauchlan Rd	Windsor Gardens			1	<p>The dangerous intersection of McLauchlan Road and Pellew Street hasn't been addressed. This is the route that many drivers take to rat race through the suburb as it ultimately facilitates people travelling from north east road to OG road and into the city. There are near misses at this intersection in both directions multiple times a week. I can hear cars honking their horns or slamming on their brakes from my house on McLauchlan Road, and I have cars wrongly pulling out in front of me at this intersection at least every few weeks. It's dangerous and deserves some attention. I put some suggestions in the first round of this consultation addressing this issue. I'm sure I am not the only person to raise it.</p>
McLauchlan Rd	Windsor Gardens			1	<p>re parking bays - line marking on McLauchlan Road. Due to my small block and narrow gated driveway, I need to not have cars parked either side of driveway in order to quickly do a sharp 90 degree turn into my driveway. I am often abused by impatient speeding motorists coming up behind me when I try to enter my driveway, car spaces close to driveway on both sides would make this more difficult especially when exiting. Thanks for your consideration of this dilemma.</p>
McLauchlan Rd	Windsor Gardens			1	<p>We are unclear about the benefits of the raised intersection platform at the corner of McLauchlan and Windsor Grove. If we are turning in or out of McLauchlan we already slow down to make the turn. Also where exactly are the proposed parking bays on McLauchlan?</p>

ATTACHMENT 13.2.4.2

					SAFETY CONCERN: An additional raised intersection platform is required at the intersection of McLauchlan Road and Pellew Street. Many drivers turn from Pellew St onto McLauchlan Rd at high speed, posing a danger to nearby residents and pedestrians. It is only a matter of time before some driver loses control and jumps the kerb before running over a pedestrian or crashing into someone's home.
McLauchlan Rd	Windsor Gardens		1		
McLauchlan Rd	Windsor Gardens	1			
					There are additional issues. 1. Cars don't give way properly when they enter McLauchlan Road from either Otway or Pitman Roads. All my neighbors have had near misses. 2. Traffic along OG Road is not leaving the intersection of Wilpena and OG Road clear during the evening rush hours 3. Trucks are parked on William Street where you turn on to or from Wilpena heading to or from Harris Road. They make it difficult to see oncoming traffic and have created dangerous conditions at that intersection
McLauchlan Rd	Windsor Gardens	1			
					I don't believe the LATM scheme goes far enough to address the problem of excess vehicles parking in the streets. As a result of 'too many' dwellings being built in this area, many residents park their vehicles in streets that are too narrow. Hence traffic is having problems, particularly along the bus routes via route 28
McRae Ave	Windsor Gardens		1		
Muhlhan Ave	Windsor Gardens	1			
Mulhan Ave	Windsor Gardens	1			
Mulhan Ave	Windsor Gardens	1			
Munster St	Windsor Gardens	1			
					I am pleased to see that you plan to improve the intersection of Innes Road and NE Road, thank you! Personally I think the problem would be solved if all entry/exit from Bunnings was via NE Road, currently cars enter/exit Bunnings via Innes Road and this is what causes all the congestion.
Munster St	Windsor Gardens	1			
Olinda Rd	Windsor Gardens	1			
Ormsby St	Windsor Gardens	1			
					100% agree with one way streets around St Plus X School. Gets bat shit crazy there during the school run. Could you please also give consideration to moving the pedestrian crossing on NE Road in front of the hydro shop next to Windsor Grove and changing it to a traffic light intersection for NE Road and Windsor Grove. It would aid traffic turning onto NE Road and help the flow of traffic on Windsor Grove. Pedestrian crossing seems a bit useless there. Also please move the stop sign line marking on the corner of Cookes Road and Windsor Grove up 1 or 2 metres. If you stop at the line itself, the shops completely block the view of oncoming traffic only a matter of time before constabulary fine someone for stopping over it (small drawing example on document)
Panarama Dr	Windsor Gardens	1			
Panorama Dr	Windsor Gardens		1		I think some could be done for Windsor Grove because too many cars speed.
					Our property is located at 12/14 Paula Avenue, Windsor Gardens. Between the hours of 6-9am and 5-8pm it is impossible to drive down the street as there are cars parked on both sides of the road. on our property and surrounding properties without permission. This is because of the 'Deremit' gym that does not have sufficient carparking for its attendees. We have had attendees from the gym park on our driveway blocking us in/out multiple times. We have brought up this issue multiple times over the past year and it has been ignored.
Paula Ave	Windsor Gardens		1		

