

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, appearing 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

13.2.3 Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (i.e '5086') Local Area Traffic Management Scheme (LATM) - For Endorsement

Report Type	Decision
City Plan Theme	Community Placemaking Leadership
Report Author	Traffic/Transport Planner, City Assets
Report Summary	This report summarises the proposed scheme for the Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie '5086') Local Area Traffic Management Scheme (LATM). Staff have completed community consultation on the draft LATM scheme and updates have been made that incorporates community feedback.
Attachments	<ol style="list-style-type: none"> 1. Hampstead Gardens and Manningham - Final LATM Scheme Summary [13.2.3.1 - 2 pages] 2. Hillcrest - Final LATM Scheme Summary [13.2.3.2 - 2 pages] 3. Gilles Plains - Final LATM Scheme Summary [13.2.3.3 - 3 pages] 4. 5086 LATM Community feedback [13.2.3.4 - 25 pages]

RECOMMENDATION

Council resolves that:

- 1. The report of the Director City Assets titled "Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (i.e '5086') Local Area Traffic Management Scheme (LATM) - For Endorsement" be received and noted.**
 - 2. That the Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie Postcode '5086') Final LATM Scheme as indicated in Attachments 1-3 to the report is endorsed for implementation from 2022/23 with a total capital budget allocation of \$960,000 across two financial years with \$600,000 already allocated in 2022/23.**
 - 3. Progress with an area wide 40km/hr proposal in Hampstead Gardens and Manningham, with a formal submission to the Department for Infrastructure and Transport.**
 - 4. Council formally write to the Department for Infrastructure and Transport advocating for the proposed improvements at the Hampstead Road, Romilly Avenue, Ian Street and McInnes Avenue intersection, Manningham.**
 - 5. Key Stakeholders immediately impacted by a device or treatment be consulted to allow staff to incorporate this feedback, where possible, into the final design.**
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Report

At its meeting on 12 April 2022, Council resolved as follows:

'1. The Director City Assets' report titled " The Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie '5086') Draft Local Area Traffic Management Plan " be received and noted.

2. The Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie '5086') Draft Local Area Traffic Management Plan is endorsed for public consultation.

3. Council Administration consult with the residents and property owners (and the Department of Infrastructure and Transport (DIT) where appropriate) within the study area on the Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie '5086') Draft Local Area Traffic Management Plan.

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 Manningham, Hampstead Gardens, Hillcrest & Gilles Plains LATM, otherwise known as the '5086' LATM study (focus of this report) commenced in March 2021. The colloquial name of '5086' reflects the postcode applicable to the study areas and has been used in correspondence with residents. This Project delivers on four key suburbs that were identified under the Council wide LATM Program.

The 5086 LATM has been broken into three discrete sub-study areas as shown in Figure 1, being:

- Hampstead Gardens and Manningham
- Hillcrest
- Gilles Plains.

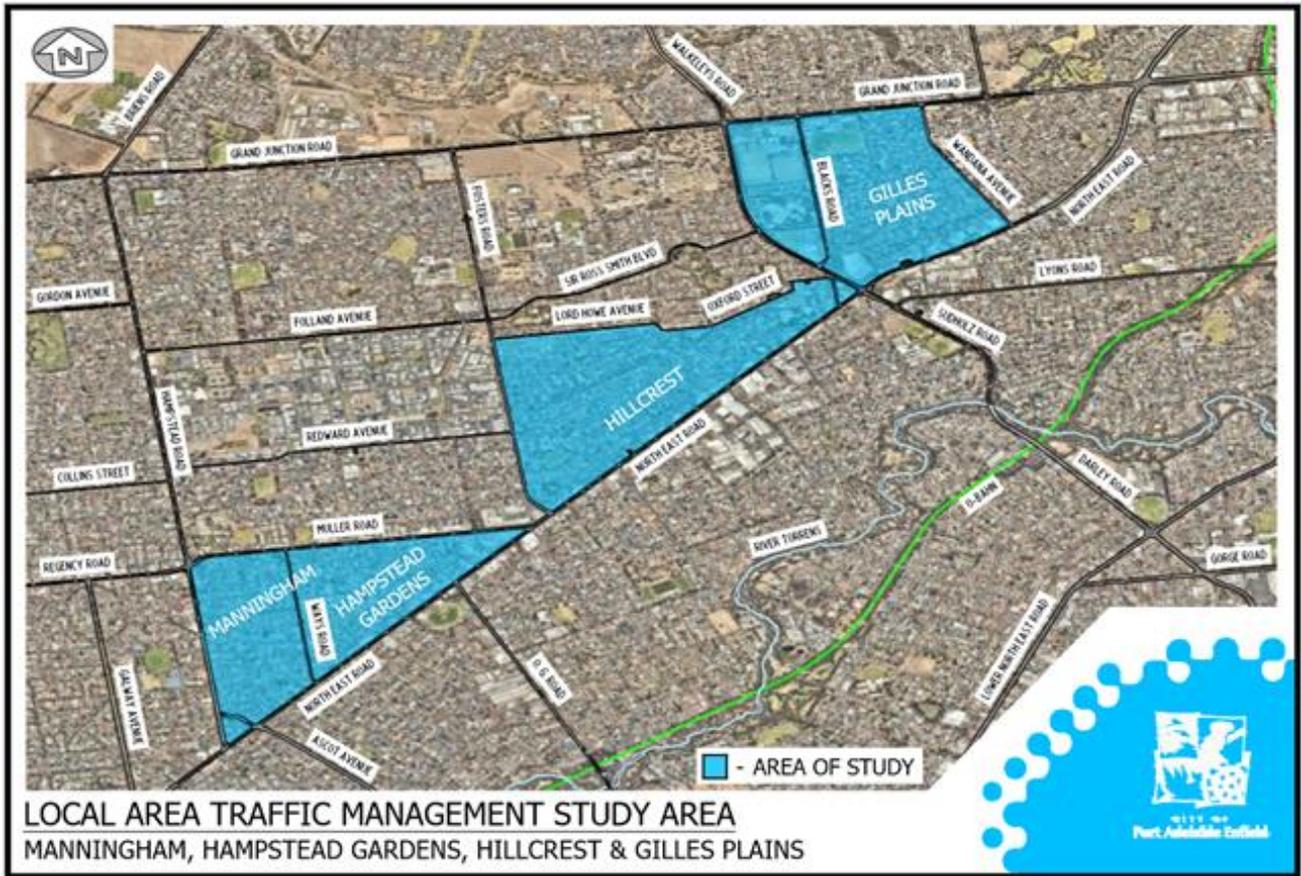


Figure 1 – 5086 LATM Study Area

The Draft 5086 Scheme was presented to Council at its Ordinary Council meeting in April 2022 and endorsed for consultation. In accordance with the Council Resolution, staff have completed community consultation with all impacted residents, property and business owners within the study area.

Feedback from the community consultation has been reviewed and the Draft LATM Scheme has been updated accordingly as summarised below and as per Attachments 1 to 3. 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 LATM plan.

1. Hampstead Gardens and Manningham

A summary of the feedback for **Hampstead Gardens and Manningham** is shown below. As several non-standard treatments were proposed, some additional questions were asked of the Community for this portion of the study only.

Engagement summary

Letters sent	1,644
Responses received	207
Response rate	13%

Overall scheme support

I am supportive of the draft LATM scheme	53 / 26%
I am supportive of the draft LATM, but have some concerns	85 / 41%
I am NOT supportive of the draft LATM scheme	68 / 33%

Note, the 'I support' and the 'I support, but have concerns' are combined to give the 'general' scheme support percentage of **67% in favour** vs. **33% opposed**.

40km/hr speed zone support

Yes	126 / 61%
No	69 / 33%
No response provided	11 / 5%

Part time turn restrictions

Yes	76 / 37%
No	122 / 59%
No response provided	8 / 4%

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; and/or
- Alternate treatment proposal or alternative staging option 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. road humps or turn bans); and/or
- Didn't perceive any traffic issues in the study area.

Updates to the Draft LATM

All feedback received during the consultation period has been reviewed and the following updates have been made to the draft LATM scheme for Hampstead Gardens and Manningham.

Polarising opinions within the Community was noted from the feedback. Some residents have a strong preference for extensive traffic calming and restricting 'rat run' traffic. While most residents are not concerned about this and prefer convenient access to and from their homes. The updated scheme aims to balance these objectives from the Community.

For the revised Final LATM Scheme for Hampstead Gardens and Manningham (**Refer Attachment 1**).

- 1) 40km/hr area wide speed zones (subject to DIT approval)

With **61%** support from the broader community, it is recommended that we **proceed** with the speed limit reduction proposal. Council doesn't have delegated authority to alter speed limits, where this will need to be formally requested through the Department for Infrastructure and Transport (DIT).

If the 40km/hr speed limit is applied throughout Hampstead Gardens and Manningham, traditional traffic calming intervention levels will need to be reviewed to encourage motorists to drive to the lower speed limit.

2) Part time turn restrictions (various streets)

With only **37%** support from the broader community, it is recommended that we **do not** proceed with the part time turn restrictions.

The objective was to reduce 'rat running' particularly via Way Street; however, from the consultation it was clear from the broader community that these controls would be too restrictive for residents and their daily travels.

3) Benjamin Street, Road Humps

The objective was to reduce 'rat running' and reduce travel speeds along Benjamin Street as recorded speeds were slightly above (85th percentile speed – 52km/hr) acceptable levels.

It is clear from the community consultation that residents do not want road humps as they will detract from the amenity of the street, while some stated that 'raised platform intersections' may be accepted.

It is recommended that we **do not** proceed with road humps on Benjamin St as part of this Final LATM plan nor as part of Stage 2 considerations due to the strong objections received. However, all streets including Benjamin Street will be reviewed 12 months after implementation of all the traffic control devices to assess the effectiveness of the scheme and whether there are other streets that may require intervention due to a shift in traffic.

4) Ways Rd, Raised Platform Intersections

The objective was to reduce 'rat running' along and reduce travel speeds along Ways Road as recorded travel speeds were slightly above (85th percentile speed – 54km/hr) acceptable levels.

The raised platform intersections were generally supported under the draft scheme consultation and accordingly it is recommended to proceed with these treatments as part of Stage 1, which will include micro-consultation with those on Ways Road directly impacted by a raised platform treatment (noting that parking is permitted adjacent raised intersection platforms).

5) Orlando Ave, Raised Platform Intersections

The objective was to reduce 'rat running' and reduce travel speeds along Orlando Avenue as recorded speeds were slightly above (85th percentile speed – 54km/hr) acceptable levels.

The raised platform intersections were generally supported under the draft scheme consultation and accordingly it is recommended to proceed with these treatments as part of Stage 1, which will include micro-consultation with those on Orlando Avenue directly impacted by the raised platform treatment.

6) Dyott Avenue, Raised Platform Intersection

The objective was to reduce travel speeds along Dyott Avenue near the reserve due to the higher concentration of children. This would also provide a 'threshold treatment' to the suburb to remind motorists they are entering a residential area. An 85th percentile speed of 50.3km/hr was recorded here. Speed management here is seen as 'proactive' as generally motorists are driving within acceptable limits.

The raised platform intersection was generally supported under the draft scheme consultation where it is recommended to proceed with treatment under Stage 1, which will include micro-consultation with those on Dyott Avenue.

7) Parking controls, signage and minor line marking (various locations)

There were no major objections to these various elements of the draft scheme, where it is recommended to proceed with the micro-consultation with directly impacted residents and property owners.

We have extended the length of the parking controls along Dyott Avenue to The Parkway based upon resident's feedback.

Other considerations

Some concerns were raised regarding the impacts of the Hampstead Road, Romilly Avenue, Ian Street and McInnes Avenue intersection improvements. This intersection is under the care and control of the Department for Infrastructure and Transport (DIT), where staff leveraged the opportunity to seek community feedback as part of the draft LATM scheme consultation.

While some members of the community were supportive of this treatment, residents of Benjamin Street objected as this treatment would likely increase traffic volumes along their street.

A report in June 2019 was presented to Council which investigated the traffic impacts to Benjamin St and Templewood Street that may result as part of this intersection upgrade. An 11 hour turning movement surveys recorded 66 right in/out right turn movements at Romilly Avenue which will now need to find an alternative route. This displacement is considered low and can readily be accommodated by Benjamin Street and Templewood Street without reducing amenity.

Overall, it is considered that the proposed changes will alleviate the road safety issues at Hampstead Road with significant benefits in terms of road safety which will result in a minor increase in traffic in both Benjamin Street and Templewood Avenue which are considered insignificant in terms of traffic volumes and amenity.

As such, Council will not formally include this under the 5086 LATM; however this will be referred to DIT for their further consideration as this intersection is under their care and control.

2. Hillcrest

A summary of the feedback for **Hillcrest** is shown below.

Engagement summary

Letters sent	1,855
Responses received	75
Response rate	4%

Overall scheme support

I am supportive of the draft LATM scheme	36 / 48%
I am supportive of the draft LATM, but have some concerns	30 / 41%
I am NOT supportive of the draft LATM scheme	8 / 11%

Note, the 'I support' and the 'I support, but have concerns' are combined to give the 'general' scheme support percentage of **89% in favour vs 11% opposed**.

Updates to the Draft LATM

There were no major objections from the community for any of the proposed treatments presented under the draft scheme. Consequently, it is recommended that we proceed with all elements of the draft scheme.

The Final LATM Scheme for Hillcrest is attached (**Refer Attachment 2**).

Further suggestions and requests for additional treatments were made from the Community which have been included in the Final LATM scheme as detailed below.

1) Shropshire Avenue and Balmoral Road

The community raised concerns of high speeds through this intersection, which was of concern due to the proximity to the Hillcrest Primary School. A roundabout was requested at this location, however there is insufficient space to construct a traditional roundabout while maintaining adequate verges for footpaths which would also see road traffic significantly closer to adjacent properties.

It is recommended that a 'gull' intersection treatment is constructed at this intersection to better regulate speeds. Pedestrian facilities / kerb ramps improvements are also proposed as part of this treatment.

2) Shropshire Avenue and Fosters Road

The community raised concerns of high speeds and corner cutting at this intersection, which was of concern as this is a thoroughfare to access the Hillcrest Primary School.

It is recommended that a raised concrete median is constructed at this intersection. This is like many other intersections along Fosters Road.

3) County St and Douglas Ave

The community raised concerns of corner cutting at this intersection. It is recommended to install a pavement bar median at this intersection to discourage corner cutting and excessive speeds at this location.

4) Oxford St

The draft LATM scheme had initially proposed the pedestrian / cyclist refuge to be included in Stage 2. This has been brought forwards into Stage 1 and will be funded 50/50 under the State Bicycle Fund.

5) Harman Street and Llewellyn Street & Queensborough Avenue and Shropshire Avenue

The community raised concerns of high speeds on approach to Queensborough Reserve and Hillcrest Primary School. It is recommended to treat these junctions with raised platform intersections as part of Stage 2 considerations due to the low traffic volumes at these locations.

Other considerations

The following items were raised throughout the community engagement, however will be addressed outside of the LATM.

1) Ramsay Street

A resident raised specific concerns with their property access due to the existing concrete protuberances on Ramsay Street.

Localised improvements will be made here by trimming the nose of the concrete protuberance. This will still meet the traffic control function of the device, while improving resident driveway access.

This work is considered minor in nature and is considered 'business as usual' and can be resolved outside of the LATM process.

2) Gascoyne Avenue

The community raised concerns with high traffic speeds. Gascoyne Ave has already been treated with a series of raised platforms road humps, roundabouts and pavement bar medians.

Traffic speeds are within acceptable limits, with the highest recorded 85th percentile speeds along the street of 51.1km/hr. The traffic data indicates that the existing traffic control devices are effective for speed management, however there are isolated cases of high speeds, which are still of concern to the community. This is best categorised as 'hoon driver behaviour' and will be referred to the Police for enforcement.

3) Fosters Road and North East Road

Right turn access from Fosters Rd to North East Rd was a major concern for the community, with several requests for traffic signals at this intersection.

This intersection is under the care and control of DIT, where they are not supportive of traffic signals here due to the proximity to the North East Road / Muller Road / Thistle Avenue signalised intersection. DIT had previously consulted on modifications here to improve safety by restricting right turns from Fosters Road to North East Road; however this was rejected by the community at that time in lieu of signals. Most recently, staff wrote to both Stephen Marshall and Peter Malinauskas during the State Election, seeking their support for this project.

3. Gilles Plains

A summary of the feedback for **Gilles Plains** is shown below.

Engagement summary

Letters sent	1,414
Responses received	76
Response rate	5%

Overall scheme support

I am supportive of the draft LATM scheme	36 / 47%
I am supportive of the draft LATM, but have some concerns	34 / 45%
I am NOT supportive of the draft LATM scheme	6 / 8%

Note, the 'I support' and the 'I support, but have concerns' are combined to give the 'general' scheme support percentage of **92% in favour vs 8% opposed**.

Updates to the Draft LATM

There were no major objections from the community for any of the proposed treatments presented under the draft scheme. Consequently, it is recommended that we proceed with all elements of the draft scheme.

The revised Final LATM Scheme for Gilles Plains is attached (**Refer Attachment 3**).

Further suggestions and requests for additional treatments were made from the Community which have been included in the updated LATM scheme as detailed below.

1) Lynton Avenue

The community raised concerns with poor pedestrian crossing facilities on Lynton Avenue near the Gilles Plains Shopping centre. This was of concern due to high traffic volumes in the local area, along with vulnerable users walking to the shopping centre. There are several supported living / community houses nearby which support residents with disabilities.

It is recommended to investigate a raised concrete pedestrian refuge on Lynton Avenue. Pre-feasibility assessment of suitable locations have commenced. There are several technical challenges associated with the available road width and design vehicle movements (both shopping centre and garbage truck). Stage 1 will include the relevant design investigation works, including pedestrian surveys with the works proposed to be delivered under Stage 2 if there is sufficient demand and technical challenges can be overcome.

2) Lurline Avenue and Harvey Avenue

A resident raised concerns with a recent side swipe incident at the intersection of Lurline Avenue and Harvey Avenue. This has been assessed and to improve channelisation at this intersection, pavement bar medians and parking controls are proposed. There are several driveways at this intersection, where some pavement bars will be omitted to ensure property access is maintained.

Other considerations

The following items were raised throughout the community engagement; however, this will be addressed outside of the LATM.

1) Blacks Road

Community concerns were raised regarding traffic speeds along Blacks Road.

The treatment of Blacks Road was deliberately excluded from the draft 5086 LATM as there are land use changes expected in the medium term, namely the SA Health site (to the west of Blacks Road) being rezoned for residential development.

As part of the redevelopment considerations, we will work with the developer and review the function of Blacks Road to better inform treatment options. Installing treatments now could be prohibitive to any future development or may require significant rework that will be costly at a later stage.

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 feedback from the Draft LATM have been included within the body of the report.

Extensive Community Engagement occurred throughout the development of the Draft 5086 LATM Scheme and inform the Final LATM plan. Broadly this involved:

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 the 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.
Micro-consultation (next step)	Specific and targeted engagement with those impacted by a nominated treatment.

A summary of the community consultation is shown (**Refer Attachment 4**).

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

A total budget allocation of approximately \$960,000 is required to deliver all Stage 1 treatments identified within the 5086 LATM, with \$600,000 already allocated in the 2022/23 Capital Budget. Accordingly, the Stage 1 treatments would need to be staged over two financial years (i.e. Stage 1 A and Stage 1B).

Stage 2 devices (if required) will be costed following the 12-month review.

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 will have positive social outcomes as a result of lower traffic speeds, improved amenity, 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

Hampstead Gardens & Manningham | 5086



5086 LATM Scheme Summary – Hampstead Gardens & Manningham

Speed limit review

Lowering speed limits:

- Area wide 40km/hr speed limit throughout Hampstead Gardens & Manningham

Raised intersection or road humps

Installation of raised intersection platforms at the following intersections:

- Ways Rd and Benjamin St
- Ways Rd and Birkinshaw Ave
- Ways Rd and Orlando Ave
- Orlando Ave and Tabard St
- Orlando Ave, Ivy St, Falcon Ave and Eglin Pl
- Dyott Ave and Leroy St (at Doley Reserve)

Minor intersection linemarking

Installation of separation line and associated parking controls:

- Hampstead Rd and Welwyn Rd
- Hampstead Rd and Benjamin St
- Hampstead Rd and Templewood Ave
- Hampstead Rd and Lorraine Ave

Installation of pavement bar medians and associated parking controls:

- Ways Rd and Birkinshaw Ave
- Ways Rd and Romilly Ave
- Ways Rd and Benjamin St
- Ways Rd and Welwyn Rd
- Ways Rd and Orlando Ave

Installation of parking lane linemarking and delineation at:

- Ways Rd neighbourhood shopping strip

Narrow Streets

Parking controls review in line with Council's Narrow Streets Parking & Access Policy:

- Cheviot Rd
- Keith Ave
- Lincoln Ave
- Elgin Pl
- Flint St
- Lawton Ln

Parking and signage review

Installation of parking controls at:

- Dyott Ave (and no truck signage)
- Poole Ave
- Elm St

FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Hampstead Gardens & Manningham | 5086



Stage 2 treatments

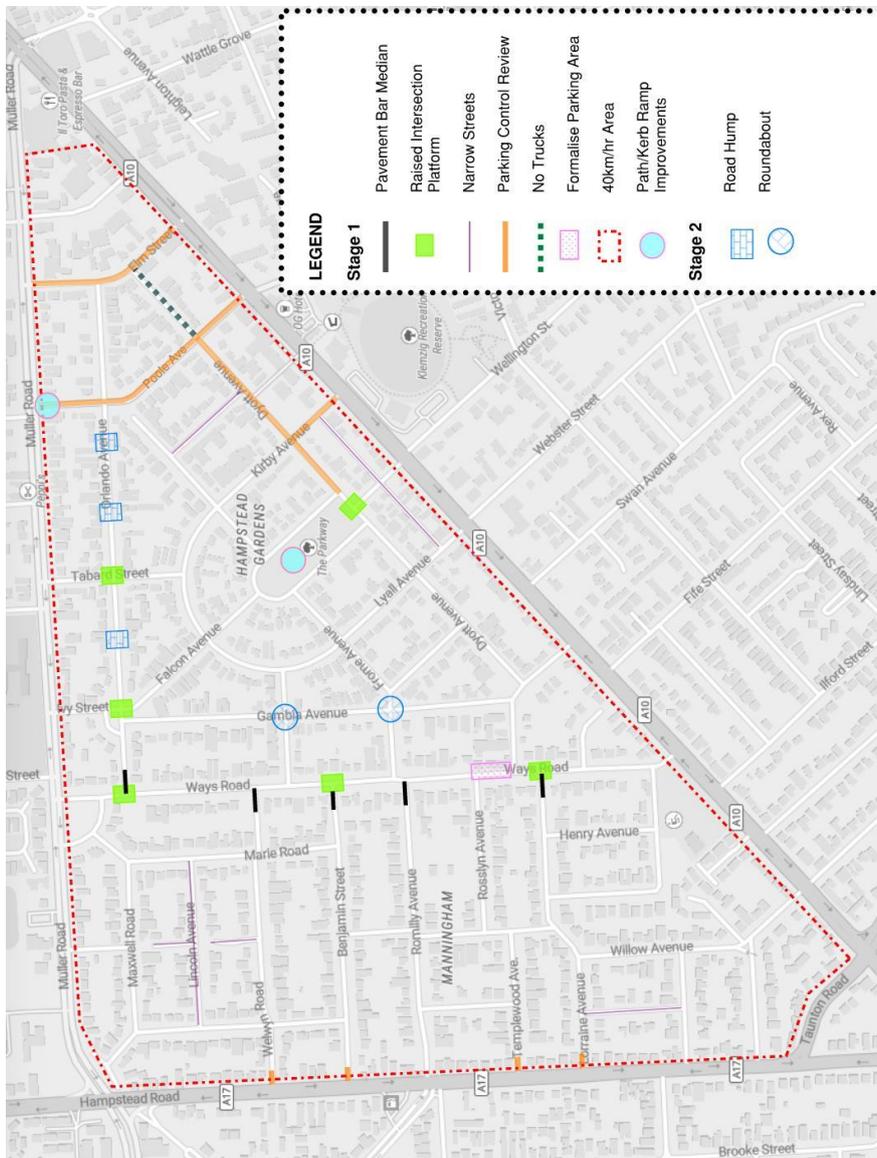
Considered post 12 month review of the Stage 1 treatments.

