

## **12.2.6 Draft Klemzig, Windsor Gardens and Holden Hill Local Area Traffic Management (LATM) Scheme**

<b>Report Type</b>	Decision
<b>City Plan Theme</b>	A city that supports community wellbeing A city where people love to be A city confident in its leaders
<b>Report Author</b>	Traffic Engineer, City Assets
<b>Report Summary</b>	This report summarises the proposed scheme for the Klemzig, Windsor Gardens and Holden Hill Local Area Traffic Management (LATM) Scheme and seeks Council endorsement to commence consultation.
<b>Attachments</b>	1. Attachment 1 - LATM Questionnaire [12.2.6.1 - 1 page] 2. Attachment 2 - Community Feedback Issues Summary [12.2.6.2 - 1 page] 3. Attachment 3 - Traffic Speed & Volume Data [12.2.6.3 - 1 page] 4. Attachment 4 - Draft Local Area Traffic Management Scheme [12.2.6.4 - 1 page] 5. Attachment 5 - McKay Avenue Closure Council Report Sep 2005 [12.2.6.5 - 3 pages]

### **RECOMMENDATION**

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**Council resolves that:**

- 1. The report of the Director City Assets titled “Draft Klemzig, Windsor Gardens and Holden Hill Local Area Traffic Management (LATM) Scheme” be received and noted.**
- 2. The Klemzig, Windsor Gardens and Holden Hill Draft Local Area Traffic Management Scheme is endorsed for public consultation.**
- 3. Council Administration consult with the residents and property owners (and the Department for Infrastructure and Transport (DIT) & City of Tea Tree Gully where appropriate) within the study area of the Klemzig, Windsor Gardens and Holden Hill Draft Local Area Traffic Management Scheme.**
- 4. The results of (3) above be brought back to Council at a future meeting, along with scheme updates as required.**

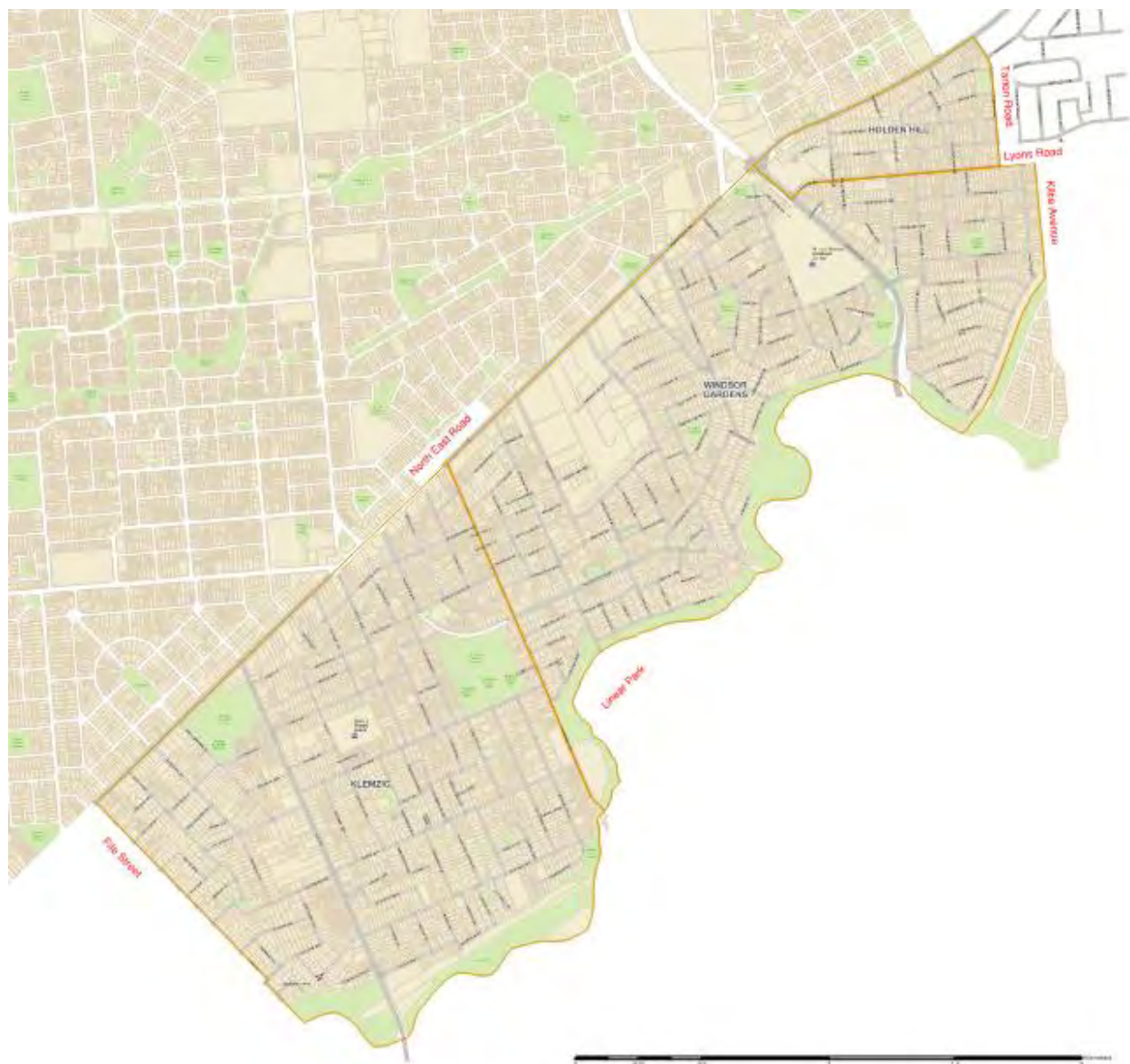
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### **Report**