Paula Ave	Windsor Gardens		1	<p>I have responded in the past to surveys etc but still have many concerns about parking and traffic flow in my street (Paula Avenue) and Innes Road, Windsor Gardens. With proposed new developments in both streets I can see more problems. People do not take any notice of no parking signs or time limits which causes congestion and access to properties difficult. There are often build ups of traffic particularly in Innes Road.</p> <p>We recently had Paula Avenue and parts of Innes Road re-surfaced, the yellow line that was painted from the corner of Innes Road along the length of the front of my property will need to be replaced. I have had to contact the parking inspector numerous times with parking problems, access etc. and I don't like having to complain but there has been no improvement. I feel that my concerns are not listened to. I have provided photos in the past.</p>
Petrova Ave	Windsor Gardens		1	<p>Traffic control/management plan along Petrova Avenue to make it easier for residents. Workers cars continually parked in same place all day and after hours. Some consideration to residents over businesses would be nice. Already raised issue to no real avail, leaving little faith in councils ability to take concerns seriously.</p>
Pibroch Ave	Windsor Gardens		1	<p>I would like 'busonly' on McKay Ave removed.</p> <p>I would like parking restrictions on McKay Ave removed.</p>
Pitman Rd	Windsor Gardens		1	<p>We have lived in Pitman Road for over thirty years. During that time the road has changed significantly. Pitman Road was a street for local residents and local traffic seeking access to the North East Road and OG Road. Now it is a main thoroughfare for traffic using it as a short cut between the North East Road and OG Road. The volume of traffic has increased significantly, and with it noise and pollution.</p> <p>The only times there has been relief from this has been when the road has been closed for repairs, for example, the replacement of burst water pipes. These interludes have been most welcome and also a reminder of what it was like in the days past.</p> <p>I am disappointed with the changes that are proposed in the draft plan. I could be excused for thinking that you have put traffic control measures in the too hard basket? Those raised intersection platforms, for example, will do little to deter traffic using Pitman and the other roads as a short cut.</p> <p>Can I suggest that you should be bolder, more aggressive, in your thinking? Can I suggest that you consider, for example:</p> <ul style="list-style-type: none"> Modifying MacLaughlan Road so that all traffic has to change from the inbound to the outbound carriageway and back again, several times, with the cross over points being restricted to a single lane. Single lane squeeze points, similar to the intersection of Innes Road and Irwin Street. Chicanes, where traffic is forced to make major changes in direction. Traffic calming measures similar, perhaps to the treatment of Recce Avenue. Road markings and alignments that create a degree of uncertainty amongst drivers. Stop signs that force vehicles to stop at most intersections. Reduced speed limits, possibly as low as 30 km/h. <p>I'm sure that with will and determination you could make road changes that would make Pitman and the other roads much less attractive as a short cut while still maintaining access for local residents and the bus service.</p>
Pitman Rd	Windsor Gardens		1	<p>Raised platforms make emergency vehicle arrival times slower due to speed hump restrictions, it also increases noise levels in the street due to breaking and accelerating vehicles.</p>

Pitman Rd	Windsor Gardens		1	<p>Another issue we have recently noticed - We live on the corner of Otway street and while Pellew street is a common 'rat-run' route for drivers through the area, we have some concerns about our particular corner. The intersection can get quite busy during weekdays and is the route for residents travelling through to Riverglens drive and Moore street.</p> <p>Residents of Pitman road have regularly been parking their vehicles at the T junction with Otway street and we have witnessed several near misses at this junction with cars trying to turn right from Pitman on to Otway amongst other situations and directions. Our fence somewhat obstructs the view for drivers wishing to turn into Otway street making it worse - cars are swinging out early to avoid cars parked in the junction and cars coming up Otway (also regularly busy with parked cars) it seems like an accident is inevitable.</p> <p>We would ask that Council considers a yellow line on the Easter side of Pitman road at this intersection to prevent parking and thus increasing the space available at the intersection for all vehicles using the junction.</p>
Pitman Rd	Windsor Gardens		1	<p>Sorry I may have missed the initial suggestions/feedback. However, there is another black spot at the intersection of Pitman Road and Pellew Street. There are cars turning from Pitman Road to Pellew Street do not give way to either cars continue to Pitman Road from other side. Some road users get confused as the street name is not clear enough. Someone would think continue to pink highlight is Pitman Road but which it is not (please see attached plan with highlighting)</p>
Pitman Rd	Windsor Gardens		1	<p>For residents .. of McKay Avenue to cross the river we have to go OG Road, wait at Pitman Road, wait at the loop road @ Gilles Plains shops and wait again at NE Road or go to Highbury. If McKay Ave had a school crossing for school hours or we could access Sudholz Road or open Tindara Street for local traffic</p>
Pitman Rd	Windsor Gardens		1	<p>Pitman Road from NE Road to Newell Street is in bad condition. To further improve safety it should be resealed as part of these works. We note that other streets nearby in the area have been resealed recently.</p>
Pitman Rd	Windsor Gardens		1	<p>At the corner of Pitman Road and Ingleholm Avenue you have no plans to make this corner safer for Residents, Pedestrians and/or Road Users.</p> <p>This is one of the most dangerous corners in our Suburb, especially in the wet.</p> <p>I live at 82-84 Pitman Road, located on the outside of this corner, which has no bollards or any sort of barricade to protect pedestrians or property when a vehicle leaves the road in an uncontrolled manner.</p> <p>I say when, not if, because it has already happened on several occasions, many road users use this corner as a Chicane when travelling from a NE Road direction towards the City (bus route), they love to spin their wheels even in the dry, but when it's wet, there is obviously a percentage that actually don't know how to drive a 'Race Car' and come unstuck.</p> <p>It is only a matter of time before there is a Fatality: You need to slow the vehicles down at this intersection.</p> <p>I see you have planned to put in a raised platform at the intersection of Pitman Road and Petrova Avenue, which is a great idea. What about Pitman and Ingleholm.</p>
Pitman Rd	Windsor Gardens	1		<p>Can you please install a 'give way' sign on both northbound and southbound sides of corner: Pitman and Pellew.</p>