Road humps at:

- Orlando Ave (Numbers 6, 28 and 40)

Roundabouts at:

- Gambia Ave and Fleet St
- Gambia Ave and Frome Ave



FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Hillcrest | 5086



5086 LATM Scheme Summary – Hillcrest

Patricia Ave

Installation of traffic improvements including:

- Pedestrian and cyclist refuge (near Treweck Ave)
- Painted median and turn lanes at Patricia Ave and North East Rd
- Rollover kerb parking bays (near Mitsubishi car dealership on North East Rd)
- Pavement bar medians at Patricia Ave and Oxford St
- New footpath link at Delhi Reserve to post box

Oxford St

Installation of traffic improvements including:

- Pedestrian refuge on Oxford St (near Sussex Ct)
- Pavement bar medians at Patricia Ave and Oxford St (also included in the Patricia Ave treatment schedule)
- Pavement bar median at the Oxford St bend
- Pavement bar medians at Patricia Ave and Bristol Tce

Shropshire Ave

Installation of traffic improvements including:

- Raised concrete median at Shropshire Ave and Fosters Rd
- 'Gull' intersection improvements at Shropshire Ave and Balmoral St

Douglas Ave

Installation of traffic improvements including:

- Raised concrete median at Douglas Ave and Fosters Rd
- Pavement bar median at County St and Douglas Ave

Narrow streets

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

- Norman St
- Napier St
- Culgoa St

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

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

Parking review

Installation of parking controls at:

- Fosters Rd (near Oakden Medical Centre)

Stage 2 treatments

Considered after a 12 month review of other treatments:

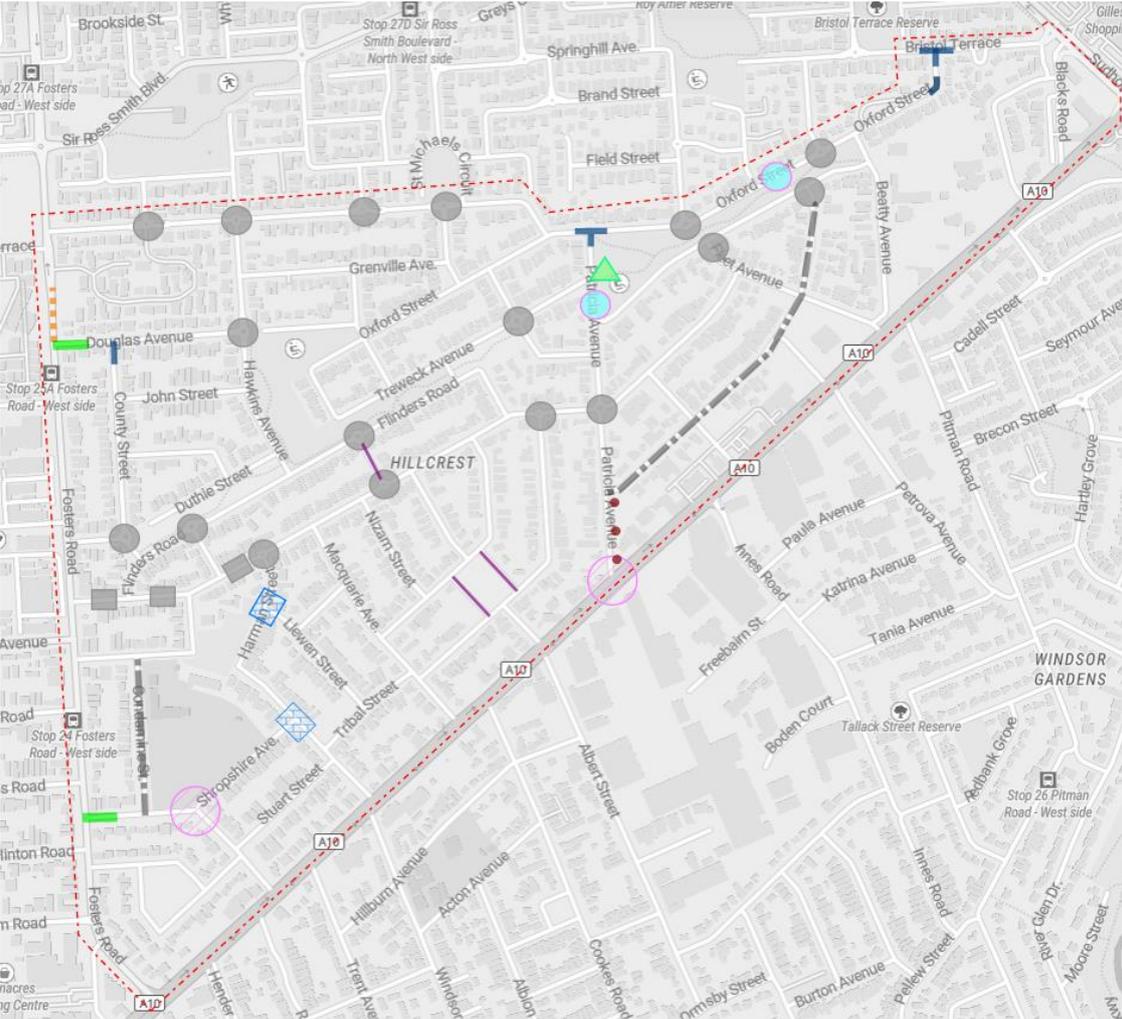
- Raised platform intersections at:
 - Shropshire Ave and Queensborough Ave
 - Harman St and Llewlen St

FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Hillcrest | 5086



5086 LATM Map – Hillcrest



LEGEND		Stage 1		Stage 2	
●	Existing Roundabout	—	Narrow Streets	●●●●	Parking Pad
■	Road Hump/Raised Intersection Platform	—	Parking Control Review	○	Intersection Improvements
---	Chicane	—	Concrete Median	▲	Path/Kerb Ramp Improvements
		—	Pavement Bar Median	○	Pedestrian / Cyclist Refuge
				■	Raised Platform Intersection

FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Gilles Plains | 5086



5086 LATM Scheme Summary – Gilles Plains

Road cross-section modifications

Installation of line marking to:

- Formalise parking bays along Wandana Ave

Raised intersection platform

Installation of a raised intersection platform at the following intersection:

- Lurline Ave and Swanson St

Road humps

Installation of road humps:

- Swanson Ave (Numbers 6 and 14)
- Hawker Rd (Numbers 2, 12 and 21)
- Glenroy Ave (Numbers 1, 13 and 33)

Narrow Streets

Parking controls review in line with Council's Narrow Streets Parking & Access Policy:

- | | |
|--------------|----------------|
| • Lewis Ct | • Feature Ct |
| • Lee St | • Powell St |
| • Union Ct | • Brookdale Cl |
| • Marcia Ave | • Edward Cl |
| • Burman Ave | • Lynton Ave |

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

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

Pavement Bar Medians

Installation of pavement bar medians and parking controls at:

- Lurline Ave and Harvey Ave

Parking review

Installation of parking controls at:

- Near St Paul's College (various school parking improvements)
- Lynton Ave (near Gilles Plains Shopping Centre)
- Parking Study (review parking catchment)

FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Gilles Plains | 5086



5086 LATM Scheme Summary – Gilles Plains

Minor intersection linemarking

Installation of separation line and associated parking controls:

- Dally Rd and Feature Ct
- Dally Rd and Fulton St
- Hawker Ave and Carona Ave
- Hawker Ave and Kanowna St
- Kanowna St and Karratta St
- Hawker Ave and Wandana Ave
- Kopoola Cres and Corana Ave
- Kapoola Cres and Grant Ave
- Wandana Ave and Karrata St
- Wandana Ave and Kopoola Cres
- Kopoola Cres and Corana Ave
- Hawker Ave and Lurline Ave

Footpath

Installation of new footpaths:

- Milbank Ave to service Oakdale Reserve
- Dally Rd (northern side)

Stage 2 treatments

Considered post 12 month review of other treatments

- Partially indented kiss and drop parking bays on Dally Rd (northern side)
- Pedestrian refuge on Lynton Ave near shopping centre

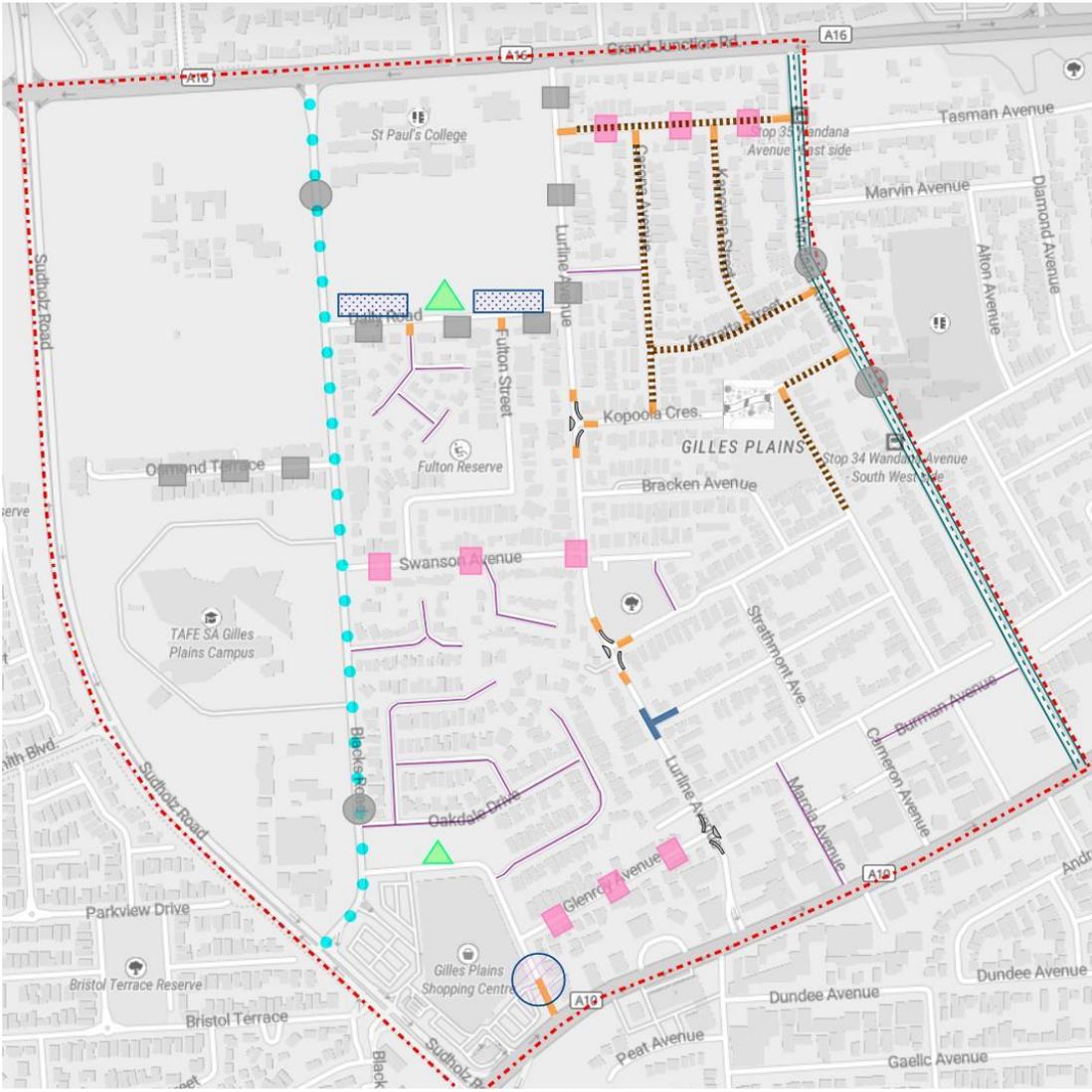
FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME

Gilles Plains | 5086



CITY OF
Port Adelaide Enfield

5086 LATM Map – Gilles Plains



LEGEND		Stage 1		Stage 2		On Hold	
Existing		Road Cross Section Modification (parking bays)	Path/Kerb Ramp Improvements	Indented Parking Bay	Road Hump/Raised Intersection Platform	Review Post Development Activity	
Pedestrian Facility	Road Hump/Raised Intersection Platform	Narrow Streets	Parking Control Review	Pedestrian Refuge			
Intersection Treatment	Parking Study	Pavement Bar Median					
Driveway Link							

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	We submit the following for consideration: 1. There be no parking in Benjamin Street on the north side from Hampstead Road to Ryder Road. When vehicles using the invert from Hampstead Road to enter Benjamin Street very often vehicles are parked on both sides of the road close to the corner making it dangerous to turn because of the restricted road	2. Humps would be better placed at intersection on Benjamin Street ie. Marie Road, Willow Avenue and Ryder Road as they would slow entry better and this would reduce the humps to 3 3. Humps should be low entry and bitumen, not pavers which are too noisy Map attached with suggestions
Lorraine Avenue Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16152766)
Gambia Ave, Hampstead Gardens SA5086	I am supportive of the draft LATM scheme, but have some concerns	NA	No	I understand the right turn restrictions from Ways Road and Page Road in the morning. There is a lot of traffic congestion in Page Road when someone tries to turn right in the morning. I understand trying to cut the traffic from North East Road to Muller Road in both evening and morning. My concern as a resident of Gambia Ave is in the evenings if I can't turn left into either Way or Paige Road it cause me to turn early and weave through Manningham or past page and weave through Hampstead Gardens. I would support no left turn to Ways but keep Page available. As buses stop just past Page the traffic on North East Road is often stopped near Page this would allow residents to return home and not affect the flow on North East Road as much as it does on Ways Road, while still discouraging some of the cut through between North East and Muller Road.	
Ways Road Manningham	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	We do not want speed humps in our area, unless absolutely necessary. Firstly, we want to try speed restrictions to 40kph, signage showing restrictions, and a sufficiently long trial period to assess the effectivity of these types of measures. Secondly, we support turn restrictions at various times of day.	
Manningham St Manningham	I am NOT supportive of the draft LATM scheme	No	No	It doesn't really matter what I have to say as my area is full of retirees and people that no longer drive a car or think in a logical manner. All you are doing is slowing traffic flow and causing/moving congestion from one part of a suburb to another. At 40km/h I may as well walk. What's next, 25km/h? Wouldn't put it past you lot.	
Ways Road, Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	1. How will the turning restrictions be enforced? There is a no-truck sign on Ways Road but trucks are still using Ways Rd to get to North East Rd. 2. Turning restrictions onto Ways Rd - Muller Rd, acceptable but how is it enforced? 3. Turning restrictions from North East Rd to Ways Rd - how do we get into Ways Rd then? 4. Object very much to parking controls on Ways Rd and Benjamin St.	Hard Copy Submission ECM Doc No# 16140744 1. Ways Rd is longer than Benjamin St, yet Benjamin St would have more raised intersection or road humps? - Perhaps with a couple more raised intersections on Ways Rd, it might deter speeding and people using Ways Rd to bypass Hampstead Rd (no humps or not much traffic on Ways Rd) 2. Prefer raised intersections than road humps
Marie Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	NA	The corner of Ways Road and Mullers Road needs attention - a roundabout? Benjamin Street I think people will travel down next streets. Just shift the problem, resident of Benjamin Street should have say above other. We don't find it a problem.	Closing off Ways Road will just shift problem to adjacent streets but speed change should if fined for speeding
Keith Drive Manningham SA 5086	I am NOT supportive of the draft LATM scheme	Yes	No	As a trade restricted turns of Ways Road will impact my business. A roundabout on Muller/Ways or OG/Muller would be more appropriate. There are no parking problems on Keith Avenue why create one what is the proposed budget for these changes?? (ECM document #16136015)	It seems money is being spend at the disadvantage of local residents - why are we not given the opportunity to be part of this working group?? I attend a pre draft meeting (4) people? no complaints re traffic or accidents no resident in Keith Avenue were consulted.
Willow Avenue Manningham SA 5086	I am NOT supportive of the draft LATM scheme	NA	No	I do not understand the logic in directing/forcing north bound traffic to turn left into a small road. Willow Avenue which is narrow/ has a 3 way junction at Manningham St and Manningham Court road is narrow. Cars are parked and when turning left into Willow Ave possibility of accidents as east bound traffic sometimes blocks entry into Willow Avenue.	Please explain logic of funneling traffic off NE Road with a small/narrow with Willow Avenue and blocking entry to a wider Ways Road
Lorraine Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	We appreciate and agree with the 'road humps' proposed for Welwyn, Benjamin and Romilly direct 'cut throughs' from Ways Road to Hampstead. However, Lorraine Ave has been largely ignored for road humps. It is also a 'cut through' option, and in my opinion, is the most dangerous as it includes the bend near Willow Avenue, which drives take very quickly and blindly. (this bend is also a common crossing for children going to playgrounds nearby) (ECM document #16136015)	The 'road humps' proposed for Welwyn, Benjamin and Romilly will certainly push traffic down to Lorraine Avenue, which would become the 'quickest' cut through option - also already being the most dangerous. Note: Lorraine is also used as a cut through from Hampstead to Ne Road with the Willow Avenue turn regularly/dangerously used. (please add road humps or similar for Lorraine/Birkenshaw)
Gambia Avenue, Hampstead Gardens SA 5086	I am NOT supportive of the draft LATM scheme	No	No	Currently traffic in this area is fine. There are no issues. This proposal will turn the area into traffic hell. I'm not sure what misguided rationale was applied to determine this.	Why
Arthur Avenue Manningham SA 5086 Falcon Avenue, HAMPSTEAD GARDENS	I am NOT supportive of the draft LATM scheme I am NOT supportive of the draft LATM scheme	No No	No No	1. For people who need to go south in the am it means the only way is Hampstead Road which is extremely busy and full of trucks all travelling in Indian file so that they can turn into Ascot Avenue and it will make this even worse 2. Traffic lights at Ways/Muller would be a better option, as the am/pm restrictions will put more cars on to NE Road and Hampstead Road. The proposed restrictions will make it hard for Manningham residents to access these main roads and dangerous!! Restriction of access to Muller Rd from residents who live nearby as it is main avenue of exit/entry to area.	50km/h speed limit is good enough in the area
Ways Road Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16061250)
Elgin Place Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	Ivy Street - my garage opens directly onto Ivy Street and many times cars have parked right across it. Please have signage to make it clear to not park in front of my garage, as my children have been late to school due to careless inconsiderate people. (ECM document #16061250)	
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	Why does a long road like Ways Road have only 3 speed humps which seems like a reasonable number of speed humps but a short road like Benjamin Street have 5 speed humps. Way too many! Please remove 2 speed humps from Benjamin Street (see map attached)	Please do not put in part time turn restrictions. I need to go to Greenacres each day between 4-6pm, where do I turn right? Hampstead Road is far too busy to turn right on at that time. Muller Road has less traffic. This is unfair/unsafe for the local Manningham residents. Don't put in part time turn restrictions yet, see how everything goes and reconsider after a couple of years. (ECM document #16061250)
Ways Road Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		Who will be policing the no left/right turn and speed limits, as a majority of drivers do not take any notice. (ECM document #16061250)
Marie Road Manningham SA 5086	I am NOT supportive of the draft LATM scheme	NA	NA	I do not support blanket "no left/right turn" policy as this will adversely affect not just rat runners, but also residents going to/from home. Some other scheme like "no through traffic" like exist in Broadview would be more reasonable or speed reducing measures that make passing through less attractive.	I work shft work and often go to/from my workplace on Fosters Road. The no left turn would make me have to drive around the block to get to my house. Not happy about it.
Roslyn Avenue Manningham SA 5086	I am supportive of the draft LATM scheme	No	No		(ECM document #16061250)
Page Street Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	NA	We have noticed many cars have been speeding past our area almost to the point of hitting cars that are parked on the side of the street. We need street humps we have gone to the police, council MP to address the issue but so far nothing has been done.	Street hump to be placed in the area to stop speeding or drifting. Please do this as quickly s possible there are children in this area including my 6 year old grandson this is a serious situation. (ECM document #16061250)
Gambia Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		Please see document for 2 page feedback. (ECM document #16061250)
Gambia Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		A great move no left turn Mullers Road to Ways Road am peak (7am -9am) - same for Chevot Road and Melbourne Crescent. No right turn Muller Road to Ivy Street and I agree also with Ways Road NE Road and Page to NE Road am peak - NE to Ways and Ne to Page and Ways to Muller (4:30pm to 6:30pm)