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

The Klemzig, Windsor Gardens and Holden Hill Local Area Traffic Management (LATM) study commenced in June 2021. The study area is bounded by North East Road, Fife Street, Linear Park, Kiltie Avenue, Lyons Road and Tarton Road.

A location plan of the study area is provided in **Figure 1**.



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

## **Background**

This study will continue to deliver local area traffic management and road safety improvements for the eastern local road network which has been continuing over the last few years as indicated below.

- Klemzig, Windsor Gardens, Holden Hill (this study)
- Manningham, Hampstead, Gardens Hillcrest & Gilles Plains (5086 LATM) (parallel study – endorsed to progress to community consultation at the April 2022 Council meeting)
- Greenacres (Construction completed 2021/22)
- Northfield (Stage 1 treatments constructed, 12 month review completed and progressing with Stage 2 devices in 2021/22)
- Enfield South (completed in 2019/20 with final roundabout at Markham/George earlier this year)

- Enfield North/Clearview (LATM scheme endorsed, currently delivering Stage 1 treatments)
- Lightsvue, Northgate and Oakden (LATM by design, no intervention is required).

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

The study area extents were decided for the following reasons:

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

## Community Engagement

Council Administration sent a total of 7,912 letters to residents and property owners within the study area. The questionnaire was designed to collect qualitative data on residents' opinion about traffic related issues on their street and within the study area. **(Refer Attachment 1 - Letter and Questionnaire).**

569 responses were received from the community with the following breakdown:

- 507 returned questionnaires
- 62 online surveys

As part of the community engagement process, a Working Group with a diverse gender, age, location, focus and objectives to represent the stakeholders within the area was formed.

Four meetings were held between the Working Group and Council Administration to consider the feedback and data and develop the Draft LATM scheme.

The LATM scheme was developed using the information collected including:

- Community feedback **(Refer Attachment 2)**
- Traffic speeds and volumes **(Refer Attachment 3)**, noting that the 85th percentile speed is the speed at or below which 85 percent of motorists drive on a given road
- Crash history (2016-2020).

## LATM Approach

The suburbs of Klemzig, Windsor Gardens and Holden Hill have a number of existing treatments throughout the project area installed through historical LATM's and projects and it is proposed to complement these existing devices with new devices to address the concerns of the community (as derived by the Working Group with technical support from Council Administration). All the treatments currently proposed are intended to be delivered as Stage 1 treatments as the number of devices proposed are less than that of a typical LATM due to existing treatments being in place. There are currently no treatments proposed as Stage 2.