					<p>We are very concerned that there will only be 1 raised platform on Pitman Rd.</p> <p>We constantly hear and see motorbikes/cars roaring (using like a drag strip) from the top of Pitman rd (intersecting with Ingleholm) travelling down to North East Rd as well as accelerating up to top (South end) there has been in the past accidents where motorbikes have not been able to brake in time and gone into fence at top of Pitman.</p> <p>We have elderly Neighbours which have to cross Pitman rd and the traffic is way too quick. We would like to see at least 1 more raised platform in the area immediately before/after Sherwood Ave/Pitman intersection to slow down speeding traffic as well as the noise from those speeding vehicles.</p>
Pitman Rd	Windsor Gardens				
Pitman Rd	Windsor Gardens	1			
Pittwater Dr	Windsor Gardens	1			
					<p>Our street (River Glen) is only wide enough to accommodate three vehicles. If two cars are parked on opposite sides of the same part of the road the remaining roadway is no longer available for two way traffic. If three or four vehicles are parking on a slight curve it is often the case that one car has to back up until there room to allow one one oncoming traffic to pass. A possible solution is show below.</p> <p>No parking on odd side of any street (three vehicle width) (as deemed necessary).</p> <p>Narrower streets - parking one side - driving on other</p>
Riverglen Dr	Windsor Gardens		1		
					<p>Instead of putting in roundabouts along Fourth Avenue look at parking at eastern end during weekends. It is extremely dangerous during this time when TK Shutter Reserve has soccer games most weekends and the church/meeting place have gatherings every Sunday. Patrons of both venues don't obey parking rules, park on both sides of the road leaving one lane open for moving traffic and persons just cross the road whenever they like whether traffic is coming or not especially children. They forget to look or don't care. So many close calls. Traffic flow is usually smooth at all other times and there is no need for humps of roundabouts along Fourth Avenue or in Windsor Grove at McLauchlan Road intersection. These are just not necessary especially for busses and large vehicles.</p> <p>Parking in Pellew Street, Innes Road, McLelland Ave need serious attention. Street parking is a very serious problem in these streets (and could be in many others, I don't know). Housing in these streets are largely two houses on original one house blocks meaning twice as much vehicle usage and parking required. Quite a few of these homes have single car garages and are two car families and the garage is full of left over furniture, packing crates or used as gyms leaving cars parked on streets. As these families grow and become three or four ar families, what will happen with parking then?</p> <p>The traffic control at intersection of Innes Road and Irwin Street needs to be done away with entirely and stop/give away signs installed. As it is at present it is confusing and cars are uncertain who has to give away to whom.</p> <p>Traffic flow from North East Road along Pitman Road, Pellew Street, McLauchlan Road, Windsor Grove and Fourth Avenue needs to be restricted to local traffic only. This route is a very handy cut through route for early morning and early evening traffic to avoid traffic lights and heavy traffic on North East Road between Pitman Road lights an</p>
Scenic Dr	Windsor Gardens			1	OG Road lights.