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes. <small>(ECM document #16065724)</small>	Any other comments
Manningham Street Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	NA	NA	Dear team I have received the feedback form for the proposed traffic management changes to the Manningham and Hampstead Gardens local areas. My details are 9 Manningham St, Manningham SA 5086 and contact details as per below. In regards to the intersection at Romilly Ave, Ian St and McInnes Ave, this should have pedestrian lights allowing people to cross this busy road and would still allow right hand turns from these exits. There is nowhere between North East Road and REgency road for pedestrians to cross Hampstead Road which is always heavy with traffic. In regards to No right turn from Ways road to Mullers Road I disagree. Left hand turns should be redirected to the other exit via Melbourne Crescent. How are we to get from our street to the northern end of Mullers Road to the shopping precinct at the specified times? There has been no consideration to parking controls on Manningham Street where we always have renters from the units on North East road parking and leaving their cars for weeks. Manningham Street requires parking controls to prevent disruption to those living on this street. It is disappointing that requests are submitted and only certain changes are made. The majority of proposed changes have no positive impact on me. Could consideration please be given to all local residents of these areas, not just some streets. Thanks	
Willow Avenue Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	Turning restrictions (pm peak 4:30-6:30 no left turn) NE Road to Ways and Page. This would channel all north bound traffic from city (peak hour) and Ascot Avenue into Willow Avenue which has a tight bottleneck at Willow and Manningham St 3 way juncture at Willow, Lorraine and Birkinshaw Avenue. Residents of Manningham, Hampstead Gardens and Ways Road would use Willow Avenue to access their homes as it is a straight clear road with a 50km/h restriction. I walk every morning the length of Wyas Road between the hours of 7am to 9am for the past 30 years. My observation is the traffic is generally not of large volume the entire length. There is some greater flow using Romilly and Benjamin in the morning with road humps as a deterrent.	
Fallon Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	Yes	I think putting 4 (5) humps on Benjamin Street is not good. Although humps will help to reduce speed they also cause more street noise. By reducing the traffic that are "rat running" this will cut down the volume. These proposals make it more difficult for residents to get out of the suburb in particular Falcon Avenue (and slower)	
Benjamin Street Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	Dear Council, As a resident of Benjamin St, Manningham, I strongly oppose the construction of any speedhumps in Benjamin St. This is very inconvenient to residents and unsightly. Surely the people who live in the street should carry more weight in this argument. Also these are quite costly and money should be invested elsewhere. Regards, Richard Le Leu Benjamin St, Manningham resident <small>(ECM document #16132787)</small>	
Willow Avenue Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	I do not support any of these changes. You do not live in this area. Willow Avenue is a narrow area with the problems here are car parking from NE Road flats were already congested! Ways Road is a main thoroughfare needs to stay the same. Also these changes are environmentally friendly you are just adding to our petrol costs. No changes at all	
Muller Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	Living on Muller Road close to the Hampstead Road intersection - in the morning traffic is backed up past Ways Road intersection. Preventing traffic from accessing Ways and Cheviot Road will add to this problem. I am in favour of the speed restrictions - this is the main problem with cars accessing side streets, along with the narrow roads.	In the turning restrictions section - there is no access to Melbourne Crescent from Muller Road - am peak restriction of no value. Parking on one side of side streets only - this would make streets more accessible
Taunton Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	To reduce speed to 40km/h on Taunton Road and other areas is a great idea to attempt to minimise risk. The speed at which cars approach the Hampstead and Taunton Road corner is horrifying and makes it unsafe even to walk or cross roads. A permanent speed camera approaching the corner would assist. We are concerned with the proposal to restrict turning into Ways Road. We turn there to access our property because you can not turn right into our property on Taunton Road. We do not support the part time turn restrictions, specifically the No left turn from North East Rd to Ways Rd. This is due to the access issues it will create for our street, Henry Ave. We support the plan to reduce e the "rat running" on Ways Rd. Perhaps there could be another option to dissuade drivers closer to Birkinshaw Ave?	My last feedback was sent as requested but heard nothing since. I asked for it to go to my husbands email bert@onsiteimaging.com.au
Henry Avenue Manningham	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	My concern is around the "Turning Restrictions"™ If you are trying to restrict "rat running"™ why would you not have a No Right Turn: Muller Rd to Ways Rd in AM Peak, similar to the No Left Turn. 2 keys points i disagree with is 1. No right turn - Page St to North East Rd(AM) at present it doesn't cause traffic congestion. If you are worried about traffic from ways Rd then perhaps a no left turn from ways Rd to Page St (AM) to avoid this. 2. No left turn - North East Rd to Page st(PM) again minimal traffic use with page st as a cut through due to its limited access and distance from ways Rd/north east rd intersection.	The bulk of the "rat running"™ is north to south (muller Rd to Northeast Rd) via Ways Rd in the AM and South to North in PM. Could some "local traffic only"™ signs be also used? Also i would like to see the roundabouts in Gambia Ave shifted into stage 1, as many cars fail to give way going across Gambia Ave. Also the "No Standing"™ on page street be extended between peak periods from Dyott ave to North East as its often congested with parked cars, many times during the existing no standing zone times(as its never policed by council) this also exacerbates exiting and entering Page st from North East Rd.
Lawton Lane Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	No	Yes		Yes please mark yellow line in front of my house 10 Lawton Lane, so the car do not park right in front of gate, I can not go from my front gate! <small>(ECM document #16065724)</small>
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	No		Ways Road etc part time turn restrictions - I think this would inconvenience local residents too much. Just make Ways Road difficult to travel along with speed humps, roundabouts etc. <small>(ECM document #16065724)</small>
The Parkway Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		Kirby Ave upon which is sited suzuki motors and a truck depot is a very narrow road and is used as a car park on both sides of the road by suzuki - should be no trucks and restricted parking. Speed limit should be 35km/h in the suburb and regular SAPOL patrols to deter lead foot lunatics and drug dealers especially in the parkway reserve <small>(ECM document #16065724)</small>
Willow Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	NA	Yes	- we are not fans of 40km/h speed zones or road humps however would not raise any objection to their introductions - removal of access between McInnes and Ian would create problems for locals and service vehicles eg. rubbish trucks etc - would suggest consideration being given to installation of no u-turn signs at corner of Hampstead and Benjamin/Welwyn roads to stop LH turns out of Ian and McInnes proceeding south on Hampstead Road after completing their u-turn - probably outside of councils jurisdiction but LG turn lane from Muller to Hampstead should be extended. This would probably require the bus stop to be removed or relocated	
Orlando Avenue Hampstead Gardens SA 5086	I am NOT supportive of the draft LATM scheme	No	No		<small>(ECM document #16065724)</small>

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Elm Street Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	NA	NA	(ECM document #16065724) We are one of many businesses in Elm Street. We all have trucks and vans coming and going which is a necessity for our businesses to receive stock etc. I would like to see a yellow 'no parking' line opposite our gate as we have a very awkward telephone pole right on the edge of our driveway plus cars parked across the road make it very difficult for the trucks to enter the driveway. I have also had customers complain there is not much room to drive through Elm Street and they actually get a bit scared.	
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16065724) I would like to see a pavement bar median in Willow Avenue at the Benjamin Street intersection as drivers cut this corner consistently turning into Willow from Benjamin. I would not be too please with the proposed alterations to the Romilly/Hampstead intersection unless something was done to ensure this did not result in yet more traffic in Benjamin Street. Some residents in Benjamin Street appear to be extremely anti-road humps. Personally, I do not know why as all their concerns can be explained away - if they would listen. One resident appears to be against all suggested mitigation devices off hand. I sincerely hope this does not dissuade council from carrying out traffic mitigation in our area.
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	Benjamin Street is tree lined with established jacaranda trees. Damage to overhead branches were reduced when trucks were banned from street, thank you. I am concerned, however, when humps are placed in Benjamin Street as it will lift the trucks that do use the street such as garbage truck, removal truck etc. and place the trees at a high risk of damage as the clearance will dramatically reduce. Could the humps be strategically placed so there is no risk to the tree branches and canopy overhead. There appears to be some gaps in Benjamin Street that may be suitable. Alternatively, maybe approach in 2 stages - first to see if the 40km/h limit works/stops 'rat running' thank you.	I would appreciate a response to feedback.
Ways Road Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16065724) Parking restrictions on Ways Road shopping precinct may cause overflow on opposite side of road. In years gone by we had issues with people parking across our driveways
Templewood Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	The no left turn out of Ways Roads seems draconian and excessive. No right turn is appropriate but left is not. The other measures appear to be fine. While it does not affect me directly - putting road humps along the length of Benjamin Street will cause traffic to divert more into my street. Changes do not solve traffic flow problems merely relocate it. It seems nonsensical to have no left turn when proposed when one is in the left lane. Is this trying to limit traffic down Ways Rd? It has impacts on those living on Ways Rd. No right hand turn onto NE Road is a pain but to prohibit it only relocates the traffic problem elsewhere. Queuing will still occur anywhere along streets feeding into NE Road. To divert traffic say to Hampstead Road will only increase the queuing whether one is turning left or right onto Hampstead Road. These changes do not solve the problem.	A possible resident only parking measure in streets like Templewood Avenue and Heath Avenue (around me) would be appreciated. Residents from Hampstead Road park in these streets for significant periods (eg. one car has not been moved about a year) on Templewood Avenue. Thanks Drivers need to be more patient and understanding of traffic conditions and plan time accordingly. Raised speed humps and works that narrow street will only exacerbate flow problem already with current parking and drivers taking too much road space when passing a parked car that cause on coming drivers to take evasive action by slowing and waiting whilst driver takes unnecessary road space to pass.
Ways Road Benjamin Street Manningham SA 50863	I am NOT supportive of the draft LATM scheme	No	No	(ECM document #16065826) Please see ECM document for full page feedback.	
Taunton Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	By eliminating left turns onto Ways Road, Cheviot Road and Melbourne Crescent more cars will flow onto the smaller streets to cut through. By eliminating left turn onto Ways Road (pm) all cars will turn left at Willow Street causing chaos at the NE Road and Taunton Road intersection. It is already hard enough turning left at Willow in peak hour as cars fly through the NE Road intersection. This will create a bank up over NE Road/Taunton	Put humps on Ways Road to slow the traffic. By not allowing cars to turn left they will travel the smaller more narrow streets this is worse. Ways Road is wider and can cater more cars (tick next to scheme proposal overview letter showing what agree and disagree)
Romilly Avenue Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	No need to waste council money on the recommendations. The best option would be to leave everything as it is except install traffic lights at the intersection of Hampstead and Romilly Avenue, McInnes Avenue and Ian Street. This would be a safe option for such a busy and dangerous intersection (ECM document #16065826)	
Willow Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	(Hampstead Road, Romilly Avenue, Ian Street, McInnes Avenue intersection) This is a terrible intersection for pedestrians and some of the proposed changes I support. However, it is important to maintain a right-turn ban from Hampstead into Romilly Avenue. It is a spot where residents can turn in to the side streets without causing congestion on Hampstead Road. Without a turning bay (somewhere along Hampstead Road in to the Manningham suburb) will cause immense difficulty for residents and users of Hampstead Road, especially during peak times.	I am unsure whether the restrictions of the left turn from Muller in to Ways Road is necessary. It seems unusual to restrict a left turn. The restriction of the right turn from Ways Road to NE Road should be sufficient to prevent 'rat running' during the AM peak time.
Ryder Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	Proposed plans for this area are generally supported. My suggestion in addition to the plans is this: road humps in McInnes Avenue and Collingrove Avenue should be removed completely and replaced with full road width road humps. Half road width road humps are dangerous and have turned both roads into a drivers nightmares to navigate "russian roulette"	In short, half road width speed humps are a dismal feature. If this a prospect council issue apply some pressure to fix the mess!! (ECM document #16065826)
Keith Avenue Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		Parking both sides of some narrower streets looks like becoming a problem x1 car families/no on-site room. Your decisions general good sense
Page Street Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	I've mentioned this issue to the civic centre a few times - many peak hours drivers turn right from NE Road into Page Street then onto Ways Road. There are also cars from Dyott (right) onto Page then Ways which is a race track for many. As reported, I've had 2 close calls with drivers and my young children due to this flow of traffic.	Feel free to contact me with any clarification needed. The issue above despite the 40km/h limit will not stop the through traffic issue.
Willow Avenue Manningham SA 5086 Gambia Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	I object to the part time turn restrictions. Ways Road is a major ingress and egress point for local residents, to impeded the ability to turn into or out of is severely disadvantageous and inconvenient for residents. They will just have to 'rat run' other side streets just to get home. It is merely moving the issue from Ways onto other streets. Perhaps a left turn with car can be cut into the corner of Ways and NE Road so the R turn onto NE can remain.	40km/h is ok but 50 on Ways is fair. I urge the council to not do the part time turn restrictions. Nothing of value will be achieved as it will create issues elsewhere. Residents need to be able to get home/leave home/get to the shops/home from the shops without unnecessary impediment.
Hewer Street Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	(ECM document #16065826) Concern I have is the trucks parked on Muller Road between Elm Street and Poole Avenue (dial-a-tow) everyday reducing to one lane and impairing road vision. This does not seem to be addressed	(ECM document #16065826)
Gosfield Crescent Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16073242)
Lovell Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	This is a small area to have such a lost of changes all at the same time. Surely 40km/h and raised intersection/road humps will have a big impact on 'rat running'. Why not make some changes and see how it goes? Living in Lovell Avenue and wanting to get to the other side of Muller Road during restriction times would be extremely difficult.	
Willow Avenue Manningham SA 5086	I am supportive of the draft LATM scheme	No	Yes		(ECM document #16073242) With all the other restrictions, I don't believe the reduction in speed limit is warranted.
Hutton Street Vale Park SA 5081	I am supportive of the draft LATM scheme, but have some concerns	No	No	(ECM document #16073242) 50km/h is appropriate. Left turn restrictions will negatively impact the flow of traffic. Definitely supportive of right hand turn restrictions.	
Ways Road Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16073242) Concerned that turn restrictions will not be monitored by council or policed. This will be essential at least initially to educate motorists.
Falcon Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16073242) Great traffic management plan, well done by all involved. "Lets get starter"

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Birkinshaw Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	Manningham is an aesthetically pleasing suburb that sets itself apart from other suburbs with its clean and simple roads and pathways, by adding line-marking, signage, median strips and other infrastructure the suburb loses its elegance and look cheapened. Minimising if disruption to the pleasant simplicity of Manningham street would be ideal. I do not support a pavement median strip on Birkinshaw Avenue, this adds unnecessary hazards to night time driving in these streets as it is very poorly lit as it is and a concrete strip is only going to cause issues, additionally the volume of traffic down Birkinshaw is minimal and does not warrant such structure.	I also do not support road hump at the end of Birkinshaw/Ways Road. These additions to our roads here are going to make the commute around our suburbs for residents highly frustrating and I am yet to see any issues with those streets traffic use. Birkinshaw Avenue is a very quiet street and would not benefit from a lowered speed limit nor a pavement median bar and raised road platform.
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	Re - speed humps - Benjamin Street - Manningham The introduction of these humps will greatly increase run off water over our street which during winter months is prone to serious flooding due to poor design of the footpath gutters. Lots of the water is collected on one side of the road which quickly flood all the road. More water restrictions = making this matter worse	As a proud resident of this street (best street around) this needs a lot of consideration into the ambience of this street so it retains its look for today and the future eg. street signs?
Gambia Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	No	No		(ECM document #16077633) (ECM document #16077633)
Not provided	I am supportive of the draft LATM scheme	Yes	Yes		My only concern is how would the no right and left hand turns would be policed
Gambia Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	No		(ECM document #16077633)
Poole Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	(ECM document #16077633) Strongly against parking controls on my properties road (Poole Avenue). Parking is not an issue and will be inconvenient for all residents on this road. The issue is traffic speeding from Muller Road to NE Road along Poole Avenue. Cars speed around the bend and on two occasions have lost control and crashed through my fence. It is lucky nobody has been killed!	No changes to parking on Poole Avenue. Infrastructure needed on Poole Avenue to force cars to reduce speed around the bend when heading from Muller Road to NE Road. Have seen many near misses with cars speeding around the bend almost colliding with residents exiting their driveway.
Taunton Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	We agree with most of the proposal except for the no left/right turn. These turns are used regularly by people living on Taunton Road because it is already difficult for us to get into our houses during peak hour. To cause minimal disruption to traffic on Taunton Road we use these back streets to get into our house from Hampstead Road. Especially Ways/NE Road, Ways/Muller. We take our children to work using Ways/Muller.	(ECM document #16077633)
Ways Road Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		Policing of no left turn or no right turns, many motorists will ignore the signs. Perhaps a camera for a period to catch offenders
Romilly Avenue Manningham SA 5086	I am NOT supportive of the draft LATM scheme	Yes	No	(ECM document #16077633) Leave well enough alone. Review and upgrade Romilly Avenue, Winston Street and McInnes Avenue intersection (definitely) consider traffic lights also at this intersection. Romilly Avenue to become a much busier street. The rest of the scheme is unnecessary.	
Ways Road Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	(ECM document #16077633) 50km/h is surely enough with speed humps included it will slow people down anyway.	I support speed humps but not road use restrictions, I own a business on Ways Road in the shops and its not considered fair at all for our business. We would like to encourage peoples entry! I When the business slows of discouraged who then will compensate? council?
Muller Road Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	Please consider the area between Manora Street, Muller Road and Ways Road for road traffic and residential safety. I also point out that Muller Road has only one pedestrian crossing near the school that is regulated by lights. (ECM document #16077633)	The street name signs of Muller road, NE Road and Fosters Road are very faded. I don't know if this is something that you are responsible for.
Henry Street Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	I have lived in Manningham for over 20 years. I believe it is not necessary to change speed limit to 40km/h or to introduce speed humps/road humps in my experience motorists speed till they get to the speed humps then brake heavily on the approach to the humps. Yes there are motorists who speeds through but I believe not the number to warrant this change. (ECM document #16077634)	Also if so it's going to be 40km/h, lets have all streets 40km/h not just particular areas of Adelaide suburbs so we have 25, 40, 60? not that my view will change the proposal but thanks for the opportunity. Roundabouts are a good idea!
Benjamin Street Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	Spend the money on beautification instead.	
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16077634) Greatly appreciated as cars fly down Benjamin Street to avoid the Hampstead Road lights.
Hobart Crescent Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16077634)
Ways Road Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	(ECM document #16077634) No left turning restriction from Mullers Road during peak times will be inconvenient and people will be forced to make more right turns which is not as safe. Manningham is a very small suburb. All the proposed road humps and pavement bars will congest traffic in and out of the suburb. Hoons will love to ride their noisy motorbikes at 2am over the proposed humps keeping residents awake at night. These measures will cause too much congestion and block traffic flow.	Welwyn Road already has an uneven dip in the road which is why I avoid that street and use Benjamin Street instead to go to Hampstead Road. Placing a road hump again will only attract racing hoons. The area has a speed limit of 50km/h and drivers sometimes ignore that so reducing the speed to 40km/h will not make any difference. Ways Road already has pavement bars. We still need traffic to flow and safe room for street parking.
Falcon Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	Why has there been no consideration to install road humps along Falcon Avenue. Falcon Avenue is used as a short cut for workers on NE Road businesses. There are two quite large car yards which attract a lot of cars morning and late afternoon. (ECM document #16078941)	
Not provided	I am supportive of the draft LATM scheme, but have some concerns	NA	NA	To whom it may concern, I am a resident of Manningham, and I have submitted a physical form prior, providing my feedback about the proposed changes to manage traffic. In that feedback I wrote about my hesitancy regarding the changes to the "Hampstead Road, Romilly Avenue, Ian St and McInnes Avenue intersection." Although I do agree that that intersection needs some upgrades, however I do not want the turning bay to be removed. It is the only place where people can turn right in to Manningham "safely" without stopping traffic and creating a build up of cars. Hampstead road is a busy and dangerous road, and removing one of the safe turning spaces in to Manningham streets is not a good idea. The reason I am writing to you again, is because last night I witnessed a horrific car crash near my home. A stationary car on Hampstead Road was waiting to turn in to the Manningham suburb and was rear ended at full speed by another driver. Once again, I must reiterate that removing the only safe right-turn bay will be a detriment to all road users of Hampstead road, and especially residents of Manningham / Hampstead Gardens. I implore you to reconsider restricting the right turn in to Romilly Avenue. Or alternatively, have another place where people can safely turn in to Manningham from Hampstead Road. Kind regards, Rachel	
North East Road Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	No		(ECM document #16081689)
Lovell Avenue Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	Yes to left turn from Muller to NE - no to Mellow. Speed ups in the neighborhood are annoying and hurt my back. 40km/h should be removed and leave as 50km/h. I would like to see a pedestrian crossover from Manningham to Broadview with traffic light just up north from Collingrove Road. This would assist people to use the park at Broadview Oval and avoid any unnecessary pedestrian/car truck. Issues and close death incidents this may also help reduce traffic going through Manningham. No speed humps on Ways Road please and reduce truck using roads/speed.	I would like to see signs saying 'local traffic only' used rather than restrictions and speed humps. Benjamin Street residents must have the idea of speed humps affecting their tree lined street. Speed humps along Orlando appear to be okay. I support NE road turn off during 4:30 - 6:30pm. I would support Benjamin Street but not the bar speed humps Benjamin.