However, following the implementation of all Stage 1 devices, a 12 month post implementation review will still be completed to determine the effectiveness of the treatments. Should further treatments be identified to be required as part of the 12 month review process then this will be considered in a future Council report.

## 40km/hr Speed Limits

40km/hr speed zones were not a strong theme in the first round of consultation, or amongst the Working Group.

40km/hr speed zones are consequently not proposed to be consulted on within these suburbs under the Draft LATM scheme. If there is more community interest from the consultation on the draft scheme, speed limits could be reviewed under Stage 2.

## Summary of Proposed LATM Treatments

This section provides details of the rationale for chosen treatments. The overall draft scheme is shown in **Attachment 4**.

### Klemzig

The suburb of Klemzig is severed by O G Road, an arterial road under the care and control of the Department for Infrastructure and Transport (DIT). The suburb is also known for its bus interchange for the O-Bahn route which provides express bus service to Adelaide CBD. On-street parking has been a concern raised by the community over the years and parking restrictions have been installed on local streets surrounding the interchange in attempt to find a balance between the convenience of residents and commuters.

### Wellington Street

Wellington Street is approximately 520m long with no existing traffic control devices. Traffic data collected has a measured 85th percentile speed of 52.9km/hr and average daily volume of 1,200 veh/day. Wellington Street provides access to Gaza Sports and Community Club carpark on the northern end.

Concerns raised:

1. Rat-run to access North East Road from O G Road
2. Speeding.

Proposed treatment:

- A raised intersection platform at the intersection of Wellington Street, Victoria Street and Garfield Street to calm traffic along Wellington Street as well as Victoria Street and Garfield Street.

### Fourth Avenue

Fourth Avenue is a collector road connecting O G Road and Windsor Grove. It also provides access to the carpark of TK Shutter Reserve. Fourth Avenue is the only street directly connecting O G Road and Windsor Grove that is not treated with road humps, however there are two roundabouts along the street; one at the intersection with Hay Street and one at the intersection with Cullford Avenue. The gap between the roundabouts is approximately 620m with no traffic control devices, which could lead to speeding issues. Traffic data collected has a measured 85th percentile speed of 50.8km/hr and average daily volume in the order of 5,200 veh/day within the vicinity of Thistle Avenue.



Concerns raised:

1. On-street parking, particularly on the eastern end around TK Shutter Reserve on soccer day
2. Rat-running
3. Speeding.

Proposed treatment:

- Raised intersection platform at the intersection of Fourth Avenue and Thistle Avenue. The location was chosen because it is located closest to the midpoint of the roundabouts and Thistle Avenue also functions as a collector road.

Parking issues along Fourth Avenue have been partly addressed by changes in 2021 to permit parking in a demarcated section of the verge area of Hender Avenue on soccer days.

### Windsor Grove

Windsor Grove is a collector road setting the boundary between the suburbs of Klemzig and Windsor Gardens. It provides direct access from North East Road to Linear Park. Windsor Grove is almost 1.5km long with no traffic control devices other than the student crossing adjacent St Pius X Catholic School at the northern end of the road.

Traffic data collected has a measured 85th percentile speed of 57.6km/hr and average daily volume in the order of 4,350 veh/day in the section between McLauchlan Rd and Fourth Avenue. This section of the road has the highest traffic volume and speed, which is consistent with the rat-run reports by residents.

Concerns raised:

1. Speeding
2. Pitman Road, Pellew Street, McLauchlan Road, Windsor Grove and Fourth Avenue forms a popular rat-run route between North East Road and O G Road.

Proposed treatment:

- Raised intersection platforms at the intersections of:
  - Windsor Grove and McLauchlan Road
  - Windsor Grove and Fourth Avenue.

The raised intersection platforms will encourage lower speeds along Windsor Grove as well as making the rat-run route 'less convenient'.