ATTACHMENT 13.2.4.2

Scenic Dr	Windsor Gardens		1	1	<p>1. In my area I have noticed some high volume access paths - McCulloch Avenue, Panorama Avenue and Scenic Drive. If cars are parked either side, traffic has to slow and give way (or sometimes with rubbish trucks) turn around and choose another approach. Pitman Road and 4th share this problem and the 281 route adds to congestion. Also Vine Street. Suggestion: only allow parking on one side of the street.</p> <p>2. Add a give way sign to Pitman Road at its junction with Pellew</p> <p>3. Have 'no parking' either side of Pitman Road at the Newell Street corner (divider rumble)</p> <p>4. Maybe another roundabout at Thistle and 4th corner</p>
Sherwood Ave	Windsor Gardens			1	
Sherwood Ave	Windsor Gardens		1		<p>I am concerned about the amount of traffic and especially the speed of traffic coming down Pitman Road. It is very noisy and looks like a race strip most of the time.</p> <p>I use the bus frequently and is very hard to gauge the speeding traffic going up and down Pitman Rd.</p> <p>I would like very much to see a second Platform being installed around the area of 70 Pitman Rd to try and stop the speeding/acceleration of traffic both ways which in turn would make it a lot safer to cross the road as well as decrease traffic noise and possible accidents.</p>
Standfield Ave	Windsor Gardens		1		<p>People don't follow road rules at the moment, there is no way they will follow the proposed without this being monitor. Proposed cutting into verge and creating car parks. This will ensure not blocking the street. Also proposed not installing trees in the street as this area can be used for car parks. Also propose permits where residents who have 24 car parks have to pay to park on the street. I have a neighbor who owns 3 cars - 1 parked in garage and the other parked in driveway. The third constantly parked on the street causing unnecessary congestion. I would like to attend next meeting.</p>
Stanfield Ave	Windsor Gardens			1	<p>Raised intersection platform serves no purpose on Windsor Grove & Howard St.</p>
Stanfield Ave	Windsor Gardens	1			<p>Narrow Street Stanfield - description map are different - which part of Stanfield?</p>
Sudholz Rd	Windsor Gardens	1			<p>No parking on Dicksons Road, people park both sides making it hard to get through. Leaves cars there to catch O'Bahn</p>
Sudholz Rd	Windsor Gardens	1			
Tallack St	Windsor Gardens		1		<p>What is to be gained by turning both Hillburn and Acton Avenue into one way streets.</p> <p>What changes are proposed to the existing driveway link at the intersection of Innes Road and Irwin Street now 2 new houses have been built right on top of this intersection. New 'give way' signage at the current one is always blocked by trees.</p> <p>Parking at TK Shutter Reserve Fourth Avenue and surrounding streets can't handle the volume. Traffic lights at Third Avenue and Wilpena Avenue, this can be done even though the 2 roads do not meet.</p>
Tallack St	Windsor Gardens	1			
Tania Ave	Windsor Gardens		1		<p>No real improvement for pedestrian safety for the Chicane on McKay Avenue, Windsor Gardens other than a school crossing.</p> <p>No further signage offered in scheme.</p> <p>No speed restrictive devices mentioned, which is imperative to slowing illegal traffic.</p>
Tarpeena Ave	Windsor Gardens		1		<p>How many years more residents in Tarpeena Ave and surrounding streets will need to cross 6 traffic signals and spend 15 mins to 20 mins in peak hour to reach Obahn terminal which should not take more than 5- 7 mins and 2 traffic signals if only someone is considerate for others living in these streets as well.</p> <p>Even if you choose not to take my feedback in consideration please answer the question above. You have an answerability as LGA</p>