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Lincoln Avenue Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16081699) As we live in a council 'narrow street' we would like to see staggered 'no parking' restrictions from one side of the road to the other, rather than completely restricting one side of the road.
Frome Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	(ECM document #16081699) Mostly in favour but if restrictions are not policed they are null e void. Anyone and everyone should be fined - ie. no warnings.	Further rat running due to Lightsview and the ridiculous housing developments/ 2ever 4 to a block. Seriously!!!
Marie Road Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16081699)
Gosfield Crescent Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	No	No		(ECM document #16081699) Please concentrate on parking of cars too close to corner of street, particularly a problem on Talard Street/Muller Road corner, 4 vehicles live at the corner house and one is often too close to approaching Muller Road to turn left (from Talard Street), PS with reference to accompanying letter this is the first correspondence I have received re planning etc.
Dyott Avenue Hampstead Gardens SA 5086	I am NOT supportive of the draft LATM scheme	No	No	(ECM document #16081699) Making the entire suburb a 40km/h is totally overkill since the only major thoroughfare is Ways Roads. Dyott Avenue especially is already difficult enough to navigate with so many people parking on both sides of the street, additional restrictions will just complicate things further.	Please do not implement a blanket 40km/h limit across the entire suburb! Road humps along Ways Road will suffice, if something is required to be done.
Welwyn Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	(ECM document #16081699) I don't think it is necessary to have so many road humps in Benjamin Street - 3 would be enough. Not necessary to restrict left turns in AM peak from Muller Road to Cheviot Road and Melbourne Crescent. Also not necessary to restrict left turns in PM peak from NE Road into Ways Road. I travel that way every night. Road humps or platforms not necessary in quiet Welwyn Road (at Marie Road and Ryder Road)	
Hobart Crescent Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	No		(ECM document #16081699)
Ways Road Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16081699) More road humps on Ways Road. Three is not enough for a street that is 1km. Are locals going to be able to use the streets/roads during the part time turn restrictions? Who is going to police this to make sure the rat runners are not using the part time turn restrictions during restricted hours? Good to see something finally done about the misuse and poor driving behavior of Hampstead Gardens and Manningham. Thank you.
Gosfield Crescent Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	(ECM document #16081699) We have lived in Gosfield Crescent for the past 40 years and have noted a significant increase in traffic numbers both passing (from vehicle dealership on corner of NE Road) and on street parking (partly due to the number of property divisions within the suburb - Kirby Avenue, Lyall Avenue and Gosfield Crescent. Past and ongoing). Is there any future plan to mitigate traffic numbers or on street parking?	We are supportive of proposed of 40km/h speed zone and part time turn restriction however we are concerned with regard to compliance of vehicle drivers and subsequent traffic rule enforcement if necessary. I refer to 40km/h speed restriction introduced in the Sefton Park area and the lack of speed reduction noted.
Not provided	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16101121)
Ryder Road Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16101121)
Hampstead Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	(ECM document #16125946) Please see ECM document for 2 page feedback.	
Benjamin Street Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	(ECM document #16125946) Dear Mr Ward & Councilor Martin I am writing in relation to the Draft 5086 Local Area Traffic Management scheme for Manningham. As a resident of Manningham 20 years and the owner of 2 properties in the suburb I am strongly opposed to proposed changes. Manningham is a beautiful and peaceful suburb. This is not because of it having particularly grand homes it's because of it having the right mix of homes, street design, green verges, and leafy streets. A part of this is rightly a distinct lack of industrial signage, and unnecessary road markings. As a comparison, the roads and signage in Broadview make an ugly mess. It also does not stop people driving through it. In general, I would describe the proposal as cutting off your nose to spite your face. We do not want to be restricted as to when we can take the most convenient route to leave our homes and go to the shops or work. We do not want to be subjected to speed humps daily, simply to see a moderate reduction in through traffic. We do not see it necessary to restrict parking on "narrow streets" that often have no cars parked on them or that service just a few homes in a cul-de-sac. We do not believe you should make changes which force traffic down other roads (ie Romilly Ave turns and the implications to Benjamin Street). If people drive recklessly, police it. Rather than spending 10s (perhaps 100s) of thousands of dollars of rate payers' money on unnecessary schemes, you're very welcome to enact change that reduces council/state taxes. Given the increasingly high cost of living, I am sure this would be widely appreciated by residents. Your sincerely Clint Coombs 6 Benjamin Street (ECM document #16125946)	
Benjamin Street Manningham SA 5086	I am NOT supportive of the draft LATM scheme	NA	No	(ECM document #16130551) 5th July 2022 Dear Jordan Further to your letter dated 7th June, I write to strongly oppose speed bumps down Benjamin Street and Ways Road. Speed bumps cause excessive noise with cars breaking and speeding up and this will increase the noise in these streets Noted you have 5 speed bumps listed for 8 Benjamin Street are you kidding what a waste of money totally unnecessary. Simply make a no right turn from Hampstead to Benjamin and instead make the right hand turn down Welwyn, this will stop people cutting through to Ways Road from Hampstead Road and the natural street runs along Welwyn will slow traffic anyway. Benjamin Street is a beautiful street and we don't want it ruined with speed humps. Ways road does not have enough traffic issues to be any problem. Better still cut the right hand turn from Hampstead into Collingrove as this is a complete death trap, traffic banks up all the way from Muller Road to Taunton Road at all times of the day and then the right hand lane is blocked with traffic trying to turn right into Collingrove making this a huge bank up of traffic and a case of doge the turning cars.	
Hope Street Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	(ECM document #16130551) I live at the top of Ways Road and always use right hand turns onto NE Road. If restrictions are made this would be a huge inconvenience to me - also turning left onto Ways Road.	Turning left and right to and from Ways Road these restrictions is exactly the times I leave for work and come home - huge inconvenience.
Arthur Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	(ECM document #16130551) In relation to the part time turning restrictions: - in some instances, they will force local residents to travel longer distances to get to/from home - will they be policed? If not, they may not have the desired effect. If they are policed, local residents who may by mistake, turn at a disallowed times may be fined - won't the road humps and reduced speed limit put off the 'rat runners'? Maybe the part time turning restrictions could be considered for stage 2 treatments rather than stage 1	

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Lovell Avenue Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16130551) My main concern is that these changes may force additional traffic onto minor roads with devices using them as short cuts and time saving. My street is often used by drivers as a shortcut between Hampstead Road and NE Road and by doing this driving at faster than the speed considered safe. I do support a 40km/h limit as long as it is policed.
Romilly Avenue Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16130551) As a member of the LATM I am strongly in support of the total plan. Having lived in Romilly Avenue for 20 years I know this result is what the people who live in this street at least have been seeking for many years. The 40km/h speed limit is well overdue and we look forward to the Hampstead Road/Romilly Avenue intersection being fixed ASAP
The Parkway Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	No		(ECM document #16130551) I support the 40km/h speed limit throughout Hampstead Gardens, provided there is clear signage as you enter Hampstead Gardens from every entrance point to remind drivers that this areas speed limit is 40km/h. We are all accustomed to 50km/h in areas without speed signs and I don't want to be booked for speeding for driving 50km/h in a 40km/h zone.
Orlando Avenue, Hampstead Gardens 5086	I am NOT supportive of the draft LATM scheme	No	No	parking restrictions on Elm Street have already caused the businesses to park their cars on our street making it congested during the day. We can barely find a park close to the front of our property due to this. I am also worried that if parking restrictions are introduced on Poole Ave, it will cause the many cars that park there living in the units on the corner to then need to park on Orlando Avenue creating even more parking hassles for the residents. The multiple raised platforms through the area will only reduce parking even further.	
Romilly Avenue Manningham	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	With speed humps on Benjamin, traffic will now go down Romilly Ave as it will be quicker. This will not only create more traffic on Romilly but it will create a safety issue as well. There is a large amount of foot traffic on Romilly due to the park, netball and tennis courts. Having more traffic coming through Romilly (as people will avoid speed humps if they can) will pose a safety hazard. Traffic volume is not really an issue on Romilly currently, but it will be.	Speed humps should be put on Romilly Ave in stage 1. Traffic needs to be slowed down on this road due to the large amount of foot traffic. Unfortunately just putting the speed limit at 40 isn't going to do it completely as people constantly speed down Romilly now so a reduced speed limit won't slow the speeders down. The big raised platform on the corner of Romilly and Willow in stage 2 is pointless. We have lived on that corner for many years and there has never been an incident there. I really don't know what that will achieve. The traffic needs to be slowed down near the park, not down the road from the park.
Willow Avenue, Manningham	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	I traffic control treatments which aim to restrict PM Peak left turns from North East Rd to Ways Rd and Page St. Our house is situated at the junction of Lovell Ave and Willow Ave, and in recent years we have noticed a significant increase in rat running and speed hoons along both streets. We believe the proposed peak hour restrictions will only exacerbate these problems by diverting traffic along Willow Ave - which is narrower and has more turns/doglegs than Page St - thereby creating the potential for bottlenecks at the various junctures along Willow Ave. In short, we do not support this aspect of the LATM scheme. Ways Rd provides a direct thoroughfare between North East Rd and Muller Rd which we feel is a safer option, albeit with the proposed 40 km speed limit, than the proposed "No left turn" restrictions. Kind regards, Victoria Costessi and Jane Costessi	
Benjamin street manningham	I am NOT supportive of the draft LATM scheme	No	No	I do not see point of speed bumps on Benjamin street. As a resident I would find the massive inconvenience of speed bumps would far outweigh any reduction in traffic speed. At the moment I do not find this an issue apart from the occasional idiot driver.	Can we consider more prominent signage displaying 50k limit and a local traffic only signage at each end and see what affect this has.
Orlando Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes		(ECM document #16104775) 20 pages of feedback.
Dyott Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16104775) No concerns. Thank you for the no trucks signage in Dyott Avenue - much appreciated and welcome. Next, we just need to get the road fixed!!
Maxwell Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	The turning restrictions may end up causing rat running down other streets around Manningham - is it possible to leave the L hand turn from Muller to Hampstead Road as a left slip lane? That might reduce the rat running or adjust the traffic light sequencing on Poole Avenue/OG Road, Muller Road/Thistle Avenue/NE Road and Muller/Hampstead/Regency Road to make it smoother? The rat running happens because the traffic light sequencing backs up traffic on all ways!	There should be 'no parking' during peak hours along the stretch between Muller and Orlando on Ways Road, it hampers traffic to flow smoothly
Lyll Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	With regard to restrictions - PM peak no left turn to NE Road to Ways Road or Page Road the next street is Lyll Avenue which will become the turning into street to get to Ways Road. Lyll Avenue already has many cars parked outside homes on both sides, plus with demolition of 2 homes road blocked by trucks and bulldozers already. Dyott Avenue is one parking lot for cars, trucks 4WDs the full length of street, not just from Elm to Poole Avenue	Speed humps may not work as drivers will always find alternate streets to travel on.
Dyott Avenue Hampstead Gardens SA 5086	I am NOT supportive of the draft LATM scheme	No	No		(ECM document #16104775) Traffic flow in Adelaide is restrictive enough, without these changes. All you are doing is moving the problem not solving the bigger issue of more arterial roads.
Willow Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	Ways Road and nearby streets part time turn restrictions - my family has lived at this address since 1993 I have been university trained and practiced traffic management for decades. I believe that this proposal will force a significant number of vehicles down Willow Avenue during these closures. Adjacent to NE Road, the Willow Avenue pavement is less than 6.3m wide. Most of the time the northern side of the road has numerous cars parked which is an overflow from the nearby apartments. Occasionally a vehicle is parked on the southern side of Willow. Despite a yellow line prohibiting this. Cars travelling in opposite directions cannot pass in this street. Your proposal will cause back up of traffic on NE Road and restrict access to NE Road from Willow. Also the increased traffic will be a safety issues in the remainder of Willow. Cars currently exceed 50km/h in this street and those drivers will not obey 40km/h limit	
Gambia Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	I can't see any need to have a roundabout on Fleet and Gambia, why not just put 'keep clear' signs at Ivy and Chevot streets so traffic can still get out to turn left from those streets onto Muller Road at anytime. I wouldn't like to see restrictions turning right from Muller Road into Ivy St at anytime as there is a right turning lane there - just put a keep clear sign on road and cars can still go down Ivy Street	

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Marie Road Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	<p>Dear Sir/Madam</p> <p>My name is Marg Coombs and I am writing in relation to the "Draft 5086 Local Area Traffic Management Scheme". I have been a resident of Manningham for the last 20 years and am happy with the current road and traffic situation in the suburb. As such, I am against the proposed measures - they seem not only unnecessary and a waste of money, but something that will ultimately make residents' lives more difficult.</p> <p>To take one just one point: Turn Restrictions to/from Mullers Road. This will unnecessarily restrict our ability to go to the shops with the most sensible route from our homes. Cut through traffic is not excessive (even on Benjamin Street or Ways Road) and can occur at any time of the day, so this measure will simply cause annoyance rather than solve a problem.</p> <p>One can make similar complaints about the proposed speed humps, traffic islands, "narrow street" parking, or Hampstead Road / Romilly Ave turns.</p> <p>Having lived in the suburb for many years and knowing people throughout the suburb, the traffic situation in Manningham is not something people have burning concern over. Most people who live here are quite happy with the suburb as it is, and I ask that the council respects that.</p> <p>Yours sincerely Marg Coombs 6 Marie Road, Manningham</p>	
Welwyn Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	At peak hour restricting a left hand turn onto Ways Road will increase traffic volume onto already congested Hampstead Road and Galway Avenue as well as further congesting Regency Road. Stage 2. Welwyn Road has 2 give way intersections only a short distance apart (unlike Benjamin Street). Vehicles are automatically forced to slow down and give way. Raised intersection platforms or road humps are necessary.	
Not provided	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16110297)
Welwyn Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes		(ECM document #16110297)
Benjamin Street Manningham SA 5087	I am NOT supportive of the draft LATM scheme	No	No	Speed humps will add more road noise, limit parking and visually detract from the street. It will hamper boat and caravan owners. Speed changes is unwarranted and will add more "clutter" signs around the neighborhood. Parking at present causes natural bottlenecks where cars have to slow and give way. Ways Road turning restrictions will hamper us going about our daily business forcing us to do laps of the suburb just to get to our homes!!	Each end of Ways Road could have the road widened to include a left turning lane. The Hampstead Road pedestrian and median break is a good idea. Please let us know the names and addresses at the working groups. Send everybody a copy of the technical data! We are happy with the roads as they are. We have lived here for 18 years!!!
Ways Road Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No		(ECM document #16110297) Just leave things as they are!
Dyott Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	We have lived in Hampstead Gardens for 15 years and have noticed on several occasions and seems to be occurring more often the amount of cars and motor bikes which speed excessively down Dyott Avenue. We also know of and have seen incidents which have occurred at the intersections of Dyott and Lyall Avenue and Dyott and Kibry Avenue where although give way signs are apparent, many do not seem to even stop slightly to see if there is oncoming traffic vehicles. Perhaps we would/could suggest a roundabout be installed at both proposed intersections mentioned above. We have noticed in recent years an influx of multicultural residents in the area, and unfortunately their attention to driving is not what it should be. (ECM document #16115585)	
Maxwell Road Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	<p>Port Adelaide Enfield Council</p> <p>My wife and I have lived in Maxwell Road Manningham for the past 14 years.</p> <p>We strongly object to a reduction in speed limit to 40kms in Hampstead Gardens and Manningham. Both suburbs do not have high traffic volumes and Ways Road is one of the safest roads in the area. This is a complete overkill and potentially will result in more speeding fines with no improvement in safety on the road.</p> <p>Speed humps on Benjamin Street, particularly near Hampstead Road, will be dangerous as there are always a number of parked cars on that corner. A speed hump there will result in congestion accessing Benjamin St from Hampstead Road and will create problems for local parking.</p> <p>Our main concern is shutting off side streets between the hours of 7am and 9am. In 14 years in the area we have never witnessed any "rat running" through Ivy Rd, Chevior Rd, Ways Rd or Melbourne Crescent. Closing off these streets from Mullers Rd between those hours will only congest traffic at the Mullers Rd/Hampstead Rd intersection. These changes would restrict access for us to our home as, like a lot of pensioners, we shop early at Greenacres Shopping Centre to beat the crowd. It means we will only have access to our home by going through the lights on the corner of Mullers/Hampstead Rds intersection and then gaining access via Hampstead Road. Alternatively we could turn off at any earlier side street before Ivy Rd and snake through several other side streets to hit Ways Road thus congesting side streets more than necessary. This part of the proposal is a complete waste of time and will have a severe negative effect on local residents such as ourselves.</p> <p>Please feel free to have one of your councillors contact us to discuss this matter further as we feel very strongly against these proposed changes.</p> <p>Yours sincerely</p>	
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16115585) Need at a pedestrian crossing of Hampstead Road between Regency Road and Taunton Avenue
Dyott Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		(ECM document #16115585) We moved in the current street in November last year, so we missed the last conversation. We totally support the scheme mentioned in the letter, there are too much traffic in this area. In addition to what has been addressed I want to add 1 suggestion: Changing the road hump/raised intersection platform into a 'no through road' block in Dyott Avenue. The reason is there are massive traffic brought by the auto dealers in NE Road. Their customers like to test drive their vehicles in our street, it would be beneficial to all residents in Dyott Avenue if we blocks the road.
Henry Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	- 40km/h seems excessive. 50km/h more realistic. Especially since road humps/raised intersection platforms will help to keep speed down on Ways Road especially. - No left turn into Ways Road from NE Road PM peak time will inconvenience local residents unnecessarily - restrictions at top of Ways Road should be implemented and this will stop 'rat running' /traffic on its own.	- As a daily user of Ways Road, the biggest annoyance is kerbside street parking which creates bottle necks particularly north of Romilly Avenue, when traffic from both directions need to often stop just to squeeze through more parking restrictions along Ways Road would be useful
Benjamin Street Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	Having lived on Benjamin Street for over 30 years, I have seen no great amount of speeding or traffic increase to warrant wasting time and ratepayers money on speed humps or traffic restrictions which affects residents far, far more than the purpose for which they are designed! 5 humps on Benjamin Street is ridiculous - there visual eyesores plus the increased noise created by cars and trucks constantly braking and accelerating at each hump not only devalues the property values but is not environmentally sound. Doing this for the sake of doing something is a colossal waste of money, time, resources and accomplishes nothing. Everyone I have spoken to on the street does not want these planned restrictions and signage. (ECM document #16115585)	
Gambia Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	I don't support the 'no left turn' 4:30 to 6:30pm from NE Road into Ways Road or Page Street. If these are permitted then restricting right turns from Ivy Street to Muller Road should be included in PM peak. I also questions the need to disallow left turns from Muller Road into Ways Road, Chevior Road and Melbourne Crescent during AM peak times. If the object of the exercise is to reduce through traffic then restricting right turns at the other ends of the streets should achieve the same.	

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Hope Street Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	NA	NA	(ECM document #16115585) The Ways to NE Road restriction, and mechanically limiting the McInnes to Romilly needs good safety mechanisms limiting turns from Mullers to Ways and NE to Ways to ... through traffic diversions is a nuisance and unnecessary if speed humps etc. on the side streets.	The evidence supports 40km/h zone is ... I'm less sure its justified in a whole suburb. * ...means wording was illegible
Benjamin Street	I am NOT supportive of the draft LATM scheme	Yes	No	I absolutely oppose speed humps on Benjamin Street. I oppose pavement bars on ways road. Speed humps create unnecessary noise and disturbance	
Ways Road Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	(ECM document #16123093) Vehemently opposed to no left turn NR Road to Ways Road 4:30pm to 6:30pm. How will residents be able to access Ways Road during that time frame?	We are opposed to any parking restrictions in front of our property. We are not opposed to raised intersection platforms which we prefer to road humps.
Benjamin Street Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	(ECM document #16123093) Thank you for the work you do. (ECM document #16124045)	I favor the implementation of 40km/h speed limits as first steps opposed to speed humps which change the character of the street environment.
Dyott Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	- Cluster of parked cars occurring at night (on both sides of road) making it difficult to reverse and drive into my property - The entrance to my driveway gets blocked (partly or otherwise) by parked cars/or vehicles idling, making it difficult to reverse or drive in to property - Please note there issues are compounded by the stobie pole on the side of the driveway - The installation of 'no standing' and/or lines would be beneficial! and/or 'limited time parking' signs - Basketball court at reserve (off Dyott Avenue) and backboard need updating - Cracks and concrete lifted on footpaths, therefore need replacing throughout parts of Hampstead Gardens. This would be greatly appreciated, thank you.	
Lorraine Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	NA	NA	(ECM document #16123639) Submission is 6 pages, please see document in ECM.	
ORLANDO AVE HAMPSTEAD GARDENS SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	My concern relates to a proposed Stage 2 treatment for a Road Hump/Raised Intersection on Orlando Ave. It is proposed to be located between the two Stage 1 Road hump/Raised Intersection Platforms at Ways Rd/ Orlando Ave and Orlando Ave/Vy St/Falcon Ave and Elgin Pl. I am concerned that the close proximity of this hump between two others will double the impact of noise disturbances to mine and neighbouring properties by accelerating and decelerating vehicles.	The consultation documents specify a proposed Stage 2 treatment at No. 2A Elgin Pl (see attached) for a raised intersection platforms or road hump. Council needs to consider the question of how accurate the data collection for this proposal can be when there is no such address in the City of Port Adelaide relevant to this Draft LATM Scheme'.
Ways Road, Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	(ECM document #16124085) Please see ECM document as full page of comments.	Miscommunication has occurred that could impact my exposure directly, and that of my neighbours, to a doubling of vehicle noise.
eenacres	I am NOT supportive of the draft LATM scheme	Yes	No	Just reduce the speed to 40 and put speed cameras in the area	
Munster St, Windsor Gardens	I am NOT supportive of the draft LATM scheme	Yes	No	Donâ€™t do it! In the first instance, reduce the area to 40 (especially ways rd) and spend the money or speed cameras. Your proposed plan will kill the street appeal!	
Jolly Ave, Northfield SA	I am NOT supportive of the draft LATM scheme	Yes	No	Any raised intersection, road bumps or pavement bar medians on Benjamin st or ways rd will completely ruin the street appeal for this suburb! It will be a complete eye sore! Donâ€™t do it! In the first instance, reduce the area to 40 (especially ways rd) and spend the money or speed cameras. This may not reduce the traffic as such but will reduce the rat racing.	
Lindley Rd, Greenacres	I am NOT supportive of the draft LATM scheme	Yes	No	Any raised intersection, road bumps or pavement bar medians on Benjamin st or ways rd will completely ruin the street appeal for this suburb! It will be a complete eye sore! Donâ€™t do it! In the first instance, reduce the area to 40 (especially ways rd) and spend the money or speed cameras. This may not reduce the traffic as such but will reduce the rat racing.	
ways rd, Manningham	I am NOT supportive of the draft LATM scheme	Yes	No	Any raised intersection, road bumps or pavement bar medians on Benjamin st or ways rd will completely ruin the street appeal for this suburb! It will be a complete eye sore! Donâ€™t do it! In the first instance, reduce the area to 40 (especially ways rd) and spend the money or speed cameras. This may not reduce the traffic as such but will reduce the rat racing.	
Marie Road Manningham	I am NOT supportive of the draft LATM scheme	No	No	Regarding Turning Restrictions I strongly object to the restriction of the right turn on Ways Road to NE Rd 7-9am. This has a large impact on travel to the city, and school as we attend East Adelaide School. I strongly object to the restriction turning right from NE rd to Ways Rd 4:30pm to 6:30pm. This forms part of my commute home from the city. I strongly object to the restriction turning right from Ways Rd to Mullers Rd 4:30pm to 6:30pm. This route is often used to visit Greenacres shopping centre immediately after work to prepare for dinner. I would like to also add that I often commute by bike to the city for work, and the restriction on the turn out of and into Ways road is an impediment as a cyclist as well as for vehicular traffic. As a busy family with 3 working parents and 3 children with multiple sporting commitments daily, restriction on traffic flows will add a significant time cost to us throughout the year that we will not be able to recover. Regarding Raised Intersection or Road Humps I consider that the humps on Ways road are a more suitable alternative to restricting traffic flow into and out of Ways Road. I strongly object to the excessive number of road humps planned for Benjamin Street. Benjamin St ->	I don't have any particular personal objection to the other left/right turn restrictions listed, but would be supportive of residents living near those roads who raised similar objections to what I have. I don't have any particular personal objection to the Road humps outside of Ways Rd/Benjamin St, but am not in favour of them should residents of those areas also object. I don't have any particular objections to the other changes listed in the document.
Willow Ave Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes	residents be then penalised to slower speeds and restrictions. We need to educate people instead of putting barriers up everywhere, we are creating a world of cotton wool around everything to protect it for what reason, people are the issue. Please open you eyes about the bigger picture, not the smaller one to bandaid an issue.	It is not clear what the primary objective of these changes are. 'Rat running' may actually be residents moving in and around the suburb. For residents who commute in and around Manningham multiple times a day, the changes are a severe hindrance. Reducing traffic should not be considered in isolation as a goal when it has significant time and economic costs.
Ways Road Hampstead Gardens	I am NOT supportive of the draft LATM scheme	No	No	Speaking to other residents on Benjamin St and their views which are similar to ours, we are not sure how such drastic changes came about. Under no circumstance do we want to have speed humps/chicanes on Benjamin Street, given the amount of residents on the street, this will create congestion and be an annoyance and cause further issues. We do not support a speed hump / chicane in front of our property.	We do not think any adjustments to our road are required at all, if there is pull for any change the only matters we would support are a local traffic only sign and 40 kms zone to reduce speed. Thank you for your consideration.
Benjamin Street, Manningham SA 5086	I am NOT supportive of the draft LATM scheme	Yes	No		
Benjamin Street, Manningham	I am NOT supportive of the draft LATM scheme	Yes	No		