### Windsor Gardens

A historical LATM was undertaken in Windsor Gardens in 1983 which resulted in several streets being closed at one end to reduce motorists cutting through the suburb to avoid congestion on the arterial roads. The road closures severed all internal connections between Sudholz Road and North East Road. These are proposed to remain untouched.

Several roads within Windsor Gardens east of Sudholz Road have been treated historically with flat top humps including Pibroch Avenue, Palmerston Road and Dicksons Road which provide a cut through between Lyons Road and Sudholz Road.

A petition was received and tabled at the 12 April 2022 Council meeting requesting the humps in Pibroch Avenue not be reinstated following the recent road reconstruction works in the street. Council Administration have consulted with residents and property owners of Pibroch Avenue on whether the humps should be reinstated. Of the feedback received, 70% voted for the road humps to be reinstated and 30% wanted them removed. Based on the feedback, the road humps will be re-instated.

### Hillburn Avenue and Acton Avenue

St Pius X Catholic School occupies approximately 65% of the southern side of Hillburn Avenue and the northern side of Acton Avenue. The designated 'kiss and drop' area of the school is located on Hillburn Avenue. Both roads are relatively narrow with a width of 6.5m. Parking restrictions are placed on the opposite side of the school to prevent congestion on the street when motorists stop on the school side for drop-off and pick-up.

The streets are too narrow for motorists to pass each other from the opposite side when vehicles are stopping on one side of the road.

Concerns raised:

1. Congestion along the street during school drop-off and pick-up times. Motorists often parked within the no parking zone exacerbating congestion with safety then being compromised.

Proposed treatment:

- Consider converting Hillburn Avenue one-way westbound and Acton Avenue one-way eastbound to help mitigate the congestion issues during school starting and finishing times.

It should be noted that the one-way rule would be in operation full time, residents may find it inconvenient in their daily commute. This proposal should only be implemented if most residents support this proposal.

### Howard Street

Howard Street is a local street connecting Albert Street and Innes Road. The parcel bounded by North East Road, Innes Road, Howard Street and Albert Street are mainly commercial/ industrial except for section along Howard Street.

Traffic data collected has a measured 85th percentile speed of 52.7km/hr and average daily volume in the order of 820 veh/day. The crash data has recorded 3 crashes along the street between 2016 and 2020 one of which involved a pedestrian.

Concerns raised:

1. Residents reported speeding issues along their street.

Proposed treatment:

- Raised intersection platform at the intersection with Dunbarton Street will calm traffic at midpoint of this street which is 450m long with no traffic control devices.

### McLauchlan Road

McLauchlan Road is a collector road connecting Pitman Road and Windsor Grove. It has a wide road reserve of 19m with a 5.5m wide central median along its whole length. Traffic data collected has a measured 85th percentile speed of 56.7km/hr and average daily volume in the order of 1,400 veh/day.

Concerns raised:

1. Speeding
2. Rat-running.

Proposed treatment:

- Line marking to formalise parking lanes along the street will make the road appear narrower and is proven to be effective in reducing speed.

### Innes Road

Innes Road is a collector road with traffic signal to provide safe access at the intersection with North East Road. Innes Road is industrial/commercial for the first 500m at the North East Road end. The southern end of the road is residential. There is an existing driveway link device at the intersection of Innes Road and Irwin Street which changes the priority of the intersection such that motorists turning right into Irwin Street have priority over motorists traveling southbound along Innes Road.

Traffic data collected has a measured 85th percentile speed of 51.8km/hr and average daily volume in the order of 1,300 veh/day in the section between Boden Court and Howard Street.

Concerns raised:

1. Speeding
2. Driveway link and changed priority is confusing.

Proposed treatment:

- It is proposed that the existing driveway link be reviewed and improvements to the existing device are made to address some of the operational concerns raised.

Traffic control devices cannot be considered in the section of the road with industrial/commercial land use due to heavy vehicle movements required to be accommodated.

### Pitman Road

Pitman Road is a collector road with traffic signals to provide safe access at the intersection with North East Road. Traffic data collected has a measured 85th percentile speed of 54.4km/hr and average daily volume in the order of 2,000 veh/day.