Thistle Ave	Windsor Gardens	1			
					<p>Firstly I would like to express my gratitude for councils choice to keep closed the access to Sudholz Road from McKay Ave, Minion St, Manunda Ave and Tindara Ave. These have been closed off for many years since our neighbour (who still lives in the street) was hit by a car as a child. Despite these closures we still have many cars trying to make their way through to Sudholz Road. They speed up the street seeking a short cut - and then when they can't get through, then in frustration, speed at twice the speed back out of the street. I can only imagine how much worse this would be if drivers were rewarded with getting through to Sudholz Road.</p> <p>On this point - I would like to suggest that our street in particular has an additional "No Through Road" sign at the intersection of Tindara ave and Loongana Tce. Traffic traveling along Tindara ave have to give way to Loongana tce traffic - and are therefore looking to their right as they approach that intersection. The 'No Through Road' sign is facing the Loongana tce traffic in that intersection - and is near impossible to see for Tindara ave traffic. I believe if a low rectangular style 'No Through Road' sign was placed at this intersection in better view of Tindara Ave traffic (in front of number 13, on the South Eastern corner - please see attached map) it would be seen more often - and reduce the speeding in our street.</p> <p>I would also like to flag with you the dangers of cars ignoring the 'Bus Only Access' on McKay Ave - right in front of the school there. I've seen many vehicles doing a quick look for cops, and then speeding through that section. Needless to say they are not paying attention to any children who might be crossing in the area. Hopefully the proposed 'Emu Crossing' might help this - but it might be time to go back to the old boom gate that we had there a while back. Or perhaps council could invest in the retractable bollards that I've seen at each end of Rundle Mall? That way the option is entirely removed - even if people want to break the law, they can't physically do it.</p> <p>I would also like to nominate another street for the narrow streets list. Otway St has parking on both sides of the road - and when the street is full of parked cars it is hard for a regular vehicle to drive through. I've also seen the rubbish truck drivers having to bypass the street for this reason. Parking should only be allowed on one side of the road there. While talking about this road - I would also like to flag that traffic very rarely takes notice of the give way sign when turning right from Otway St on to McLauchlan Rd. I've seen many near misses there. Not sure if a Stop sign would be more effective than a give way?</p>
Tindara Ave	Windsor Gardens	1			
					<p>There is already quite a bit of grumbling going on within the "Windsor Gardens Community Buzz" facebook page. Some are still complaining about McKay Avenue not opening up. Several other people are supportive of keeping it closed. As you're aware, I'm staunchly supportive of the draft LATM scheme as I was part of the Community Engagement Group. McKay, Tindara and Manunda Avenue's MUST remain closed permanently as a matter of significant safety; especially now with small children attending the Avenue's R-12 school.</p> <p>I spoke with the Principal of St Pius X Primary School and he is very supportive of the one way streets around his school. In fact he has recently pleaded with parents within the school newsletter to only travel in one direction to ease congestion on these two streets. I hope the local residents see this proposal as a great idea.</p>
					<p>I have lived in Windsor Gardens for 20 years. I understand that the bus only road (McKay Avenue) is to remain closed however local residents want a way to get to Sudholz Road via Danby Avenue. Can we please request these streets be opened to allow access to Danby Avenue. Streets that could be easily opened are Minion St, Manunda Avenue and Tindara Avenue. Alternatively, allow access to McKay Avenue bus only section out of school hours and weekends.</p>
Welkin St	Windsor Gardens	1			
					<p>I believe there is a compromise to the continued closure of the section in McKay Ave near Avenues College. I completely understand the need to prevent traffic using this during school hours, and the need to ensure cars are not able to 'hoon' through that street.</p> <p>But what if you introduced a resident 'pass' that allows local residents to use this passage after 5:00pm weekdays, all weekends, and school holidays.</p>
Welkin St	Windsor Gardens	1			

ATTACHMENT 13.2.4.2

Windsor Gr	Windsor Gardens			1	Two main issues: 1/ control of car parking on Fourth Avenue when soccer games or practices are on. Cars are parked on both sides of the road limiting access, cars stopping abruptly, parked too far from road side. 2/ Access to NE Road increase traffic over the last two years, accessing NE Road is dangerous (turning right) raised intersection platforms doesn't solve anything.
Windsor Gr	Windsor Gardens			1	<p>The changes do not sufficiently address the speeding traffic issue along the whole length of Windsor Grove, WINDSOR GARDENS by proposing just two (2) 'Raised intersection platforms'.</p> <p>Hard to understand how just two (2) raised platforms, at intersections, and intersections at such short distances at one end of Windsor Grove will address the speeding traffic flow along the whole length of Windsor Grove!</p> <p>Vehicles normally stop/slow down at intersections.</p> <p>Is the proposal this just to slow down the traffic flow between McLauchlan Rd and Fourth Ave and not address the speeding traffic along the length of Windsor Grove?</p> <p>Do I understand that on McKay Ave the existing section of 'bus only' will remain closed?</p> <p>If so, no thought was given to the justification, fact, excess travel required to traverse to the Paradise Interchange area?</p> <p>Refer to my earlier submission</p> <p>Could you explain why no thought/ consideration was given to the issue of the intersection of Windsor Grove and North East Road Intersection submission in relation to 'Extensive traffic delay, dangerous, for traffic wanting to turn right from Windsor Grove WINDSOR GARDENS onto North East Road'?</p>
Windsor Gr	Windsor Gardens			1	<p>Living right in front of the T junction of Windsor and Fourth we are very concerned about plans to have a raised intersection platform installed right out the front of our house. It will heavily inconvenience us when driving in and out of our driveway and increase traffic congestion at the T junction. Could we please suggest that instead of a platform installed in the middle of the T junction that a speed hump either side of the T junction be installed.</p> <p>Just a suggestion on where the speed humps could be installed: one along Windsor Grove somewhere between McLauchlan and Fourth and one along Windsor Grove somewhere between Third and Fourth. Could we also suggest if just one speed hump could be installed somewhere along the Fourth Avenue between Boucat and the T junction, or if a stop sign could be put at the end of Fourth Avenue</p>
Windsor Gr	Windsor Gardens			1	<p>I believe a raised intersection platform should be placed on the intersection of Windsor Grove and Alexander Street. Often people drift/speed when turning that corner which is a cause for concern as I live adjacent that intersection, about 12 months ago there was an accident where a person was so close to crashing into the front of my house, it instead hit a parked car of a house to the side of my house in the dead end st Thompson Crt. Plus traffic concerns here daily with school drop offs and pick ups from St Pias, with cars parked on Windsor Grove during the pick up times it is very difficult to see oncoming traffic when turning onto Windsor Grove from Alexander St.</p>
Windsor Gr	Windsor Gardens			1	<p>On one way streets, Hillburn westbound and Acton Avenue eastbound can we please have solid yellow lines over all drive ways to stop parents blocking off our driveways. I have been requesting this and one way streets for several years as it can take up to 20m to leave my property during schools pickups and drop off. Emergency vehicles and rubbish trucks have experienced this too.</p>
Windsor Gr	Windsor Gardens	1			