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
BENJAMIN STREET MANNINGHAM SA 5086	I am NOT supportive of the draft LATM scheme	No	Yes	<p>> We believe that the LATM scheme is overkill. It addresses perceived problems, not real safety issues.</p> <p>> We strongly object to speed humps in Benjamin Street. We do not have a speeding problem in this street. We have lived here for 65 years and have no difficulty entering or leaving our property at any time. Speed Humps also restrict access and operation of Emergency Vehicles.</p> <p>> We strongly object to discontinuing right hand turns from Hampstead Road to Romilly Avenue. This will increase traffic into Benjamin, Welwyn and also Lorraine where there is no right turn lane, causing disruption to traffic flow along Hampstead.</p> <p>> We strongly object to the use of 20km per hour speed humps as they increase pollution due to braking and accelerating again compared with steady speed driving.</p> <p>> We strongly object to preventing right turns into Ian Street. This has not been the scene of accidents and the closure would prevent convenient access into Broadview and the Service Station.</p> <p>> We are mystified why restriction of access from McInnes into Ian Street should be considered. It is unnecessary, and will increase travelling time and distance for access from the south to the north of Broadview.</p>	<p>We strongly disagree that the residents of Manningham should be subjected to loss of amenity, increased pollution and restriction of access and parking, due to an occasional poor driver who may exceed the speed limit.</p> <p>We suggest that 20th century methods are outmoded and not necessary, and 21st century methods should be employed to actually penalise the offenders - and not the residents of Manningham.</p> <p>The need for any changes in Benjamin St could be revisited in Stage 2 of the LATM.</p> <p>We would strongly encourage the use of speed cameras and suggest the Council take action with the Govt. to employ this method of control!</p>
Ways Rd	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	any treatments (road humps/raised intersection platforms) are applied to Manningham. This would allow for the least intrusive and the most cost effective option to tackle the problem in the first instance. Other options could be installed if required. It is important as residents to maintain the aesthetically pleasing look of the streets. We are also mindful as to not just shifting the problem to another road within the suburb.	I wouldn't like one of the street treatments in front of my house so am not prepared to suggest them in front of others. Particularly concerned with the increase in noise as the cars brake and accelerate.
Ways Road, Manningham, 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	Iâ€™m concerned that prohibiting turns into Ways Road may increase traffic in Willow Ave, Birkinshaw Ave etc. This may increase traffic on corner of Ways Road/ Birkinshaw Ave where I live. If this is implemented, traffic flows should be monitored for such unintended consequences.	Happy with raised intersection platforms on Ways Road. Would like any changes made to be monitored for effectiveness in decreasing and slowing traffic in the area. Thank you to the working group for the draft proposal.
Benjamin Street	I am NOT supportive of the draft LATM scheme	No	No	<p>Iâ€™m concerned that prohibiting turns into Ways Road may increase traffic in Willow Ave, Birkinshaw Ave etc. This may increase traffic on corner of Ways Road/ Birkinshaw Ave where I live. If this is implemented, traffic flows should be monitored for such unintended consequences.</p> <p>I would suggest parking restrictions at the Hampstead Road end of Benjamin Street and local traffic only signs on Ways Road and Benjamin Street would be a better solution.</p> <p>It will be a great inconvenience to local residents to have speed humps on Benjamin Street and Ways Road, where most of the traffic appears to be locals. We have lived in Benjamin Street for nearly 20 years and have not noticed any material increase in traffic over this period, other than what has been caused by short term home construction projects, which have unavoidably contributed to the congestion at the Benjamin Street Hampstead Road intersection.</p>	I would suggest fixing the drainage issue may be a better use of funding, as this is causing a genuine traffic hazard.
Birkinshaw Ave, Manningham, SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	<p>As a resident of the south western portion of Manningham, I don't have alot of first hand knowledge of the activities off Mullers Rd... so am indifferent to any changes in that area. If you are silly enough to turn right off Ways Rd onto Mullers Rd in peak hour...let you run the risk and the wait! AM Peak right turn from Ways Rd and Page St onto North East Rd makes sense, but again the driver can make better safer choices.</p> <p>Potentially dangerous and seemingly counter intuitive is the proposal of the PM Peak restriction of left hand turn off North East Rd to Ways Rd and Page st. OK, it may have an effect on 'rat running' but what about those who have legitimate reason to do so, ie live there and turn left to get into the area. This would increase the traffic turning right off Hampstead Rd into Manningham. The road is already congested at peak hour, and at the southern end of Hampstead Road there are no dedicated right hand turning lanes/barriers thus causing further congestion and more pressure to turn 'unprotected' across oncoming traffic. Please consider!!</p> <p>The mooted slowing of traffic on Ways Rd with raised intersection platforms or road humps is OK, but these NEED to be raised' intersection platforms, (as per McInnes Ave model) especially as they are at intersection streets. With turning cars this will be already annoying enough to corner residents without further 'bumpities'. Add in the mooted pavements bare medians on the streets of Way and Birkinshaw/Romilly/Benjamin and the effect will be</p> <p>Whatever is done, please do not use the awful 'modular rubberised' rigid road humps as used on</p>	Have you actually been out to talk to the people that live on the corners of proposed raised intersections / road humps?
Benjamin Street Manningham SA 5086	I am NOT supportive of the draft LATM scheme	Yes	No	<p>the beauty of natural street view and devalue our properties.</p> <p>We don't need 5 street humps on Benjamin street! What a waste of our tax money! Five street humps will increase road noise by repeated braking and accelerating at each hump. More inconvenient: street parking, emergency services for our residents, our daily working trips and activities.</p>	40km/hour speed zone is the only reasonable option to apply on our suburb.
Benjamin St Manningham	I am NOT supportive of the draft LATM scheme	Yes	Yes	Under no circumstances do we support the installation of speed humps up Benjamin street.	We are very happy with a suburb wide 40km/hour speed limit and turning restrictions as we think this will assist with unnecessary traffic and speeding in our area.
Benjamin st Manningham 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	<p>remove the one good and safe option for accessing Mullers road and adjoining connections during peak hour.</p> <p>Ways Rd had the safest north traveling right turn onto Mullers roads. This intersection has the excellent sight lines for both ways allowing for an undisturbed view of oncoming traffic for hundred of meters, this is due to park on the west side, the low fence and set back house on the east combined with minimal footpath obstructions (trees, poles and bus stops).</p> <p>The alternatives which would need to be used if restrictions go ahead (Ivy St, Tabard St and Poole Ave) all have building or high fences right on the footpath as well as a significant footpath obstructions (trees, poles and bus stops). On these intersections, even in small cars you have to pull out well into the bike lane to view oncoming traffic and even then your visibility is quite poor.</p> <p>The significant amount of Raised intersection or road humps proposed in both stages is a very expensive and extreme option that will have a major impact of local residents and may not do in much to dissuaded no local traffic (see nailsworth).</p> <p>This all looks unnecessary when you consider other lower impact solutions (lowering speed limits, some Turning restrictions, banning of large vehicles like with Benjamin st, local traffic only signage) have yet to be implemented.</p> <p>Also consider the fact that the current proposed stage one raised intersection and road humps will only push traffic onto adjacent roads shifting the problem to other parts of the suburbs, in which stage 2 treatments may go ahead turning the quaint block with a few "rat running" bad actors into a bumpy</p>	<p>If the installation of speed bumps goes ahead will resident of effected streets get lowered council rates in compensation for the effect the speed bumps will have as:</p> <p>A major inconvenience both in construction and as a general daily nuisance to people living on the streets</p> <p>Lowered value of property prices</p> <p>Speed bumps causing additional wear and increasing the cost of maintenance to residents vehicles</p>
Benjamin St, Manningham	I am NOT supportive of the draft LATM scheme	Yes	No	I am against the installation of any speed humps or roundabouts or built in go slow changes. Happy for more signs to be installed to make drivers aware to slow down.	No speed humps in Benjamin St
Benjamin Street Manningham	I am NOT supportive of the draft LATM scheme	Yes	No		
Benjamin St	I am NOT supportive of the draft LATM scheme	No	No	Am totally against speed humps in Benjamin street	Install more 50km/hr signs and no through traffic during peak times.
Leroy Street Hampstead Gardens	I am supportive of the draft LATM scheme, but have some concerns	No	No	I agree with parking controls regarding trucks and narrow streets. Parking Controls should also be implemented in Phillcox Lane - my fence has been damaged by cars using the lane which has likely happened due to restrictions on manoeuvrability because of parked cars.	Implement either speed restrictions or speed humps - not both. Allow parking only on one side of Dyott Ave and no trucks to be parked - restrictions to the entire length of Dyott Ave.

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Frome Avenue Hampstead Gardens	I am NOT supportive of the draft LATM scheme	No	No	<p>40kmph is safer than 50 kmph is circumstantial. For example, I could argue that 30 kmph is safer than 40 kmph, and that 20 kmph is safer than 30 kmph.... if we keep using this reasoning, eventually it will be faster to walk because the speed limit will be 10 kmph.... let's be sensible here.... the speed has already been reduced from 60 kmph to 50 kmph, lets just keep it at 50 kmph!</p> <p>Again part-time restrictions to accessing certain roads eg Ways Rd will just create extra traffic and frustration. You will be CONTRIBUTING to the traffic problem NOT solving it.</p> <p>DO NOT add raised intersection platforms or road humps, this will slow down the traffic speed to below 40 kmph and create further unnecessary hindrance and frustration. This will not only create ADDITIONAL traffic but will also increase the "wear-&-tear" of residents' private vehicles eg. suspension going over bumps, constantly slowing down (before bump) and accelerating (after hump) increases use of brakes, so brake pads will need to be replaced sooner etc.....</p> <p>DO NOT restrict right turns in and out of Romily Ave and Ian St. & Do NOT remove direct access between McInnes Ave and Ian Street... WHY? Why make things harder for everyone.... It is NOT necessary and will only create more traffic and frustration.</p> <p>Why put all those road humps on Benjamin St... WHY?? All you would be achieving is INCREASING the traffic congestion by effectively moving the traffic that would of used Benjamin street and adding them to the traffic on adjacent streets!</p> <p>DO NOT waste time and money with "parking controls" there is NO parking problem in Hampstead Gardens or Manningham.... I have NEVER had to drive around looking for a park.... even in the Greenacres Shopping centre! Don't waste money fixing a problem that as far as I am concerned does NOT exist.... Unless the real reason is eventually you would like to be generating revenue from parking fines... which would be correct.</p>	<p>Why don't you use the council rates that WE ALL PAY YOU, to do something that is constructive and actually HELP (IMPROVE) the community... NOT HINDER IT. For example, your curb project was an absolute waste of time and money. My curbs did NOT need replacing, and now the street looks WORSE than BEFORE the project, with disgusting black tar on the edges of the road.</p> <p>I'm sure the majority of excess council rates, you use to give yourself xmas bonuses and/or expensive "work" lunches/dinners/parties, but anything left over that you want to use to justify your jobs, why don't you use for some kind of buy-back solar-panel scheme or community free wifi or improved night street-lighting or regular hard rubbish collections for everyone automatically, where booking ISNT required or instead of side street restrictions, how about side street traffic lights, or when you mow the "public" grass on one side of the pavement, while you are there... why not mow the "private" front grass of residents if the area is small and there is access, etc....</p> <p>If you can't find anything useful to spend OUR council rates on.... instead of wasting OUR rates on these useless traffic projects... how about reducing the council rates!!</p>
Ryder Road, Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	<p>My concern is that there seems to be no left hand turn access into Manningham at all from Muller Road in morning peak hour. Are we expected to access the north west area of Manningham from Hampstead Road or rat-run through Hampstead Gardens which you are trying to stop? I believe we should have one access point from Muller Road.</p>	
Benjamin Street	I am supportive of the draft LATM scheme	Yes	Yes		<p>I am VERY SUPPORTIVE of the works to Benjamin Street, Manningham. Thank you so much for finally hearing our feedback and doing something to reduce the speed and volume of cars on this residential street due to rat running. I am so happy that speed reductions will be installed on the street and strongly support the "older" speed hump design as I think they are more effective than the raised platform design, which I have noticed in parts of Broadview does not measure lower speed as well as the older smaller humps. Ideally I'd love to see the one-way speed humps that have gardens at the edge and require cars to give way to each other as only one can go over at a time. I think these would be ideal in Benjamin St, similar to what is in Broadview near Broadview Oval. Thank you for the proposed 40km speed limit throughout the suburb, this is wonderful for a residential area and completely warranted. I would love to be updated on the Parking Control Review at the Hampstead Rd end of Benjamin Street and highly recommend a long stretch of yellow line on the corner. The 3 new properties that have been developed from one block, combined with the real estate business and the landscaping business run from 2 Benjamin St make that corner very congested with parked cars and the landscaping truck. It is quite dangerous at times turning into the street and with DIT's review of the right hand turn into Romilly, will potentially push more traffic into Benjamin. Restricted parking for a long stretch at the top end of Benjamin would be a wonderful safety improvement given how much the end of the street has grown. Thank you for the opportunity to provide this feedback and thank you for all the positives from your traffic management review. You will likely receive lots of negative feedback from the folks that have been here for years and don't want to see any change! As someone with a young family, the safety improvements of speed humps down Benjamin Street are so welcomed and a huge relief - thank you! The cars are so numerous and at dangerous speeds, I'd love for our beautiful street to become properly residential, surely no one can argue against that! And I'm not worried about my property price! Many thanks, Megan</p>
Benjamin Street Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	<p>I am totally NOT on board with introducing speed humps in Manningham area.</p> <p>make the idea of physical barriers to speeding (speed humps and roundabouts) that will deter speeding and hoon driving and require no ongoing compliance enforcement. In fact I would be keen to see more along Ways Rd as it is a stretch that attracts a lot of hoon sprints that start at the Southern end immediately after turning off Nth East Rd and straightening up.</p> <p>I don't have a problem with people driving 50kph so see no need for a 40kph limit. It is those doing 80kph I have issues with. These people are not going to drive to a lower limit unless it is regularly enforced with cameras and fines etc.</p> <p>The no left and right turning will again not deter those drivers who will do it regardless of signage unless enforced so I am not keen on this idea. Then only people it inconveniences are those who are law abiding and local.</p> <p>I particularly have issues with the no left turn from Nth East Rd to Ways Rd or into Page Rd. This is one of the only ways that those of us that are Ways Rd residents can safely reach our houses in the afternoons when coming from the city direction as it is almost impossible to do right hand turns off Hampstead Rd and Muller Rd to get into our suburb. I am not in favour of this at all as it will mean I am blocked from getting home safely and will increase traffic having to drive all the way down Ways Rd to reach the Southern end of Ways Rd where many of us live.</p> <p>I would be in favour of installing the speedhumps and roundabouts first and seeing how this deters those who rat-race and hoon-drift through Ways and Benjamin streets. We could see how this goes before looking at other restrictions that will make it harder for those of us that live there.</p> <p>I would also be keen to see if the traffic light management on the main roads surrounding the triangle can be tweaked to give more clear gaps where people can safely exit and enter the triangle. Even turing left out of the suburb is tricky in the mornings as there are no gaps.</p>	I think it would be best if the situation remains as is.
Ways Rd	I am supportive of the draft LATM scheme, but have some concerns	No	No		<p>Thank you for consulting with us. If you would like me to further explain any of my comments please feel free to contact me on my mobile number. I am happy to help get this right.</p>
rosslyn avenue Manningham	I am NOT supportive of the draft LATM scheme	No	No	<p>for 15 years know very well about traffic flow and anything that reduces traffic on main roads (rat running) is good for us and reduces our response times as all too often we are stuck in traffic on main roads so reducing this will help us getting to patients. This is also true of putting in turning restrictions which reduces an ambulance ability to get to patients and take to hospital which we are often tasked at these times. Not only this but I use these routes to go to work or to take kids to child care and there are never more than a build up of 4 cars maximum and it is never a hassle. If cars are waiting to turn and cant because of traffic they just do an alternate turn instead and not go against the traffic.</p>	

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Tabard Street, Hampstead Gardens. SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	One of the real issues I/we have with the part time turn restrictions is that they will force even more through-traffic along Tabard Street. In the 15 years we have lived in the street, the volume of through-traffic connecting with Muller Road, particularly during morning and afternoon peak hours and even on weekends, has increased enormously. This has resulted in a dramatic increase in noise levels, interruption and inconvenience for residents. It's also become a real safety issue as there are now several families with young children living in the street. This is further exacerbated by the excessive and constant levels of on-street parking (see note below) that reduce the already-narrow street to only one car's width at any one time. Many of the cars that park regularly in the street do not belong to residents, and so our other fear is the proposed Narrow Street Parking Control Review for Kirby, Dyott, Poole and Elm will result in even more cars filtering through to Tabard looking for longer daytime parking. Unfortunately, this draft plan fails to recognise or acknowledge any of the increasingly frustrating traffic flow/parking issues we have endured over the past few years in Tabard Street.	<p>ECM document #16085545</p> <p>Short section between Muller Road and Orlando Street - have become a real problem for residents... and it's a multi-prong issue:</p> <ol style="list-style-type: none"> 1. A couple of the houses close to Muller Road have several cars (4 to 5) associated with them. So with limited parking available on the property, the cars are regularly parked on the street and on both sides. 2. The vehicles in question are also parked too close to the intersection with Muller Road (definitely less than the legislated 10 metres), making access extremely difficult and dangerous (see attached photo). Particularly when you have multiple vehicles trying to enter and exit Tabard Street at the same time and there's only room for one car at a time. There have been several near-miss accidents on that corner as a result of this situation. 3. Many of the vehicles parking regularly in the street and for long periods of time don't belong to residents of the street. After personally monitoring the situation, it would appear many of the vehicles belong to residents/visitors from other streets - particularly Muller Road where on-street parking is limited. 4. Other vehicles also using the street regularly for day-long parking appear to belong to workers from nearby businesses. Which is another reason we're concerned about the proposed tighter parking restrictions in neighbouring streets spilling over into Tabard Street. 5. There have also been instances of cars being left parked on the street in front of residents' properties for very long periods of time. For example, we had a vehicle parked in front of our property for approximately 10 weeks (see attached photo). After a complaint was made to Council, it was discovered the vehicle belonged to a non-resident who was away working/holidaying in India! <p>These issues have resulted in growing frustration for residents who regularly aren't able to park their own vehicles (or their visitor's cars) near their own property. Personally, we have a trailer that regularly needs to be towed in and out of our property, and there have been many times when access to our driveway has been restricted by the number of vehicles parked on both sides of our street.</p>
Galway Avenue Collinswood SA 5081	I am supportive of the draft LATM scheme	Yes	Yes		<p>ECM document #16085545</p> <p>I would like to see a small roundabout or similar to slow the traffic coming on Galway Avenue from NE Road as cars tend to speed up entering Galway Avenue from NE Road or maybe a speed hump at Galway and Salisbury intersection</p>
Orlando Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	NA	No	We live off Ways Road, therefore the restrictions will affect our daily commute to work and school drop off. These are the no left turn (4:30-6:30) - this is my way home and would add a huge detour home. No left turn to Ways Road. No right turn to NE Road will also affect us whilst this may be considered 'short cut' or 'rat running' for some - this is our most direct access to home	ECM document #16085545
Gambia Avenue Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		ECM document #16085545
Falcon Avenue Hampstead Gardens SA 5086	I am NOT supportive of the draft LATM scheme	No	No	Benjamin Street is concern - traffic lights at end of Benjamin and Hampstead would negate all other actions of proposed plan. I wait 5 minutes at 8am 7 days a week to cross from Hampstead to Benjamin and I live locally. Hampstead Road is too busy, widen the road - more lanes needed	<p>ECM document #16085545</p> <p>Roundabouts in HG is stupid idea. Council does what it wants. This exercise of asking for opinions is to satisfy requirements of local govt authority. You will proceed with your plan regardless of customer feedback.</p>
Birkinshaw Avenue Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	50km/h is good + speed bumps the long ones not short. Bring in one change of speed humps not all changes are required. live and own a business in and on the affected streets in question.	<p>ECM document #16085545</p> <p>I live and work in this area, concerned as a business owner on Ways Road that business will be affected by restrictions of turns etc. Not necessary we are not North Adelaide. Consideration to business here must be greatly considered.</p>
Ways Road Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	No	Yes		<p>ECM document #16085720</p> <ol style="list-style-type: none"> 1. 40km/h speed zone will not be required if appropriate restrictions ie. speed humps etc. 2. Speed zone is already 50km/h and people speed. Changing it to 40km/h is not the answer 3. Very supportive of the 'raised intersections' or 'road humps' on Ways Road - speeding on this road (100km/hr) and excessive cut through use is the major problem that needs addressing
The Parkway Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	My parking spot means I need to reverse onto the road near Falcon Avenue. Occasionally I have begun to do this and a vehicle has come from Falcon Avenue and have nearly been hit. Also there should be 'no parking' signs on the curbside of park area as occasionally someone has parked directly opposite where my car park is which is very careless.	ECM document #16089035
Benjamin Street, Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes		<p>ECM document #16096516</p> <p>You need to stop the right hand turn onto NE Road from Taunton Road, this holds up traffic immensely and is dangerous as people come around from Hampstead Road and into stationary cars. There is no reason you can't turn right at NE Road and left into Walkerville there after. Also time set for lights needs to be increased going over NE Road from Taunton as cars back up to nearly Mullers Road in peak hours. Another reason not to put speed humps on Benjamin Street is most of the storm water form adjoining roads north to Muller Road and up to Ways Road runs into Benjamin when it rains the water often reaches out covering 2/3 of the road, 1/3 either side. If you put speed bumps on this road you will be creating a whole other problem as this will slow down the flow of all the excess water even more. You will end up with lakes of water on the road (this currently occurs with no restrictions to flow)</p>
Welwyn Road, Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	I have concerns with speed humps in Benjamin Street as traffic will divert to Welwyn Road to avoid them! (I love at no. 11 Welwyn Road). Secondly, I see no need for raised humps on the corners of Marie and Ryder as there are already spoon drains on those intersections which already slow traffic movement.	
Ways Road, Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	40km/h won't work, doing 50 is not the problem. It's those doing 80-90km/h and they won't care what the limit is! Why can't Ways Road be either 'no entry' one end or blocked off in the middle. Prospect and Broadview seemed to have managed with these solutions. Ways Road needs to be stopping being a main thoroughfare between NE Road and Muller Road. How is part-time turn restrictions going to be policed? No one will take notice of these signs.	<p>ECM document #16096516</p> <p>Speed humps only effect local residents. It will not stop the volume of traffic using Ways Road. They will make it much noisier option with trucks especially stopping and try to drive over these. Ways Road needs to be a 'no thoroughfare'</p>
Gambia Avenue, Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		ECM document #16096516
Dyott Avenue, Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	Turn left should continue but have restricted turn right. Parking control review should be enlarged to include Kirby Avenue at the Kirby Avenue and Dyott Avenue intersection - the parking from the 2 car yards on left corner of Kirby and NE Road make it dangerous to turn off NE Road into Kirby and from Kirby into Dyott - you can not see cars coming until too late	<p>ECM document #16096516</p> <p>Cars parking along Lyall Avenue as it enters NE Road make it dangerous as there is only room for one to enter the road from NE Road - cars coming from the intersection of Lyall and Dyott are often forced into the middle of the road by parked cars and a collision with the car turning in from NE Road has to be avoided. Generally too many cars are not being parked into driveways and the roads are not wide enough for cars to be parked on both sides of the road.</p>
Arthur Avenue, Manningham SA 5069	I am supportive of the draft LATM scheme	No	No		ECM document #16096516
Ways Road, Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	The turning restrictions are impeding residents and will simply divert drivers to other streets increasing the 'rat running'. Alternatives would be to restrict right hand turns onto Mullers and NE Road - not impacting residents trying to get to Ways Road. Also you could add traffic control treatments at typical 'rat running' intersections on Ways Road ie. Romilly Street, Welwyn Street, Page Street and Orlando St	
Romilly Avenue manningham	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	By placing speed humps down Benjamin, cars will choose Romilly or Welwyn as the preferred rds to access Hampstead Rd, shouldn't speed humps be installed on Romilly and Welwyn as well? How will part time turn restrictions turning left off Mullers Rd onto Ways be enforced?	<p>ECM document #16096516</p> <p>With the netball courts on Romilly our street becomes very congested with cars parking on our street, when netball is on cars park opposite our driveway which makes it very difficult to exit our driveway, as a result I have hit one car reversing from our driveway.</p>