Concerns raised:

1. Residents reported speeding issues along their street.

Proposed treatment:

- A raised intersection platform is proposed at the Pitman Road and Petrova Avenue intersection to slow traffic along this road which is approximately 740m long with no traffic control devices.

Residents had initially requested for a roundabout at the intersection of Pitman Road and Petrova Avenue. A roundabout is not considered appropriate at this location as the properties located at this intersection will have to reverse into the roundabout leading to potential safety concerns.

### McKay Avenue

McKay Avenue is a bus route. Avenues College which occupies half of the eastern side of the road caters for Reception to Year 12 since the amalgamation of Gilles Plains Primary School and Windsor Gardens High School. A road closure with 'buses' excepted is in place directly south of Brecon Street. This was installed as part of the historical LATM Scheme and has very strong polarised views 'against' and 'for' the device being removed.

Over the years Council Administration have received numerous requests including two petitions in 2005 regarding this treatment. One to request for the removal of the 'bus only' closure and another one requested for it to be retained. The council report to address the requests is included as **Attachment 5**. The report resolved that the 'bus only' section should remain closed to regular passenger vehicles.

Traffic data collected within the restricted section has a measured 85th percentile speed of 35.3km/hr and average daily volume in the order of 230 veh/day of which approximately 70% of the vehicles were not buses.

Issues raised

1. Many residents requested for the 'bus only' section to be opened for residents to access Sudholz Road without navigating through the intersection of Sudholz Road and North East Road via Blacks Road.
2. Motorists travel through the 'bus only' section illegally and at speed.
3. Avenues College requested for a designated pedestrian crossing on McKay Avenue close to the Brecon Street end for many students who come from the western side of the school and care givers park on side streets on the western side and walk to the school to pick up their children.

Proposed treatment:

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

### **Holden Hill**

#### **Tarton Road**

Tarton Road is a collector Road providing direct access between North East Road and Lyons Road. The Tarton Road intersection with North East Road is signalised. Traffic data collected has a measured 85th percentile speed of 57.1km/hr and average daily volume in the order of 4, 750 veh/day. There were five recorded crashes along the 400m length of road which has no traffic control devices.

Concerns raised:

1. Residents reported speeding issues along their street.

Proposed treatment:

- Raised intersection platform at the intersections of:
  - Tarton Road and Dundee Avenue
  - Tarton Road and Bentley Drive

The raised intersection proposals will need to be agreed by the City of Tea Tree Gully as the eastern side of Tarton Road falls within their Council boundary.

#### **Lyons Road**

Lyons Road is a collector road which operates with a 60 km/hr speed limit and has traffic signals at its intersection with Sudholz Road. Council has recently constructed a roundabout at the intersection of Lyons Road and Tarton Road through the State Government's Black Spot Program in 2021. Accident data indicates that there are several crashes at almost every intersection along Lyons Road.

Concerns raised:

1. Residents reported sightline issues along Lyons Road from side streets due to on-street parking

Proposed treatment:

- Installation of give way lines at every intersection to line up with parking bays to guide motorists entering Lyons Road from side roads to a safer position with better sightlines.

### **Other Considerations**

- Some of the issues raised by the community are related to arterial roads and will be forwarded to the Department for Infrastructure and Transport (DIT) for their consideration. These items include:
  - Traffic signals at the intersection of North East Road and Innes Road – Green time for Innes Road is too short and motorists often wait for several cycles to exit Innes Road.
  - Insufficient green time for Thistle Road at the signalised intersection of North East Road, Muller Road and Thistle Road.
  - Request for additional traffic signals on North East Road (at an intersection with another side street) between Innes Road and O G Road to ease congestion and delays on Innes Road.
- Administer the recommendations from the Narrow Streets Parking and Access Policy for any streets less than 7.2m wide within this study area. These streets include:
  - Sutherland Road, Holden Hill (Consultation on this street will be progressed in May 2022 due to its ongoing history)
  - Argyle Road, Holden Hill
  - Baird Avenue, Holden Hill
  - Manunda Avenue, Windsor Gardens
  - Jacob Street, Windsor Gardens
  - Bluebell Road, Windsor Gardens
  - March Street, Windsor Gardens
  - Barnett Street, Windsor Gardens
  - Glanton Crescent, Windsor Gardens
  - Stanfield Avenue, Windsor Gardens
  - Acton Avenue, Windsor Gardens
  - Boyd Street, Windsor Gardens
  - Murray Avenue, Klemzig
  - Dianne Street, Klemzig
  - Torrens Avenue, Klemzig
  - Boronia Street, Klemzig
  - Welke Street, Klemzig