Windsor Gr	Windsor Gardens	1			<p>I am the Principal of St Pius X School at Windsor Gardens and I am replying on behalf of the School Board at the school.</p> <p>From purely of school point of view with the focus on child safety, we would support the implementation of One Way streets for both Acton Avenue and Hillburn Avenue. The streets are very narrow and with nearly 500 children at the school, the traffic on these streets during drop off (approx 8:20am - 9:00am) and pick up times (approx 2:30pm - 3:30pm) can be quite hectic, particularly when cars parked on the side of the road, there is not enough width for cars to be travelling in both directions.</p> <p>We understand that the residents may not be in favour of the one way street proposal and fully respect any final decision that is made.</p> <p>Even if the the One Way direction was mandated for the hours of 8am - 9am and 2:30pm - 3:30pm - Monday to Friday this would alleviate some the issues and be a good compromise - however we understand that this may also not be possible.</p> <p>Outside of these major pick up times, there are generally not major traffic concerns unless cars are parked on both sides of the road.</p> <p>I would be happy to discuss the school's stance and possible solutions further with any member from the traffic management committee.</p>
Woodbroke Ave	Windsor Gardens		1		<p>I am concerned that there appears to be no planning to improve safety and amenity for cyclists eg bike lanes. I've included your map to show where the bike lanes need to be at Lyons Road and Sudholz Road. It would make it much safer for all road users, the Sudholz Road section is currently really dangerous when cyclists are going South and competing with traffic and buses stopping at their bus stop outside the police station. Is it possible to have a small section of bike lane to go on to the footpath like the other council did on Payneham Road near OG Road where there used to be a big eucalypt tree? It makes it so much safer. I have seen (and assisted) a cyclist get hit by a car on this section of Sudholz Road (at the intersections) with Longview Road. Please add more bike lanes as a matter of urgency.</p>
		49	56	29	