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Ways Road Hampstead Gardens	I am supportive of the draft LATM scheme, but have some concerns	Yes	No	And I have lived and worked the area for 10 years and have found zero issues regarding turning right onto North East Road from Ways Road, Page St or other surrounding streets. This would be highly inconvenient for local businesses heading to their Residential homes from work every day including myself and this will just cause more issues with people turning right and doing U-turns on Northeast rd to head back in the right direction they intended to head in the first place. I would really like to know where the study came from that was used to implement such an idea. Thanks I'm not sure about the 40 km zone but I think if the current 50km limit was enforced more it would be fine. I know for a fact that people do 60 km plus in the area.	
Henry avenue, MANNINGHAM SA 5086	I am NOT supportive of the draft LATM scheme	No	No	The only changes we would consider are: A) no right turn AM and PM peak hours from Ways road to North East road B) no right turn AM and PM peak hours from Ways road to Muller road We DID WANT: 1) no right turn esp peak times from Lorraine avenue to Hampstead road 2) no right turn from MANNINGHAM avenue to north east road 3) no right turn peak times ways road to Muller road 4) no right turn peak times ways road to NE ROAD 5) no parking on both sides within 15 metres of Lorraine avenue to Hampstead road 6) same for many of the side streets near Hampstead road We ARE NOT wanting speed humps, 40 kmph zones, other restrictions (as a no left turn from NE ROAD to Ways road would effect us every day as we use that and turn on the next left to home- We do not want to narrow pathways Your proposed restrict residents from going about their business in their own suburbs.	Too many people park too close to the corners on ways road making it hard to see when coming onto Ways road Esp in the area where there are designated no parking on Ways road- people still park there esp tradies.
Benjamin Street Manningham	I am NOT supportive of the draft LATM scheme	Yes	No	I am not supportive of speed humps, restrictive right turns or blocking access to Broadview from Hampstead Rd. (It appears you have no concept of the traffic chaos on Hampstead Road or the safety issues this poses for local residents. Especially undertaking right turns from Manningham to head north on Hampstead Road). My reasons: 1. Restricting Right Turns: If I need to attend Greenacres Shopping Centre between 4 and 6pm at night why should I be forced to taking the long way around - such as having to sit on NE Rd in peak hour traffic and add to that congestion, rat run through Hampstead Gardens, or do a right turn onto Hampstead Rd in peak traffic only to line up, add to the congestion, and negotiate a right turn onto Mullers Road at the Regency Rd intersection which would take me at least 30 minutes. I have never had a problem safely turning right from Ways Rd onto Mullers Rd at any time of the day in a timely manner. Note we already have had to move our children to an alternative school to avoid doing a right turn onto Hampstead Road from Benjamin Street at both school drop off and pick up, as there was rarely a break in the traffic to safely get onto Hampstead Road to head north. If you go ahead with these changes, we will be tied into our own suburb. 2. You propose to block access to Broadview, so a resident can't readily visit family, friends or sporting facilities across Hampstead Road without having to do a right turn onto the notoriously busy Hampstead Road, then negotiate their way around to Galway Avenue to access the suburb. Residents should have ready access to neighbouring suburbs in safety. McInnes Avenue is one of only two access points from Hampstead Rd into Broadview and the only one with a turning lane. I have not known there to be accidents at this intersection. I suggest you limit right turns out of Romilly to Hampstead Road at peak hour, given that the introduction of the service station attracts extra traffic wanting to turn right into Ian Street. 3. Noise - Manningham residents already have to deal with excess noise in our suburb.	I believe your suggestions are extreme and imply that traffic in Manningham and Hampstead Gardens is worse than reality. Yes it would be great to stop rat runners who use Benjamin Street and Ways Road as short cuts, however, I believe that the majority of traffic is from local residents and rate payers who take a direct route to destinations from within our suburbs. This will mean driving through the suburbs rather than taking the long way around the notoriously busy main arterial roads. Residents make safety decisions and well as convenience decisions when choosing a route out of their suburb. Please, as residents we pay our rates, we should be entitled to navigate through our suburban streets with ease, and not have a one choice only main road entry/ exit point to our street and property.
Ways Road Hampstead Gardens	I am supportive of the draft LATM scheme	Yes	Yes		Would be better to not allow turn right into Ways from North East Road completely
Romilly Ave	I am supportive of the draft LATM scheme	Yes	Yes		The intersection upgrades to safely cross Hampstead Road from Romilly Ave is probably the best thing in this proposal. Having a pedestrian refuge is long over due. thanks.
Dyott Avenue, Hampstead Gardens	I am supportive of the draft LATM scheme, but have some concerns	No	Yes	No truck sign is required towards the end of Dyott Avenue around my house. As lot of dial a tow trucks pass by at high speed. Parking limitation- should have a restricted / time limited parking towards the end of Dyott Avenue near my house address	From Muller road turning left into Elm street should have yellow line marked along the curb to stop people parking near intersection. As on a business hour time it gets risky to turn into the street as you can't see oncoming traffic from the Elm street. It is good to have reduce speed limit along the pool Avenue.
Gosfield Cres, Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		
Benjamin Street, Manningham 5086	I am supportive of the draft LATM scheme	Yes	Yes		As 20 year residents of Benjamin Street, Manningham, we have observed during this time the increase in volume and speed of vehicle traffic, both using the street as a thoroughfare and in surrounding streets, with associated turns from and onto more major roads, including main roads. The latter have become increasingly difficult in the context of increased traffic flow. As such I regard all of the proposed changes as a reasonable and proportionate response to increased busyness. This includes consideration for pedestrians and residents, particularly the elderly, those with visual impairment and young children.
Henry Ave Manningham SA 5086	I am NOT supportive of the draft LATM scheme	No	No	Rd from 4:30-6:30pm is highly restrictive. Turning left from Page St is also proposed to be restricted. This means my family's only option would be to turn left onto Willow Ave and wind around neighbouring streets which is a big inconvenience vs turning left in Ways Rd, then left into Bennett Ave. It will also increase the chance of being hit in the rear of the car as there will be more turning left onto Willow and people accelerating out of the intersection who are inattentive. Similarly turning left or right to Mullers Rd is restrictive and then requires weaving through other backstreets. I currently use Melbourne Crescent to turn left at all times so am never held up by cars turning right. Changes should not be to the detriment and inconvenience of residents. consideration to the movements of local residents. By implementing this plan residents are going to be greatly impacted. As an example, I work in the CBD & drive home via NE road. It is much easier for me to turn left into Ways Road to get to Marie Road than to try to do a right hand turn off Hampstead road in peak hour traffic. This plan will further exasperate the difficulty of doing a right hand turn off Hampstead Road into Manningham. The heavy traffic heading south on Hampstead Road between 4.30- 6.30 pm makes it extremely difficult to turn right. This plan will send further traffic onto Hampstead Road and make this situation worse. Doing right hand turns off of Hampstead road hold up traffic flow. Turning left on Ways Road does not cause any traffic build up. The proposal to block off access to Romilly Avenue will make this issue worse. This proposed plan certainly disadvantages the local residents. If I have difficulty turning off of Hampstead Road, I will have no choice other than weave through other streets off of NE Road, which completely defeats what you are trying to achieve.	A speed limit of 40 will not reduce speeding on Ways Rd as people don't adhere to 50 when it was reduced from 60. It would be more beneficial to introduce chicanes/structures that reduce to one car as was done on Collingrove Ave. Therefore those residing in Manningham do not have minutes and inconvenience added to their trips and will deter others seeking to cut through the suburb
Marie Road Manningham SA 5086	I am NOT supportive of the draft LATM scheme	Yes	No		Please give more consideration to the movements of the residents within this plan area and not only concentrate on the movement of those cutting through the area.
North East road	I am NOT supportive of the draft LATM scheme	Yes	No	the raised intersections will help make ways road safer for residents. Noone even remembers it is meant to be 50kph unless otherwise signed, even the residents... yet it is not even busy at peak times, the turning restrictions from ways road are ridiculous. How do you expect residents living on ways road and it's side streets to commute to and from work / school / etc if they can't turn from or onto their road? And it will just cause people to go down the much narrower side streets and congest these where it will be much more noticeable than ways rd. and from school pick ups and drop offs as well as my commute home from the city for work.	No turning restrictions. More crossings. Not opposed to speed limit changes or raised intersections.
Marie Road Manningham	I am NOT supportive of the draft LATM scheme	No	No	The result of the changes will be more time spent traveling on the lesser local roads and using more dangerous locations to gain access the main arterial roads. I find the increased danger unacceptable as a resident of the area and the extra time penalty for residents an insult. The 40km/hr zones create further frustration amongst motorist and become revenue raisers for low enforcement. This should be avoided.	
Melville Street Hillcrest	I am NOT supportive of the draft LATM scheme	No	No		
Romilly Avenue Manningham 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	along the length of the Avenue, as opposed to one raised intersection at Willow and Romilly Avenues. Given the presence of the playground, netball and tennis courts at Laurie Knight Reserve, in the interest of public safety, we believe this would be a better deterrent to raised runners and speeding	
North east Road Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	Yes	No		Overall the recommendations regarding reduced speed seem to hold merit in the progression of safety within the proposed zones. My main area of concern is the restriction of turns from North East Road and Mullers Road at certain high flow traffic times and the impact creating slowing and congestion of major surrounding roads and intersections that these limitations often create. It is an ineffective solution to the issues and simply creates another larger issue elsewhere.

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Gambia Avenue, Hampstead Gardens Elm Street, Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	We don't think speeding is a big issue in Hampstead Gardens, hence don't support the 40km/hr speed limit in the area. We also don't think turn restriction are a good idea as it will just transfer the problem (if any) to other streets.	We do however support the other items, speed humps, roundabouts etc.
Hampstead Road Manningham	I am supportive of the draft LATM scheme, but have some concerns	Yes	Yes	The corner of Lorraine Ave has yellow line going towards Hampstead Rd you can not Park on that giving room to turn left or right safety, there was a few car at one time but that no longer the case they move on to a other rental property. My wife parks her car in the drive way and a boat on the other drive way. My son and me Park on Lorraine Ave. We have nowhere else to park. You can not Park on Hampstead Rd because of bike lane and when you can it got trucks. It's not safe.	My son and I are traffic controllers and from time to time need to have utes for work and leave our personal cars at work. I don't want to sell my boat because I work hard for it and enjoy going out in it. There is only 3 to 4 cars parked at that spot and with the yellow lines at the end it works well and is safe.
LOVELL AVENUE MANNINGHAM	I am NOT supportive of the draft LATM scheme	No	No	EVER HAD ISSUES WITH PARKING SURROUNDING MY STREETS. PROPERTIES ARE LARGE ENOUGH TO ACCOMMODATE VEHICLES ON THEIR PROPERTY. WE DON'T LIVE IN A SUBURB THAT REQUIRES PARKING RESTRICTIONS AT ALL. WE HAVE NEVER HAD ISSUES IN KEITH AVENUE OR LOVELL AVENUE. 40KM IS NOT A GOOD IDEA NOR ARE THE SPEED HUMPS AS IT WILL NOT BE POLICED AT ALL AND ONLY FRUSTRATE THE LOCALS WHO LIVE IN THE AREA. THE POLICE HAVE ENOUGH TO DO THAN TO POLICE 40 KM AREAS AS COUNCILS ARE NOT ABLE TO DO IT. TOO MANY DIFFERENT SPEEDS LIMITS CREATES CONFUSION AND FRUSTRATION FOR EVERYONE. I GO ON DAILY WALKS AROUND MANNINGHAM AND DO NOT SEE MANY MOTORISTS SPEED AND DEFINETLY NOT ENOUGH TO WARRANT A SPEED RESTRICTIONS. I DON'T UNDERSTAND THE NEED 'NO RIGHT TURN' ONTO MULLERS ROAD. HOW MANY ACCIDENTS HAVE OCCURRED IN THE LAST 10 YEARS AT THE INTERSECTION OF MULLERS AND WAYS ROAD? I USE THIS ROAD AND TURN RIGHT ALMOST DAILY AND NEVER HAD AN ISSUE. IF ANYTHING YOU WILL ENCOURAGE MOTORIST TO THEN USE SURROUNDING STREETS TO TURN RIGHT WHICH WILL CREATE MORE COMPLAINTS FROM THOSE RESIDENTS IN THOSE STREETS. IT DOES NOT MAKE SENSE TO	
Benjamin St, Manningham 5086	I am NOT supportive of the draft LATM scheme	No	No	more cars driving erratically and carrying out side-maneuvres over the humps - this places heavy risks on parked vehicles and other road users. I have lived at a previous location (for over 15 years) with speed humps, I have witnessed in a MAJORITY of cases where vehicles simply speed up then slow down over these humps thus generating a ridiculous amount of noise pollution. I have had to contact authorities concerning this matter. Speed humps are largely counter-intuitive as they force people to speed and drive more erratically. We also DO NOT support the restriction of traffic turns between Romilly Avenue and Hampstead Road this leads to congestion and more traffic cutting through the surrounding streets which ultimately defeats the purpose of this entire Scheme.	
Birkinshaw Avenue, Manningham	I am NOT supportive of the draft LATM scheme	No	No	The proposed changes go against fundamental flow of traffic without solving any problem. Left turns into the suburb being blocked at those spots make it near impossible to enter and get to my residence. Those are major thoroughfares to enter the suburb, so I don't know how you expect residents to get to their properties? Plus, it's all in the general direction of traffic. I use this road and turn right almost daily and never had an issue. If anything you will encourage motorists to then use surrounding streets to turn right which will create more complaints from those residents in those streets. It does not make sense to	I can't see what the intent of these changes are. There's no stated objective and benefit. It seems to just make living in the suburb more difficult and challenging. Genuinely poor recommendations without considering impact.
Bovey street, Hampstead gardens	I am NOT supportive of the draft LATM scheme	No	No	Do not want speed humps in our side streets	
Benjamin Street Manningham	I am NOT supportive of the draft LATM scheme	Yes	No	accessibility of Manningham / Hampstead Gardens to its own residents. The proposed changes will not solve the issue of the suburb being used as a thoroughfare it will simply create new issues, shifting the problem around within the suburb via the creation of obstructions and restrictions while the ultimate long term access restrictions will be borne by the residents. At the moment the burden of our streets being used as a thoroughfare is shared across the suburbs. The proposed changes will alter this distribution markedly. A major point in case is the proposed extension of the road island at the Romilly / Hampstead Road intersection. A better solution needs to be found so that right hand turns into and out of Romilly Ave at the Hampstead Road intersection can continue to function so that other roads joining Hampstead Rd and Ways Road are not adversely impacted by significant increases in traffic volume. As a resident of Benjamin Street I am particularly concerned about the increased traffic volumes which will be channelled down our street by the proposed changes particularly as our street is the only one with a dedicated turn right slip lane off Hampstead Road. I further object to the proposal to put speed humps down our street which will only create more problems with excessive noise due to motorists accelerating hard, breaking hard and suspension noise over the speed humps - one only has to observe the nearby streets in Broadview to witness this reality. Additionally I believe there is likely to be storm water overflow issues during heavy rain events if speed humps are installed in Benjamin Street. In my view the traffic thoroughfare issues are primarily excessive speed and and potential distribution of traffic. As such I propose that at this point in time the only change should be to reduce the speed limit to 40kms as suggested and that these speed restrictions are enforced heavily initially by the use of mobile speed cameras around the suburbs particularly on the longer thoroughfare roads such as Ways Rd, Benjamin St, Orlando Ave etc to change driver behaviour and disincentivise the use of Manningham /	
GAMBIA AVE, HAMPSTEAD GARDENS	I am NOT supportive of the draft LATM scheme	Yes	No		
Romilly Ave Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		
Ways Road Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	Yes		The speeding/cutting through via Ways Rd concerns me as there has been a number of incidents where cars have ended up on the verges near our property; this is a real concern for our young family.
Benjamin Street Manningham 5086	I am NOT supportive of the draft LATM scheme	No	No	The proposed changes will not have any real impact on the flow of traffic on Ways Rd or Benjamin Street and are not in the best interests of residents. Restricting/limiting left and right hand turns at the intersections of Ways and Muller Rds and Ways and NE Rds will make more difficult for residents to access their homes and extend travel times as they go about their daily activities. I also question how this would, or even could be enforced, given that access is to be allowed at other times. Speed humps on Benjamin Street will be unattractive and will not solve the problem. They are used in Broadview and Sefton Park with limited success as those roads are still used by through traffic. As such, speed humps will not detract/stop through traffic on Benjamin Street and I suspect there may well be an increase in accidents as cars manoeuvre the humps and the cars parked on the street. Rd only	I have Lived on Benjamin Street for 15 years and whilst over that time there has been an increase in traffic on the street (but is consistent with increasing road traffic in Adelaide) it has not impacted my ability to gain access to and from my property nor my safety when driving or walking on the footpath. Whilst everyone would like to live in quiet street the proposed solutions are likely to create more problems for residents rather than solve them. Please do not implement the proposed changes
Arthur Avenue, Manningham SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	My husband and I are opposed to the part time turn restrictions. It creates confusion as to when it is allowed and when not & residents are often going to get caught out; potential for dangerous u-turns due to selecting the route when 'no turn restriction applies', not being able to access NE Rd or Muller Rd from Ways Road during certain times is a significant impact on our travel time. Strongly opposed to the 'No Left Turn' restrictions Muller Rd to Ways Rd am peak; and NE Rd to Ways Rd pm peak. I fail to see why a left turn should ever be restricted. This is the key access road to/from our street. No left turn from NE Rd to Ways Rd PM peak - means to access our street (Arthur Ave) we would have to turn left onto Hampstead Road and then have to make a right turn onto Lorraine Ave which holds up traffic, is more dangerous and takes considerably more time. No right turn 'Ways to Muller Rd' pm peak - forces us onto NE Road which is much busier and very slow or having to weave through the suburban streets to find another way to Muller Rd which would still be a right turn. You are asking our opinion on some traffic control 'treatments' with no explanation/definition of what they are eg pavement bar medians - these potentially impact us on 'Ways Rd and Birkinshaw' Stage 2: raised intersection platforms or road humps at 'Birkinshaw Ave and Arthur Avenue' Again the intention here is not clear - do you mean at the actual intersection?	I have heard that residents are concerned re traffic speed on Ways Road - I have not experienced it personally. Lane markings may be helpful on Ways Road along with raised speed platforms rather than speed humps & potentially 40km/hr speed limit if necessary I don't think these controls are necessary in the side streets.
Ryder Rd Manningham	I am supportive of the draft LATM scheme	Yes	Yes		I have noticed cars park on the corner of Cheviot Rd & Muller Rd very close to the intersection nearly causing accidents due to narrow street. I support the speed restrictions as Ryder Rd is often used by hoons speeding on many occasions.
Falcon Avenue, Hampstead Gardens SA 5086	I am supportive of the draft LATM scheme, but have some concerns	No	No	to work - you are just going to get people to drive down other streets and moving the problem - they always find another way. The reason people use these short cuts is because the main roads (Hampstead Road, Muller Road and NE Road) can be heavy with traffic at times - you need to look at creating better flow on these roads and update the timing and turning signals on the intersections at busy times so people don't have to wait at traffic lights for 3 or 4 turns.	

ATTACHMENT 13.2.3.4

Hillcrest Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Douglas Avenue, Hillcrest	I am supportive of the draft LATM scheme		ECM Doc # 16154861 My house is the last house on my side. The house next to me faces Hawkins Ave. It is very close to the roundabout but because a neighbour who has a car in his driveway parks his second car in front of my house, in that position cars turning from Hawlom Ave cannot always see me trying to back out of my driveway, at times there have been near misses, and I have been yelled at for parking a car there! I have always received very good service from the Council but it seems some folk have too many vehicles for their parking.
Gascoyne Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073226) Gascoyne Avenue just opposite Fosters Road is very dangerous. People use it as a shortcut to NE Road or vice versa. It's an accident waiting to happen. There are speed humps and roundabouts but some morons choose to ignore them. The speed limit in Gascoyne Avenue needs to be reduced to 40km/h. Hopefully this may stop some of these bad road users from one day causing a bad accident and even a death	
Beatty Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16073226) Apart from mentioned changes in this notification, we like to bring attention to worse parking condition on Beatty Avenue Hillcrest 5086. We are not able to take car out of our driveway as Toyota cousima parks car there. Also no one follows 2 house sign board, never seen any parking inspector, people park in front of our house. There should be residential parking sign, also there school demolish going and we are not sure what will happen to parking. Please take appropriate measures to solve traffic condition on Beatty Avenue. Beatty Avenue is not wide enough to handle this
Hood Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073226) Unfortunately due to the increase of housing in the whole area, off street parking is very limited and causing driver distress trying to navigate along narrow roads with cars parked on both sides. I would hope that in the planning of the new 'Villawood Estate' that this be taken into account and allowances made to ensure there will be enough parking for the residents.	Parking of cars for Mitsubishi car dealership on Patricia Avenue are a problem when going towards NE Road, even with new improvements can't see how approaching that corner it will make any difference. Should also have a sign on NE Road that no u turn is to be done there
Dunedin Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16073226) No parking on both sides of the road.
Gilles Crescent Hillcrest SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16073212) Parking is a more important issue since knocking down so many houses and building 2. Residents who live in these streets will appreciate some of these plans but congestion in becoming a huge problem. We used to have residents only parking in yellow lines when only 1 house per block. I am concerned that you are not fixing Gilles Crescent. Each block is rapidly being subdivided and building 2 houses. Small yards mean not enough parking for residents. Owners, visitors and multitudes of workers who park there during the day mean congestion. And people are still using it as a short cut at speed and try and get ahead on those turning off at Blacks Road.	
Fosters Road Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16073212)
Gascoyne Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073212) Gascoyne Avenue still a race track we have trouble accessing our driveway with car parked either side of road and over our driveway can't access due to stobie poll on other side of our driveway	
Lord Howe Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16073212) Lack of parking to access Oakden Medical blame on Fosters Road. .. with current kerb parking makes it hard to enter Foster Road from clinic, quite often unable to find or park at this clinic. * .. word was illegible
Gascoyne Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073212) I have spoken to PAE council traffic engineering and to my local councillor who agreed with me that there is a problem on Gascoyne Avenue re: speeding vehicles. What is needed are some speed humps or some other devices/structures to stop this problem. Before someone is hurt or even worse. My reference with PAE council considerations is 16009678	
County Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073212) I have no concerns regarding the proposed plans, however I wish to bring to your knowledge the problems I am continually facing regarding the cars (damaged/repared) and these left on the street outside my house and blocking my driveway constantly. I am a pensioner and I have had to sell my car as I am unable to drive into my own driveway most days.	Please use enforcements to stop excessive parking on County Street, Hillcrest at and around number 13. Cars are parked opposite my driveway over my driveway and make it impossible to get in and out.
Grenville Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16073212) Our major concern (not with planning provided but in general) is parking. Mainly people in this area do not use their drive ways. At the end of Patricia Avenue on Oxford Street is incredibly dangerous to maneuver around considering the way people park. The Fosters Road - NE Road intersection is another major concern
Nepal Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073212) Consideration of parking controls/signage to the first area of Gascoyne Avenue entry from Fosters Road. This area is highly congested with cars parking on both sides of the road and only one car can fit through with caution at any time. Worst at night, early mornings and weekends when residents are generally home and park on this road routinely.	
Harman Street Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16073212) Does not address traffic concerns near Queenborough Avenue reserve - speeding along this road and Harman Street near school and playground
County Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16065693) I believe required traffic light on Foster Road and NE Road to turn right from Foster Road to NE Road and left turn from NE Road to Foster Road. I have seen many incident and accident this section also pedestrian crossing from bus stop 22 towards city and TTP or Gilles Plains side (city up and ...)	Firstly, if you can fix above point much help for community.