## **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 neighborhood 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 neighborhood).
- 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 '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**

This LATM project aims to improve the road safety and amenity within the road network as a pedestrian, cyclist or motorist. Questionnaires and online surveys were made available to people who are interested in providing their feedback. The plan was developed with assistance of residents living in the study area.

This report seeks Council's endorsement for Administration to undertake public consultation with stakeholders within the study area on the Draft LATM Scheme. A further report will be provided once the consultation feedback has been collated and a clear direction of the support or otherwise for the implementation of the scheme from 2022/23.

## **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 local area.

## **Financial Management**

Design for the proposed treatments has not been finalised and costs are yet to be determined. Preliminary costs for the scheme are estimated at \$900k. Funding has been proposed to be allocated to this LATM over the 2022/23 and 2023/24 financial years subject to formal council approval of the budget for those years.

## **Environmental and Social Impacts**

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

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

## Klemzig, Windsor Gardens & Holden Hill LATM Study Questionnaire



Please complete and return this questionnaire by Friday 2 July, 2021. This survey form converts into a reply paid envelope when folded and stapled/sealed as marked on the reverse side (no stamp required).

Alternatively this form can be scanned and emailed to [service@cityofpae.sa.gov.au](mailto:service@cityofpae.sa.gov.au)

### 1. Contact Details

Address: \_\_\_\_\_

Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

☐ Resident ☐ Business Operator

Would you like to receive regular (bi-monthly) updates via email on this project:

☐ Yes ☐ No

### 2. (a) Traffic problems in your street (please tick one square along each line)

	No Problem	Minor Problem	Major Problem
Traffic speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic volume	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety concerns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (specify): \_\_\_\_\_

### 2. (b) Do any of these problems occur at a particular time of day?

	All times	Day time	Peak hours	Night time
Traffic speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic volume	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety concerns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (as specified above)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3. Traffic problems in the whole study area or in specific suburbs within the study area**  
What are the worst 3 problems in any part of the whole study area? List the location and nature of the problem. Consider problems you encounter when walking and cycling as well as driving. (It is fine to only list problems specific to your local suburb)

1. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

2. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

3. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

### 4. Suggestions to solve the traffic/parking problems

Do you have any suggestions to overcome the traffic problem?

(a) In your street: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(b) In the whole study area or in specific suburbs within the study area: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