Street	Suburb	I am supportive of the draft LATM scheme	I am supportive of the LATM scheme, but have some concerns	I am NOT supportive of the LATM scheme	Comments
Andrew Ave	Holden Hill		1		Too many vehicles parked curbside too close to intersections and T-junctions making turning into and out of roads unsafe because of reduced/no visibility. Solid yellow lines would be helpful. Especially Sutherland/Lyons Road and Gaelic/Lyons Road both north sides. Tenants of units and retail customers cars make this stretch of road high risk - I've had many near misses. With many more houses on smaller blocks and in the case of my close neighbours - sometimes each house has 2 or more cars - more consideration needs to be given to on street parking when these residents rarely park all vehicles on their property.
Baird Ave	Holden Hill			1	We both object to the proposed changes to our street (Baird Avenue). We don't want any yellow lines or line marking for car parkings at all in our street. We also don't agree with the raised platforms or road humps installed on Tarton Road with Dundee and Benthly Drive as a waste of time, money and resources Us and the surrounding residents are fed up and want yellow lines put in place ASAP! Also our neighboring property 10 Paula Avenue runs over our storm water pipe regularly. This has cost us a sufficient amount as we are forced to continually fix this issue. Can you please install a bollard to prevent this from happening.
Dundee Ave	Holden Hill		1		I live on Dundee Avenue, close to Sutherland Road. My concerns: - Tarton Road is used frequently as a through road between North East (lights) and Lyons (roundabout). These changes are forcing it to act more like local traffic only, which I'm just hoping doesn't send through motorists down other side streets, shifting traffic concerns elsewhere. However, I do think the proposed changes would have a positive effect in keeping speed down on Tarton. - I'm surprised and concerned that Sutherland Road doesn't have any proposed changes. It is almost impossible to drive down when cars are parked on both sides, and even with cars only parked on one side it effectively becomes one way only at any time. I would yellow line/remove parking from the Western side for the length of the road. Parked cars are also in the way when traffic is trying to enter and leave at the same time at the Lyons Road end. The bus stop and trees at the corner make it a blind corner. Is it possible to restrict parking further back than the 10m from Lyons Road? This would help avoid a number of near misses I've had at the intersection. On top of this, the road side vegetation is frequently overgrowing into the road all along Sutherland, mainly on the Western side. When this is dealt with (very infrequently), it needs to be done way more aggressively to stop it growing back so fast.
Dundee Ave	Holden Hill			1	The problem is you slow traffic on Tarton Road with speed humps. This will slow traffic and there will be a back up of traffic to NE Road. There is a problem already as there is no right hand turn on NE Road. Traffic then tries a right hand turn on corner of Tarton Road and Naretha Street. The traffic on Tarton Road (rest of sentence illegible)
Dundee Ave	Holden Hill			1	Living on Dundee Avenue means every time I go to servo on corner of NE Road and Tarton Road I have to go over both speed humps and that means I have to slow down to 20km/h. I go to servo sometimes 3 times a day let alone all the times I want to go right at NE Road. What a pain in the ... and I'm sure over time it will make damage to my car - extra wear and tear and Tarton Road is backed up enough as it is coming off NE Road with people trying to church a u-turn, traffic is backed up, putting 2 speed humps in a small space will slow all traffic down to 20km/h making it so much worse than it is now.
Dundee Ave	Holden Hill		1		
Gaelic Ave	Holden Hill		1		Please/please extend no parking standing line all the way up the left hand side of Sunderland Road from Lyons Road to Gaelic Avenue because it's very dangerous turning on to Sunderland Road from Lyons or coming the other way, sometimes its inches getting through between cars on either side. I've seen trucks or small vans that can't even get through.

					<p>Concerns were raised at a community consultation for the Lyons Road roundabout when the suggestion of speed humps/raised intersection was made for traffic management on Tarton Road. A number of reasons opposing them included the reduced time in which emergency services can get to their destination and in particular the discomfort to patients when travelling in an ambulance. SAPOL is often at speed travelling up Tarton road and I would hate to think that introducing a speed deterrent would impact on their and other emergency services in responding to someone in their time of need.</p> <p>Lyons road roundabout: I have witnessed a fire truck attending to a house adjacent to the roundabout and the delay it took to get to them whilst they negotiated the roundabout having to go further up Lyons road and then perform a u-turn to return to the scene of the emergency. Recently a semi-trailer used for the demolition of a property aborted an attempt to use the roundabout and had to reverse back up Tarton Road during peak hour. I frequently use the roundabout intersection as a pedestrian and very rarely does anyone stop to allow you to walk across the pedestrian crossing, often people only stop if you go to step out in front of them including a frightening time when a private charter bus stopped because I stepped out in front and then it moved forward as my son continued to cross along side of me, I was so shocked and shaken that I didn't get the rego plate otherwise I would of made a complaint. I've lost count of the number of times the pedestrian rails have been bent or destroyed all together and their are tyre marks through the soil on the surrounds of the roundabout. I haven't in recent times seen a traffic counter on Tarton or Lyons road and wonder if the roundabout has reduced traffic in the area as it was introduced to do.</p> <p>Thank you for installing the solid yellow lines on Sutherland Avenue it makes navigating that street a little easier.</p> <p>Can you please provide a response as to what the introduction of the raised intersection is intended to achieve? As this is not outlined in the information that was sent to residents. I would also like to know the potential noise impact on having the raised intersections installed as cars, trucks etc bump over the intersection.</p>
Gaelic Ave	Holden Hill			1	
Gaelic Ave	Holden Hill	1			<p>A 40km/h limit on Tarton Road. Plus other traffic control devices at all intersections on Tarton Road. Sutherland Avenue no parkign zone extended to Gaelic Avenue</p> <p>Any traffic calming devices would be welcome. Since the alteration at NE Road and Sudholz Road intersection the traffic on Tarton Road has increase at least 5 times. Since the installation of the roundabout on Lyons Road Tarton Road corner the traffic has slowed down at that particular corner about the only benefit I can see</p>
Gaelic Ave	Holden Hill	1			I am 82 years old and I can't help you much, but it is nice to see somethings are going to be done.
Gaelic Ave	Holden Hill	1			
Gaelic Ave	Holden Hill	1			
Lyons Rd	Holden Hill			1	<p>In Lyons Road bus stop 31 is situated in front of multiple driveways making it an accident hazard for incoming and reversing vehicles. The opposite stop across the road is situated about 150m down the corner of Dickson Street. When new line markings are installed, I proposed to move bus stop 31 in front of the other stop at the corner of Argyle Road. There are no driveways along the strip side road. I request that a review of bus stop 31 location is considered in line with the proposed marking along Lyons Road. I request that an ocular inspection is done to look at the issue. There were numerous times, especially in the morning when the bus had to stop in the middle of the road while waiting reversing vehicle. It is an accident prone area waiting to happening</p>
Lyons Rd	Holden Hill	1			Sutherland Avenue, Holden Hill. Narrow street marking on west side needs to be extended. It is very dangerous and no room for bigger cars if parking is on both sides (circled on attached map)
Lyons Rd	Holden Hill	1			I have a disability and rarely have to cross roads - walking is a problem for me and I no longer try to cross Lyons Road - fear of being run over! I have to rely on friends and family to transport me to various doctors etc. I have never had a car