ATTACHMENT 13.2.3.4

Hampstead Gardens and Manningham Community Feedback

Address	Please select your most preferred option	Do you support the proposed area wide 40km/hr speed zone?	Do you support the Ways Rd and nearby side streets part time turn restrictions?	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Gambia Avenue	I am NOT supportive of the draft LATM scheme	No	No		
templewood ave manningham	I am NOT supportive of the draft LATM scheme	Yes	No	<p>Whilst i support the speed humps i think it's just stupid to have time restrictions on when you can turn onto or off Ways Road. You are actually impacting the people who live in the area and then forcing us to go different ways. For example if i want to go to Greensacres shopping Centre as a resident it is easiest for me to go via Ways Road but now at i wont be able to do that between 430 and 630 and instead will be forced to make a dangerous right turn onto Hampstead road or be forced to go the longer way via north east road. So people who live in the area wont be able to turn left on ways muller road in the morning. How do you propose we get onto muller road in the morning if we are going to be heading West ?? DO you realise you are taking away the safe way to get around for residents.</p>	<p>How about you focus on real issues like planting some trees which we have requested for many years.</p> <p>With regard to Templewood there should be resident permits and timed parking. There is a bus stop and many ppl park on the road for the whole day.</p> <p>Number 49 Hampstead Road runs a business from home and often will park two vans, a 4WD drive and other vehicles from his staff on our street. This is unacceptable and the council should focus on this.</p> <p>Also the yellow line between 2b and 2C templewood avenue should be extended. Sometimes I cant drive out of my drive way because cars park either side and overhand my driveway.</p>
Rellum Road	I am supportive of the draft LATM scheme, but have some concerns	No	No		
Ways Road Manningham SA 5086	I am supportive of the draft LATM scheme	Yes	NA		

ATTACHMENT 13.2.3.4

Hillcrest Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Fosters Road Hillcrest SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16065693) Wider roads in streets.	Like to see traffic lights near Northgate shops where the roundabout is due to traffic at busy time. On Fosters Rd, Sir Ross Smith and Folland Avenue (ECM document #16065693)
Earle Street Hillcrest SA 5086	I am supportive of the draft LATM scheme		Fosters/NE Road intersection - future population increase
Ramsey Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16065693) Please consider install colour lights at Fosters Road - NE Road junction to reduce traffic jam and potential accidents. This may not be directly related to the Hillcrest are but appreciate to neighbouring suburbs.	Please disregard the one I submitted online. (ECM document #16065693)
Flinders Road Hillcrest SA 5086	I am supportive of the draft LATM scheme		Have had my driveway blocked on numerous occasions on Norman Street and only just been able to drive down said street because of cars parked on both sides of a what is a very narrow road.
Lord Howe Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16065693) Please see document for 2 pages of feedback.	
Llewen Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16065693) The Llewen street, during the right lot of speeding and car honning. Suggesting install a speed bump in head of Llewen Street and end of Llewen Street	
Gilles Crescent Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16065693)
Douglas Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16065693)
Earle Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16058140) Improved traffic control at NE Road, Fosters, Mullers Road intersections. Almost impossible to turn right onto NE Road from Fosters Road during peak times especially, but also difficult at all times. Similarly difficult to turn right onto Fosters Road from NE Road. This has always been a problem but has become worse since the Northgate and Lightsview Developments	
	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16056463) Hi there, There is ongoing issue going for signal request at fosters road and north east road. I can see in this draft plan where there is no mention of this issue which is very disappointed. Can you please let me know why this issue is not part of this draft plan ? I hope you can add this as my feedback and please consider this feedback and include in your planned draft. Happy to discuss if needed. Thanks Hiren Patel (0433079434)	
Shropshire Avenue Hillcrest SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16051598)	
Oxford Street Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16136016) Hillcrest medical centre timed parking may impact patients at busy times in the clinic. The solution @ Patricia Avenue and NE Road is excellent. Forcing the right turn back will help those turning left. The Patricia Avenue rolled parking pad or Mitsubishi is great that street gets tight when there is a truck.
County Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16136016) County Street just off Douglas Avenue is being used as a secondary way and it's becoming an issue. I had a car taking the corner too fast it landed in my front garden. Would like either a concrete median turning into County Street from Douglas Avenue or a speed hump or two.	
County Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16077396) Our property outlooks the roundabout of County and Gray Street. Prior to the resurfacing of County St a yellow (no parking) line existed in front of our property near the roundabout. Following the resurfacing this line was removed thus allowing residents to parking very close to the roundabout. In addition on the opposite side of the road, the yellow line is now closer to the roundabout infrastructure. Can the yellow lines be returned to the original system prior to the road resurfacing as I think it will be safer for the traffic flow around the roundabout	
Fosters Road Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16077396)
Countess Street Paralowie SA 5108	I am supportive of the draft LATM scheme		(ECM document #16077396)
Treweck Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16077396)
Oxford Street Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16077396) Possibility of widening Patricia Avenue where it meets NE Road - because the picture shows marked preference for turning while allowing maybe only 1 car to be in the L turning lane. Plan also doesn't stop cars doing a u turn at this intersection which often blocks all traffic from exiting and entering Patricia Avenue.
Augusta Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16077396) Need Augusta Street Hillcrest review. Possible speed humps installed or multiple low speed signs. People drive fast and it is constantly used cut through street between Fosters Road and NE Road vice versa. Safety for street residents and kids that play out in the park in Augusta Street. Please renew the street for safety.	Please review Augusta Street Hillcrest 5086 for safety. Multiple low speed signs but would love and appreciate multiple speed humps in the circle of street. Playground in street and the street needs to be safe
Delhi Avenue Hillcrest SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16081690) These drafts are accomplishing absolutely nothing - it's all 'cosmetics'. Why line marking at Patricia and NE Road? please review, line marking is not the answer.	Sacrifice some of the park (Delhi/Oxford) to put in parking on northern side of the park to accommodate the people/cars using the playground. Then painting yellow lines on Delhi Avenue so that residents do not have problems exiting their properties. Also traffic control on N/S area on Lynton Avenue, Gilles Plains opposite Dan Murphy.

ATTACHMENT 13.2.3.4

Hillcrest Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Macquire Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16125949)
Grenville Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16125949) Excessive speeding on Grenville Avenue. Parked cars causing obstruction and potential accident corner of Patricia Avenue and Oxford Street, turning left at this T junction is hazardous. Encourage people to park on these driveways or better still use there garage. Too much sub-division can create traffic hazards and impair road safety.
Fosters Road Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16125949)
Delhi Avenue Hillcrest SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16125949) Proposed changes will not help with traffic in our suburb, it would make more difficult and cause more congestion. 1. Changes to parking are required. Parking only on one side of the street would be safer instead of zig zagging around cars parked on both sides of the streets. So a simple yellow line of paint is all that is required. 2. Main difficulty accessing suburb is accessing NE Road, lights at Patricia Avenue would make it much easier 3. Synchronising lights on Sudholz Road from Grand Junction to NE Road would stop traffic jams 4. Some streets such as Beatty need to be one way. Between excess noise and trucks due demolition of Gilles Plains on NE Road and re building on these sides traffic and travel on narrow road is horrible	
Hood Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16061255) There are no proposed changes to Hood Street or Gascoyne Avenue which is a one way street during certain times of the day due to residents parking on both sides of the road and other drivers using these roads as a by pass to NE Road.	
Treweck Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16061255) Re: Patricia Avenue and NE Road intersection painted u turn lanes - to ensure a car turning right onto NE Road is given enough lee way to maneuver to middle rest lane. I ensure to wait closer to LHS of Patricia Avenue to give me enough room to cross NE travelling traffic on NE Road at a quick enough pace due to the business of NE Road.	Maybe the NE Road rest lane for traffic turning from Patricia Avenue to travel south west on NE Road can be lengthened. This is a very busy intersection and I feel it is important to be able to access the centre rest lane at a decent pace.
Fosters Road Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061255)
Hawkins Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061255)
Fosters Road Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061255) Does not worry me very much as I don't travel these streets very often. The car parking per the medical centre is sometimes a worry when trying to exit the village and missing pedestrian crossing but I manage. A lot harder when I have my goffer!
Snell Street Hillcrest SA 5086	I am supportive of the draft LATM scheme	(ECM document #16061255) Excellent proposal thus far! Suggestion 1: put a 'no u turn' sign at the t-junction of Patricia and NE Road. Have observed many incomplete u turns that have blocked Patricia Avenue or nearly side swiped the car waiting to turn right from Patricia onto NE Road. Suggestion 2: Extend the no car parking on side of Dunedin Avenue (heading towards hills) from roundabout on Patricia Avenue. There are often cars parked on either side of the road such that there is only one-way traffic, which you can't necessarily tell if you are on the roundabout. Very tricky spot to reverse when faced with a car coming in the opposite direction. Thank you :)	
t provided	I am NOT supportive of the draft LATM scheme	(ECM document #16061255) Have ticked all 3 boxes on feedback form so not clear on their decision.	
Grenville Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061255) Too many vehicles (cars and trucks) park at the T-section at Patricia Avenue and Oxford Street causing a serious hazard/bottleneck. I have personally experience 2 near misses in this area. Suggest extending the 'no parking' lines to a safe and reasonable area as residents have no idea. Excellent initiative on the part of council, thank you.
Hawkins Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061255)
Flinders Rd, Hillcrest	I am supportive of the draft LATM scheme, but have some concerns	I would like to raise a parking issue on Gascoyne Av where it attaches to Fosters Rd. There are often cars parked along both sides of Gascoyne between Fosters and Flinders Rd (pictured) that limits two-way traffic at a popular entry point for the suburb. Though I don't believe cars are parked illegally and I haven't seen traffic back up to cause an issue on Fosters, bit it is an ongoing issue which causes a bottleneck. Perhaps parking pads? Unfortunately my photo is in the middle of a weekday when the parked cars are absent.	I live near Nestor St and I'm not sure the benefit of narrowing it. I haven't seen much traffic or parking there, but then again I don't live on it.
Earle Street Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16104944) Improved traffic control at NE Road, Fosters, Mullers Road intersection. Almost impossible to turn right onto NE Road from Fosters Road during peak times especially, but also difficult at all times. Similarly difficult to turn right onto Fosters Road from NE Road. This has always been a problem but has become worse since the Northgate and Lightsview developments.	
Gascoyne Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16104944) Happy with painted median and turn lanes at Patricia Avenue and NE Road
Stuart Road Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16104944) Two years ago parking restrictions was removed from Stuart Street, but now is problem specially closer to Balmoral Avenue! Intersection (both side parked cars) please consider only one side for parking - child car and other businesses are there.

ATTACHMENT 13.2.3.4

Hillcrest Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Douglas Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16110296) My concern is the excess speed of some traffic which uses my street. The cars travel so fast it is impossible to see a negotiation maneuver. They do not appear to live in Douglas Avenue, but use my street to drive excessively fast. If a young child, or anyone, stepped off the footpath there would definitely be a fatality. Would it be possible to install a couple of the 20km/h road humps in this street? I would estimate the speed of those cars to be at least 100km/h and my neighbours have the same concerns that I do, please give this some serious consideration.	
Fleet Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16115650) Are we going roundabout crazy? 17 + 2 proposed. Wiser to put pedestrian cycling refuge close to letter box then intersection to avoid intersection issues and elder people. Many people need to use land for all day parking + old basketball stadium reconstruction now on streets. Hungry Jacks has added turning issues then buildup .. add to traffic confusion. Many people turn right then immediately left into Hungry Jacks, there is a post box opposite Hungry Jacks and now with construction and future building the block will be a real issue for traffic turning into that street Dauntless Street. * .. means words were illegible
Shropshire Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme	(ECM document #16117274)	(ECM document #16117274) I like the draft, I would like some thing done in Balmoral Street, Shropshire Avenue to slow the traffic speeding from NE Road into Shropshire Avenue to Fosters Road. Cars, trucks cut the corner from Balmoral Street into Shropshire Avenue that drive across the yellow concrete pad. I know you can not fix things in a hurry, just want to slow the cars down so I can drive my car on the road. It's a bad corner
Shropshire Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16124075) I have been suggesting over the 50 years I have been on this same property that Shropshire Avenue is a danger especially in the last 14 years. Motorists are using this St as a cut through from NE Road to Fosters Rd. I suggest that the speed should be slower on Balmoral Road and Shropshire Avenue to Fosters Road.	The Hillcrest Primary School should extend the school, signs should be shifted to each end of the oval on Shropshire Avenue. Also parking should be looked at and changed to free up the congestion at pick up time and peek house
Folland Ave Lightsview SA 5085	I am NOT supportive of the draft LATM scheme	why should residents be then penalised to slower speeds and restrictions. We need to educate people instead of putting barriers up everywhere, we are creating a world of cotton wool around everything to protect it for what reason, people are the issue. Please open you eyes about the bigger picture, not the smaller one to bandaaid an issue.	
Patricia Avenue Hillcrest	I am supportive of the draft LATM scheme, but have some concerns	I would like to have an easy right turning point to join in to the traffic in North East road towards city. A traffic light or a merge lane in the middle of the North East Road would be great. Suggested improvement in the intersection at Patricia avenue will make it harder to turn right. I suggest a traffic light at the Fleet Avenue North East road intersection which can be joined with the traffic light at Pitman Road intersection. Any convenient right turn to join in the traffic towards city is requested.	There is no easily accessible right turn to join the traffic towards the city in the North East road from Sudhloz Road intersection to Muller Road intersection.
Grenville Avenue Hillcrest SAA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16085780) Douglas/Fosters Road is already congested with residents parked cars. Adding a concrete median will make it worse. The median/pedestrian crossing on Fosters to the bus stop doesn't leave enough space when turning into Douglas, it's too close to the corner	
Burdekin Avenue Hillcrest SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16085780) I do not want speed humps! generally agree.	Should also look at Gascoyne/Fosters Road lots of parking on both sides of the street. Often can't get through
Fosters Road Hillcrest SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16085780)	
Fosters Road, Hillcrest SA 5086	I am supportive of the draft LATM scheme		(ECM document #16096414) I am very pleased that you are having everything possible done to help the amount of traffic. That has multiplied with all new villages etc. that have come to Fosters Road etc. I live in Aveo Village and the traffic along Fosters Road tripled since I came here. It is so hard coming out of the village almost all the time.
fosters road, Hillcrest	I am supportive of the draft LATM scheme, but have some concerns	Hi I am one of the resident most affected by this project. I have communicated with council many times in the past about the parking in Fosters road. Most of the houses in Fosters road is with single garage. We were parking the 2nd car at fosters road. I had expressed concerned while the the parking removed from Fosters road. At that time they said it is the council who suppose to fix the issue. In the morning when I have to take the car parked in the garage, there is no place to keep the car in the drive way. Now I have to drive 200 - 300 m away to the side road to park and come back to remove other car. I can not leave the car in Fosters road due to cycle lane in the morning. It is a very serious every day problem for me and many other residence. Currently I have to wait for nearly 10 min to reverse the car to fosters road. Once the Villa wood project complete, it will be almost impossible to reverse the card to fosters toad. I been requested to make pull-up parking in fosters road same as the one in front of Oakden medical centre and nothing happened until now. You can understand how much time is wasted everyday. I hope some one will take my concern seriously.	

ATTACHMENT 13.2.3.4

Hillcrest Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any proposed changes.	Any other comments
Yelland St	I am supportive of the draft LATM scheme, but have some concerns	<p>There have been major works done along Fosters Rd but mainly to the north of the stretch of road in the newer housing areas. One of the more hazardous and congested sections was completely ignored and lacks any safety for pedestrians at all. This is also hazardous to vehicles as they tend to stray onto the wrong side of the road especially at night almost colliding with oncoming vehicles.</p> <p>The area I'm referring to is the slight turn when coming from North East Road onto Fosters (near Rellum rd and Yelland St) where vehicles accelerate into the stretch of Fosters past Hillcrest and Greenacres.</p> <p>This area has many facilities where pedestrians including a lot of small children and the elderly crossing the road are placed in danger due to no safe or elevated centre road refuge or concrete median available to protect against speeding or straying vehicles. Simply a safe haven in the middle of the road for people who can't cross very fast to avoid being put in danger.</p> <p>Nearby:</p> <p>Port Adelaide Enfield Library Greenacres surgery Community Kids Greenacres - Early Education Centre Greenacres Shopping centre Latitude Hillcrest Primary school</p>	This traffic/pedestrian safety review is well overdue and is constantly being ignored even though the area is the busiest pedestrian crossing hazard now on Fosters road.
Oxford Street Hillcrest	I am supportive of the draft LATM scheme		Former Giles Plains Primary site soon to be new subdivision where will this traffic be joining North East Rd? Surly this traffic can't exit via Beatty Ave?
John St	I am supportive of the draft LATM scheme		Thanks
ramsay avenue Hillcrest 5086	I am supportive of the draft LATM scheme, but have some concerns	<p>Hi, Thank you very much for checking the concern on residents on LATM scheme for Hillcrest.</p> <p>I am supportive of all the draft changes but it would be great if you can address below two concern.</p> <p>1. Ramsay Avenue Chicane - As you might be aware that Ramsay avenue is not two way street fully and treated as Chicane. Being close to North East Road, many business are nearby which includes Mitsubishi Motors, KFC, Hungry jacks, Toyota etc. I fully support all local businesses but it has been difficult for residents of Ramsay Avenue due to parking. Many non-residents do park near the house and its been difficult to get a spot sometimes for residents. Also, during the weekdays the street is so full of parking, its difficult to remove car from Garage/Driveway. Many instances it happened that someone parks the car on Monday (Rubbish collection day) and Rubbish truck can't collect the rubbish due to car is on their way. It would be great if you can insert residents only parking or 2P limit on Ramsay Avenue.</p> <p>2. Signal on North East Road & Fosters Road / Patricia Avenue : This issue has been requested several times by Hillcrest residents due to the fact that it is difficult to get a right turn from Hillcrest towards City. On and average Hillcrest residents turning right on North East Road spend 8-10 minutes during peak hours & 2-5 minutes during normal hours. It would be great if you can address this issue and insert signal near Fosters Road or Patricia Avenue.</p>	
Ramsay Ave Hillcrest 5086	I am supportive of the draft LATM scheme		
Gascoyne Avenue, Hillcrest-5086.	draft LATM scheme, but have some concerns	The traffic on Gascoyne Avenue is always heavy. Can we request the Council to do something about it.	
Treweck Avenue	I am supportive of the draft LATM scheme		I would like to see the inclusion of levelling improvements on Treweck Ave. We experience flooding in street gutters whenever it rains and the water stands for days or even weeks .
Harman Street, Hillcrest 5086, SA	I am supportive of the draft LATM scheme		Whilst the scheme has no impact on my direct locality, I am happy to support ongoing works within my suburb, figuring my turn will come... :)
PATRICIA AVE	I am supportive of the draft LATM scheme, but have some concerns	<p>*The draft doesn't address the vehicle speed between the roundabout (Hood st) on Patricia Avenue and Oxford Street</p> <p>*Nothing to address the parking between the roundabout (Hood st) and Delhi avenue when both sides are available and combined with the vehicle speed and traffic from Delhi Avenue</p> <p>*No footpath considered and mentioned for Eastern side of Patricia Avenue roadway on Delhi reserve</p> <p>*after noticing near misses over past 6 months should remove all ability to do u turn heading West on North East Road at Patricia Avenue junction (need more than painted lines)</p> <p>*nothing to address speed of vehicles that can exit Delhi onto Patricia when this end of Patricia allows excessive speed. Secondly exit speed from Delhi can result in cars being met by vehicles heading towards Oxford from hood street roundabout that may be straddling centre of the road due to vehicles parked on the western side of patricia opposite 16 patricia and north of Snell street</p>	
Yelland Street, Hillcrest, South Australia	I am supportive of the draft LATM scheme		
Shropshire Ave	I am supportive of the draft LATM scheme, but have some concerns	The current concern is lots of car accidnet still happening which is from North east road to Balmoral St, Shropshire ave to foster road. Many car accidents between Shropshire Ave to foster road. I just live the corner right there and it happened more than 10 times this year already, cars, trucks and motorbikes accidents. In front of 1 Shropshire Ave shouldn't let people park there. It's dangerous when there's peak hours, if someone park their car there, it completely block half of the busy road when people wanna cross by foster road to Shropshire Ave, not many people will do give way, and it cause accident because of the road half blocked. Also, there's a school zone, lots of children cross the road to get the bus. Already few times driver hit the pedestrian refuge because of the traffic. Please consider the current residents safety and change the parking control system. Thanks.	
Ramsay Ave	I am supportive of the draft LATM scheme, but have some concerns	Would like slow points removed from front of property because they make it difficult to access property and cause people to park over yellow lines. They don't seem to slow traffic	