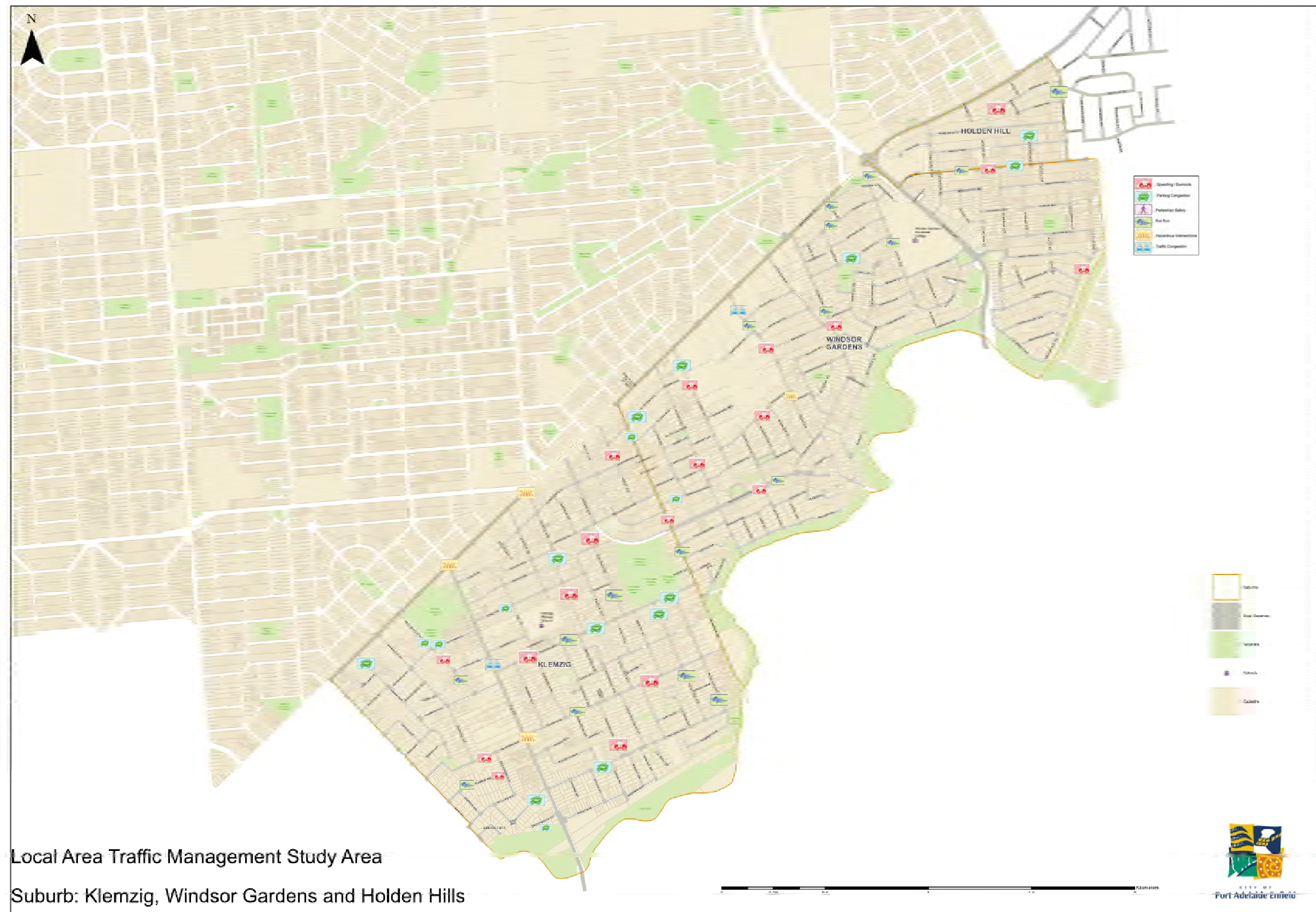
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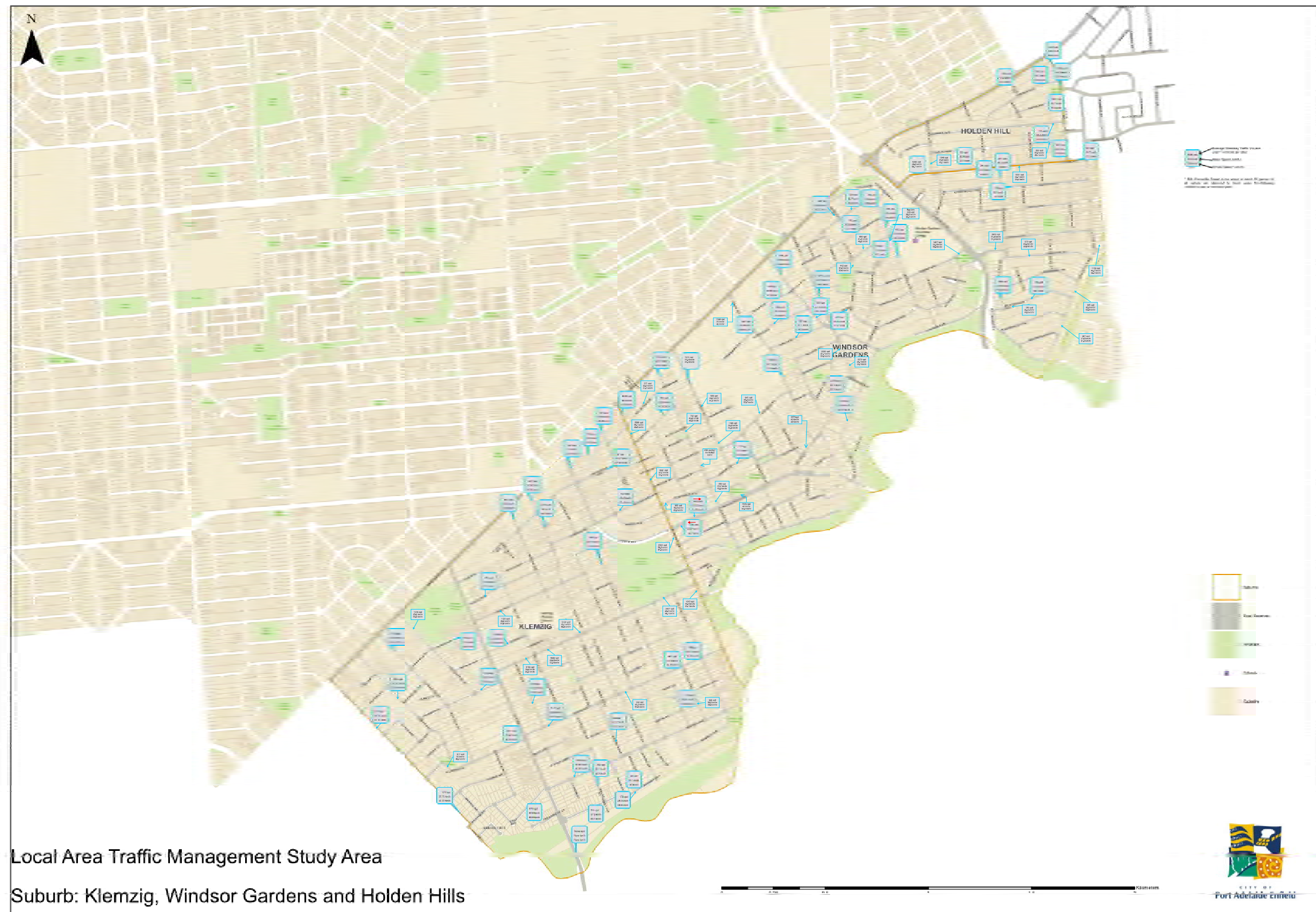
### 5. Do you wish to nominate as a community volunteer on the Working Group?