ATTACHMENT 13.2.4.2

North East Rd	Holden Hill		1	<p>Hello, we are the owners of the building and premises 566 North East Road.</p> <p>For the past year we have had many concerns regarding the big maple tree in front of the property (we have also read about laws around trees but feel the need to submit this as it is a safety concern though the tree is beautiful). Listed below are a few points to consider:</p> <ol style="list-style-type: none"> 1. The tree has been a major driving hazard. When making a left turn the tree blocks the right side view of on-coming traffic (blind-spot) and is worsened when cars park on the main road (even if the driver leans or repositions the car to make a left turn). Due to this we have had multiple complaints from drivers (especially food delivery drivers since there is a restaurant in the building) and near misses ourselves. This is the biggest issue. 2. The tree drops lots of leaves all year-round. We have requested the council for a green bin on numerous occasions but have never been given one. In this situation we have resorted to paying cleaners and cleaning ourselves, using our general rubbish bin (blue) and recycling bin (yellow) to fill the leaves which is not very acceptable. The leaves also collect a lot of dust, incur costs in gutter cleaning and make it hard for rainwater to drain during rainy seasons. Please note that we have a disability business here too so it affects the clients (especially ones who use equipment for mobility). 3. I will not exaggerate this concern but the trees roots are not majorly affecting the walkway, but in the future may apprehend people who struggle with mobility or use assistance (due to our disability business being in this location). <p>Please consider these points, especially the driving issue as this is a high traffic area and have seen many accidents in the past few months. We are very happy to cooperate in finding a solution and replant new low-maintenance plants or flowers which can be trimmed and cared for.</p>
		7	5	4

ATTACHMENT 13.2.4.2

Street	Suburb	I am supportive of the draft LATM scheme	I am supportive of the LATM scheme, but have some concerns	I am NOT supportive of the LATM scheme	Comments
Greenacres	Other	1			It seems unclear what constitutes a narrow street also what action will be taken in narrow streets - I see one that is to become one-way. Otway street becomes impassable for trucks if 2 cars park opposite each other. It seems unclear what constitutes a narrow street also what action will be taken in narrow streets - I see one that is to become one-way. Otway street becomes impassable for trucks if 2 cars park opposite each other.
Willowbrook Ave, Dernancourt	Other	1			
Ryan Ave, Athelstone	Other	1			
Farnham Tce, Dernancourt	Other		1		Happy for intersection platforms not for road humps as intersection platforms are gentle on tyres compared to road humps. Happy with give way lines along all side streets along Lyons Road. Not keen on one way streets but if too narrow then ok
Riverside Gr, Dernancourt	Other	1			
Ways Rd, Manningham	Other	1			
Ridgefield Ave, Dernancourt	Others		1		I have concerns for the raised intersections platforms on Tarton Road. When the NE Road and Sudholz Road upgrade was done traffic that missed turn off lanes would need to use Tarton Road to get to Sudholz Road. The raised intersection platforms will slow traffic further causing congestion at the Tarton Road Lyons Road roundabout.
Frome Ave, Hampstead Gardens	Others	1			
Northgate Pde, Northfield	Others		1		Avenues college school traffic improvement, bus only section remain closed to passenger vehicles, Ensure student crossing with good visibility. Improved bus only signage, install boom gate for bus.
Parkview Dr, Oakden	Others		1		Needs to be more done around the Avenues College school to protect the children. The Emu crossing is the bare minimum required, there needs to be more signage, cleared trees, new footpaths, and a speed hump at the crossing area through the chicane.
		6	4	0	