ATTACHMENT 13.2.3.4

Gilles Plains Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any suggested changes.	Any other comments
Bracken Avenue Gilles Plains SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16115581) Not sure nobody contacted me. Just do something about the parking problems at mosque forget anything else.. priorities please. No body wrote to me in March. We need more yellow lines on corner of McKinlay/Grant/Kapoola/Wandanna all corners from the school down to Grand Junction. Been parking problem for the past 15 years at the mosque.	Do something about the problems at mosque tire of being put in danger PTO. (please see document for next page of feedback)
Bradley Avenue Gilles Plains	I am supportive of the draft LATM scheme		(ECM document #16061215)
Brookdale Close	I am supportive of the draft LATM scheme		
Brookdale Close	I am supportive of the draft LATM scheme, but have some concerns	What do you plan to do to open the narrow streets? I brought this up when estate was opened and there was a need to get Fire Brigade in to fight a fire. The roads must be kept clear at all times, not left open to interpretation.	
Brookdale Close Gilles Plains Sa 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073253) Lynton Avenue to NE Road should be 'no parking' at all time the amount of near miss accidents I have witnessed is every day its made that corner every dangerous. Also along Grand Junction Road (St Pauls College) people are parking in bike lane bus stop areas and on the corner turning left onto Blacks Road.	The council should be coming out and patrolling these two areas on a daily basis and the above two areas should be dealt with priority.
Brookdale Close Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16110298) Lynton Avenue Gilles Plains parking outside of Salam supermarket is dangerous. Although signs are posted 'no standing' people still park. Inspectors need to be more present. Cars are also parking on the footpath. Brookdale Close is quite narrow on the bend next to the park. Cars are often parked opposite each other making it difficult to get through. Of particular concern is at time a fire truck would not be able to pass through to reach houses 21-28 Brookdale Close.
Cambridge ST	I am supportive of the draft LATM scheme		Of particular concern is the Lynton Ave + North east road intersection. I have seen so many near misses (including my own) there. There needs to be no right hand turn from Lynton avenue into the cheesecake shop/supermarket as it causes a bank up of traffic turning left from north east road. Added no parking along Lynton Ave as the road is too narrow for people parking near the shops, turning right into the shops and wanting to access north east road.
Cambridge Street Gilles Plains	I am supportive of the draft LATM scheme		I feel that Wandana Ave needs slow points before the Wandana Primary School. My children attend the school and I have concerns about cars speeding through the school zone during the drop-off and pickup time. It is almost a daily occurrence. I have contacted the police and they said that I should start with the council
Cambridge Street Gilles Plains Sa 5086	I am supportive of the draft LATM scheme		(ECM document #16077397) The sooner the better that Linter Street is done, before there are more accidents. I do not remember receiving any original information in March 2021 about this survey. I would have responded if I had. My street Cambridge Street is a narrow street and can have up to 9-10 cars parked on the street. Rubbish collection days must be difficult for those big trucks to maneuver around the cars. If it is not too late please can this street be included, or at least looked into
Carona Avenue Gilles Plains SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16085762) I believe Lurline Avenue already has sufficient traffic management infrastructure installed. Putting additional structures on Hawker Road and Swanson Avenue would provide no clear path in our suburb for emergency vehicles to traverse. With the number of vehicles normally parked in these and Glenroy Avenue I can't believe traffic can speed in these locations.	
Fulton Street Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16061215) With the increase of children using the reserve on Fulton Street, and the increase of speeding cars through the street, I highly suggest road humps or a 40km/h limit in the street due to safety concerns. I am concerned a child will be hit with the amount of speeding traffic that has increased in the last few years.	
Glenroy Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16081688) Strongly support road humps in Glenroy Avenue we live in this street. Lynton Avenue needs parking controls adjacent to the shopping centre.
Glenroy Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16104740)	

ATTACHMENT 13.2.3.4

Gilles Plains Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any suggested changes.	Any other comments
Grant Avenue	I am supportive of the draft LATM scheme, but have some concerns	<p>We live in town houses on Grant Ave. in the draft Minor intersection linemarking Installation of separation line and associated parking controls: Kapoola Cres and Grant Ave</p> <p>On the map, where we live, I can see its marked as Parking Study and Parking Control Review.</p> <p>Q: What does 'associated parking controls' mean? Q: Parking study and parking control review, what does this mean? Is the parking going to be reviewed and later parking controls implemented?</p> <p>We park our cars out on the street of Grant Ave. If there are going to be parking controls implemented, are there going to be exemptions for residents?</p>	All in all, I think its a great initiative. I would have liked to have seen some traffic speed control on Grant Ave as cars do go ripping down the street.
Grant Avenue	I am supportive of the draft LATM scheme		
Grant Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	<p>(ECM document #16151416)</p> <p>We have traffic speeding down Grant Avenue including heavy trucks, work vehicles with trailers. First they hit the spoon drain at the corner of Grant and Harvey then speed up at the corner of Grant and McKay. The cars speed up heading towards the park Wandana Reserve (endangering the children) A similar intersection treatment at Grant and McKinlay would stop this!! as the one at the bottom of angle parking at Wandana Reserve would protect the children, getting in and out of the cars when going to the park! Parallel parking does not! Parking is at a premium on week end especially if there is something special at the mosque. Cars have parked up to Harvey Street all the way down Grant Avenue, all the way down McKinlay Avenue - the traffic flow is only one way as the cars parked on both sides of Grant are up to and down Kapoola Avenue</p>	
Grant Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	<p>(ECM document #16077397)</p> <ol style="list-style-type: none"> 1. Parking controls and signage needed at intersection of Grant Avenue and Kapoola Crescent and intersection of Kapoola and Wandana 2. Pool of water outside driveway 54 Grant Avenue Gilles Plains when wet and raining 	
Grant Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16104740)
Grant Avenue, Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16096461) Grant Avenue. I'd like to see parking only on one side of the street, at times during the week traffic is so congested that an emergency vehicle would struggle to access properties. A house fire would potentially be impossible to attend. The congestion at times only allows one way traffic in extremely narrow conditions. Car parking and traffic from outside the local area on Fridays is an issue. A serious accident or inability of emergency vehicle access to attend a life threatening incident is eventually going to happen.
Grant Avenue, Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	<p>(ECM document #16096461)</p> <p>Council has never correctly marked street corners, cars park completely up to corners and signage. Stage 2 needs to be implemented over parking particularly in Wandana Avenue, Gilles Plains.</p>	
Harvey Avenue, Gilles Plains SA 5086	I am NOT supportive of the draft LATM scheme	<p>(ECM document #16096461)</p>	
Hawker Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	<p>(ECM document #16065685)</p> <p>I live on the corner of Hawker Avenue and Kanowna Street I would be impacted by speed humps both sides of my house on Hawker Avenue - my car wear and tear and constant traffic slowing down - bump - and off again - right outside my bedroom and lounge rooms imagining on both sides of my property. I don't have any problems with the parking or traffic around my house. I would prefer not to have any restrictions to my family and friends when the visit. I strongly am against speed humps on my street and parking restrictions at my home.</p>	
Hawker Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16085762)
Kanowna Avenue Gilles Plains Sa 5086	I am supportive of the draft LATM scheme, but have some concerns	<p>(ECM document #16073253)</p> <p>(ECM document #16123141)</p>	
Kanowna Street Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	I am not happy if you parking limits in my street	
Karratta Street Gilles Plains Sa 5086	I am supportive of the draft LATM scheme		(ECM document #16077397)

ATTACHMENT 13.2.3.4

Gilles Plains Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any suggested changes.	Any other comments
Kopoola Crescent	I am supportive of the draft LATM scheme		
Lewis Court Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16104740) I'm concerned about the amount of traffic on Blacks Road and the cars that use this road as a short cut to Sudholz Road. The number cars that speed down this road - is why Blacks Road needs 3 roundabouts to control the traffic flow. Also Blacks Road needs 4 signs yellow 50km/h so drivers are aware of the speed limit. Tailgating drivers have become a real issue over the last two years, safety is an extreme issue for walkers on Blacks Road.	If roundabouts cannot be placed on Blacks Road, then the council should place speed humps and 4 50km/h yellow signs to slow the traffic before someone is killed crossing the road. The amount of cars that speed is out of control.
Lurline Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16065685) There are too many cars always parked on Swanson Street.	Cars fly down Lurline Avenue with little concern of people also the ... *... is because writing is illegible
Lurline Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16061215) Generally supportive of general plan but have concerns with parking controls placed outside of my property or what looks to be my location. There is enough difficulty with seeking car parking near my house for visitors and restrictions will make that ever more difficult. Issue primarily resides with too many vehicles per property parking on road. Also want more clarity on what the intersection will be that is proposed. Anything impacting parking spaces if no useful.	Rather than parking restrictions look at indented parking bays or marked bays could be put along Lurline and the intersection between to this - better parking plan and better flow of traffic would result. Also note, I have a storm water drain in front of my property so any traffic measures need to for that
Lurline Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061215)
Lurline Avenue, Gilles Plains	I am supportive of the draft LATM scheme		
Lurline Avenue, Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16089035)
Lynton Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16128753) Regarding Lynton Avenue with junction of Lower NE Road - parking restriction signs are in place but rarely do motorists notice. I have witnessed many 'near misses' between cars and pedestrians. No narrow street sections of Lynton Avenue - very difficult to drive between cars that are parked opposite each other. Many of these cars belong to home owners and could easily be parked in driveways
Marcia Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061215)
McKinlay Avenue, Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16096461) Speed isn't an issue along Swanson Avenue, so I don't think speed humps is the answer. It actually makes the area noisy with vehicles having to accelerate. Cars parked on roads is a big issue especially at the corner of Lurline and Swanson. Too many blind spots now.	Need direction for cars not to be parked on the road. If you have too many cars per house it isn't my fault. People should always use their driveway instead of being lazy and parked in the road. Across from me at 21 McKinlay Avenue he parks his commercial ute on the road when he has a perfectly good double driveway to park on. It's lazy and pathetic. Get cars off the road for parking
Oakdale Drive Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073253) Parking on Lynton Avenue outside Salam grocery is a nightmare! Patrons flaunt the existing parking controls, parking on the footpaths over driveways and stopping to wait for parking spots and block traffic trying to enter and exit onto and from NE Road. The control don't seem to be monitored while patrons in monster truck sized vehicles behave as they own the road. It's a space waiting for someone to be crushed!	
Oakdale Drive Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16061215) I detest speed bumps, I have a small car it ruins suspension at any speed. Happy with all other draft.	Need to make safe crossing from Lynton to shopping centre. Totally blind corner wheel chair users in peril.
Swanson Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16053719) Swanson Avenue is very narrow and with the increase of dwellings there are quite a number of cars parked on road especially Lurline end. These should be strict control of heavy trucks on Lurline and Swanson Avenue. There is a minimum room for vehicles turning into Swanson Avenue from Lurline etc.	Indented parking between 13 and 11 Swanson Avenue would help if possible. I don't think the Gull intersections will last much longer with heavy vehicles basically drive over them.
Swanson Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16123141) Road humps very needed in Swanson Avenue, well done council!
Swanson Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16085762) I can also suggest if possible to add indented parking along Swanson Avenue. Installation of indented parking bay will help smooth traffic flow in Swanson Avenue.
Bracken Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16077397)
Sudholz Road Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16065685)	These changes do not cover the issues within Blacks Road/Sudholz Road intersection. Line marking/arrows/stop crashes

ATTACHMENT 13.2.3.4

Gilles Plains Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any suggested changes.	Any other comments
Lurline Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073253) Traffic increases speed between Swanson to Glenroy Avenues along Lurline when vehicles are backing out there has been near misses. Hopefully the road hump for Swanson/Lurline will be of help. I do believe Lurline Avenue needs the speed limit reduced as there many pedestrians using the footpaths daily main access to shopping centre.	Pedestrians are of risk when they are crossing Lurline Ave to Millbank need a pedestrian crossing sign, so does Lynton and Glenroy (small diagram of island with handlebars)
Lurline Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16101122) All the intersection treatment to get rid of and raised intersections put in as hooners are using street more and more. You will have start making only one side of Lurline Avenue street parking as when vehicles parked both sides it can be a squeeze for bigger vehicles ie. semi trucks	Road humps on Glenroy Street and Swanson a very good idea also Glenroy Street a parking review at bottom top should be looked at as it has become very dangerous especially at bottom vehicles should be parking at least 50m further up. Ref pit call Jordan Ward myself Tues 14 June - Also the speed limit should be no more than 40km/h and also the road behind Gilles Plains shopping centre is very dangerous especially when you enter from NE Road as by draft 5086 LATM map that whole corner from Glenroy is crazy for pedestrians or other vehicles. Good luck
North East Road Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16110298) I cycle Lurline Avenue and Hawker every week day, hope the changes are cycle friendly.
Glenroy Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16065685) Along with other disabled residents in the Glenroy Avenue area, I would like to have a dedicated pedestrian crossing installed across Lynton Avenue (near intersection with Glenroy Avenue) this would enable easier and safer wheelchair access to the Gills Plains shopping centre	
Glenroy Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061215) It's about time now to do something on our road. Thank you.
Bracken Avenue Gilles Plains SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16061215)	
Carona Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme	(ECM document #16061215)	(ECM document #16061215)
Fulton Street Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16061215) We have a blind corner in Fulton Street. We require separation lines in the middle of the road, all the way along Fulton St Gilles Plains (the road was bitumised this year but the lines were not re-painted)	Blacks Road needs 50km/h speed limit signs in the middle of it. Dally Road needs a paved footpath on the northern side next to the school oval
Grant Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16110298) Grant Avenue - parking on both sides to be reviewed. No room to go down street with cars parked both sides. Many people do not give way - hard to back up. People park across bins on bin collection day. Difficult for truck drivers to access as well as inconsiderate to residents.
Lurline Avenue Gilles Plains Sa 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16073253) Proposed changes: on the Lurline Avenue and Harvey Avenue intersection there should be a road hump/ raised intersection platform. As this avenue is a link street to NE Road and Grand Junction Rd. Hence, similar to Swanson Street and Lurline Avenue raised intersection. Please build one road hump/raised intersection platform for Harvey Avenue and Lurline Avenue intersection.	
Swanson Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16073253)
Wandana Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16104740) I am on Wandana Aveue which is getting busier day by day. Due to increased number of traffic and a lot of the cars not following speed limit, it is getting a bit risky to enter and exit from the property. We need a speed limit sign just after entering from NE Road. Moreover, having few road humps on Wandana Avenue may help to a great extent. Also need to band parking big buses and other larged sized vehicles as they limit the sight of approaching vehicles from both sides while reversing from the property and that poses a great risk of accidents.	A lot of drivers do hoon driving at night creating noises especially on the weekends. Placing a speed-camera on the Wandana Avenue would help to stop such issues. Would highly appreciated if the council advises of traffic management adjustments or whoever places speed cameras about the need of putting such monitoring systems on Wandana Avenue.
Bracken Ave Gilles Plains	I am supportive of the draft LATM scheme		All looks like an improvement.
Brookdale Close Gilles Plains SA 5087	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16085762) I would rather have the tree removed at the front of my house and put a parking bay so off street parking made. I would also like a parking bay on Blacks Road behind Brookdale Close. I have had issues in the past a council tree .. base .. damage	I would be happy with a parking bay outside the front of 6 Broodale Close to be a solution to an .. I would also be happy to have a parking bat at the back of 6 Brookdale Close on Blacks Road. Also .. the left lane (ie widen) Blacks Road and onto Sudholz Road intersection can be dangerous .. side of Blacks Road. *.. means wording was illegible on feedback form

ATTACHMENT 13.2.3.4

Gilles Plains Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any suggested changes.	Any other comments
Cambridge Street Gilles Plains	I am supportive of the draft LATM scheme, but have some concerns	Lurline Ave and Hawker Road need more than road humps. The amount of kids who run between cars across the road and have a near miss is increasing to almost daily. Cars park on both sides of Lurline and Hawker making it only possible for 1 car to fit down which become very dangerous if you are turning right onto Lurline from Grand Junction and a car is coming one way towards you. Parents often stop in the middle of the road to let kids out or pick them up and there is very little or supervision on this side of the school. I would like to see more parking controls to allow for a better flow of traffic, maybe a school crossing or signage for cars to take care. Hawker is used by cars needing to access Grand Junction, but cannot turn right from Blacks Road due to the school traffic turning into Blacks Road from Grand Junction. It would be fantastic to see traffic lights installed at the corner of Grand Junction and Blacks Road, if not please improve the traffic flow on Hawker and Lurline to make it safer for every one. I also noted the street had become a marked bike pathway too - there will almost certainly be an accident without better control by both the school supervision/education to parents and parking controls.	I live on Cambridge Street and the footpath is all broken and lifted to the point that as a wheelchair user I cannot wheel down my street independently unless I use the road itself - which when cars are parked either side it is very dangerous if a car drives through at the same time. We have elderly neighbours who walk their dogs in the middle of the road as they are afraid of tripping on the paths. I would love to see more accessibility efforts made by removing the small paving and replacing with something that isn't going to lift. I am in a wheelchair after tripping on pavers on this pavement that were lifted and breaking multiple bones and tearing 2 ligaments.
Cambridge Street Gilles Plains SA 5086	I am NOT supportive of the draft LATM scheme	(ECM document #16077397) This area code (5068) has been through a lot of changes since 2014-2015 by developing new shopping centre and additional new roads and in the years that followed there has been new asphalt laid on many of the streets many line markings and so on so forth. For me having allergies to petrochemicals it has been very difficult to deal with any changes made by the council and has cost me a lot for my relocations. I have spent \$16,000 going to America and staying with my family and later on \$2,000 to stay in hotels and now with COVID it is almost impossible to stay out of the house, so any more changes I do not appreciate it as the area looks OK now and for many years to come.	I don't appreciate it, if the council puts any signs in our street for limited parking as we have two cars and not enough space in our driveway and I don't understand what a traffic control device is? Please explain to me any way you can as I am truly fed up with relocation and staying out of my house.
Cambridge Street Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16065685) No parking time controls on Brookdale Close.	Badly need to review parking control in Lynton Avenue near corner of NE Road. Should be no parking at all, plenty parking in S/Centre car park - very dangerous corner when you are trying to drive through. When cars are coming and going in front of the corner shops and cars parked on road
Edward Court Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16065685) When can you start - about time
Glenroy Avenue Gilles Plains	I am supportive of the draft LATM scheme, but have some concerns	ECM Doc # 16147072 I live in a disabled housing unit above address. It is very hard for my support workers, ambulances, drs to reverse out of this drive as always so many cars parked opposite and close to drive on my side of street. These arent cars for residents. People park there and walk to Woolworths. We need a yellow line opposite so safe to pull out.	Many disabled and blind, wheelchair residents struggle to cross the street to access shops, post office etc. Lynton Avenue is so dangerous @ cars everywhere. Really need a safe walk light "cross at your own peril"
Glenroy Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16061215) It's about time, it's been a long time coming.
Glenroy Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16110298)
HAWKER AVE, GILLES PLAINS	I am supportive of the draft LATM scheme, but have some concerns	Hi Thank you for sending in the information on future works around our area. I am in agreement with what you are planning. But I would like to address the following to you: 1) St Paul College really should be looking at a 'drop off and pick up area' in their own grounds (they have lots of green area that can accommodate this) 2) We are finding opposite our home 4 Hawker Ave, there is always several cars (outside school hours and in school hours) parked opposite our home. It is getting increasingly difficult to reverse into our drive as you cannot get the swing due to the cars parked opposite. Is there any way that a permanent full time yellow line can be added in that area, so that would be outside number 5 Hawker Ave. We can no longer reverse our van with cars parked in that area, pics attached	Think its great you are addressing these issues as the school is expanding and more and more traffic speeds down Hawker Ave, burn outs etc. Its also a rat run from Wandana to Grand Junction Road, so yes well done for addressing.
Kanowna Street Gilles Plains	I am NOT supportive of the draft LATM scheme	We cannot say we support it all, as we feel it is not 100% clear what will be done with all streets and some is left to interpretation. We agree with some of the draft and think that the indented parking for Wandana Ave for school drops off is a great idea. Raised intersections on Lurline & Swanson is a good idea, as will prevent people parking too close to intersection which restricts view. For our street (Kanowna) and other nears by we don't need 'no parking' or timed zones to be installed. The issue with parking occurs when the mosque has prayer time and other major religious events. The streets are then over run by cars (some of which park illegally) My suggestion would be to speak with the mosque- they need to have more parking for their members and a solution to this constant issues needs to be found. If you are planning on installing timed zone parking then please consider giving residents permits to park there outside of those times because reality is most don't have enough drive way space for their cars. As rate payers the priority needs to be given to those who live in the area vs those who are visiting and live elsewhere.	Long term the issue with parking within the council area comes back to poor planning. Huge amounts of infill of single large blocks being down sized into several smaller with multiple houses means shorter drive ways, more cars fitting into a smaller area and issues with building regulations where carports are often not build large enough to fit a family car. Addressing the issue from the root cause rather than trying to patch things later would be far better. Please consider the livability and happiness of households- stop allowing 2 and 3 on a block and look at introducing rules for a standard drive way length/carport sizing to allow 2 family cars to fit comfortably. This would solve your issue!

ATTACHMENT 13.2.3.4

Gilles Plains Community Feedback

Address	Please select your most preferred option	Please tell us more about any concerns you have, or any suggested changes.	Any other comments
Kanowna Street Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16104740) I am grateful a parking study will be conducted for Kanowna Street. The high number of visitors to the Wandana mosque has made it difficult for residents to park in Kanowna Street at certain times of the day. Any steps to prevent parking on Kanowna Street or increase of parking on Wandana Avenue are appreciated. I need to be able to park directly in front of my property on Kanowna, I need to be able to park elsewhere on bin collection day Monday.
Kanowna Street Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16110298) Friday Nights: We have too many cars parked in Kanowna Street Gilles Plains as there is a mosque (Masjid Abu Bakr Assidiq) that have Friday night meetings. To avoid hitting there car when coming into my drive way i hit the electric post that damaged my car. We need signage on Kanowna Street, stating residential parking only as street is very narrow. If we have visitors they have no where to park.
Lewis Court Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16123141) The S bend on Lurline and McFinlay St should be removed in favor of two road humps before and after McFinlay on Lurline. We have witnessed large vehicles and trucks drive over to top of S bend as it is not possible to drive around the kerb. Road humps should be installed on Blacks Road as most vehicles are driving at high speed it is not safe to cross the road. 50km/h signs should be placed on Sir Ross Smith Drive at Oakden. This could prevent drivers from driving close to other vehicles.
Lynton Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16061215) We have had parking signs put in front of our houses saying 'no standing' until 6pm Monday to Friday but people are still parking there all the time in the hours they are not suppose to they park over our driveway as well. I feel that they need to have parking inspectors more often.	Also they are people crossing with wheelchairs and it is dangerous as cars speed in this street
Marcia Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16077397) Marcia Avenue needs yellow line completed down one side of the street, due to its narrow street and can not pass when cars are parked opposite each other.	
Mckinlay Avenue, Gilles Plains, 5086	I am supportive of the draft LATM scheme, but have some concerns	The proposed stage 1 raised intersection platform on the corner of Lurline Ave and Swanson Street is likely not anywhere near enough to prevent incidents. I drive that corner multiple times almost daily, and over the last year I have seen at least 5 near misses, and even twice had incidents where a car has not seen me and almost collided. Whilst having the raised intersection platform could certainly help and cause people to slow down, the main issue is visibility. There are many cars parked on that corner (on both streets). It causes a bottleneck, but also hinders visibility of moving vehicles. This applies to both vehicles travelling straight down/up Lurline Avenue who cannot see a car waiting on the corner of Swanson Street, but also for any vehicle on Swanson Street that is wanting to turn onto Lurline Avenue. I would propose that there also needs to be a no parking situation for a good 10 metres going both up and down Lurline Avenue, and down Swanson Street. That would improve visibility for any vehicles attempting to traverse the intersection as well as reduce the bottleneck of on Swanson Street where cars are parked on both sides of the road.	
Oakdale Drive, Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16096461)
Powell Street, Gilles Plains SA 5086	I am supportive of the draft LATM scheme, but have some concerns	(ECM document #16096461) Not sure that the speed humps in Swanson Avenue necessary - there are always heaps of cars parked in that street which slows people down anyway. Please don't change the parking in our street!	Would be great to see some parking enforcement around St Paul's - they park wherever they want and cause congestion.
Swanson Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16065685) Great summary, too many cars speeding along Swanson Avenue - speed humps will resolve this ASAP
Swanson Avenue Gilles Plains SA 5086	I am supportive of the draft LATM scheme		(ECM document #16115581)