(Ensure your contact details are provided above and complete the questions on this form)

☐ Yes ☐ No














Extend solid white line up to the driveway of the first house on the corner on eastern side



Example devices

Legend

- Existing Devices  
- Proposed Devices 

Proposed Scheme

Local Area Traffic Management Study Area

Suburb: Klemzig, Windsor Gardens and Holden Hills



RAISED INTERSECTION



PAVEMENT BAR



PARKING LANES



ONE-WAY STREET

CL - TS 30  
6.09.05

#### **ITEM 12.2.12 MCKAY AVENUE, WINDSOR GARDENS (K)**

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##### **Summary**

Council is in receipt of two opposing petitions regarding the "bus-only" closure in McKay Avenue, Windsor Gardens (refer to sketch below). The following report seeks to clarify the issues raised.

##### **Report**

The first petition requests Council to remove the "bus-only" closure installed in McKay Avenue, Windsor Gardens, immediately adjacent the Windsor Gardens High School. The petition reads as follows:

"The removal of the bus only closure, in McKay Ave., Windsor Gardens and re-opening of McKay Ave, Windsor Gardens, for local traffic wishing to access Sudholz Road and Main North East Road with ease."

Of the 353 signatories to the first petition 49 or 13.9% reside in the McKay Ave, Windsor Gardens local traffic management area bounded by Pitman Road, North East Road, Sudholz Road and the River Torrens. Further, of the 353 signatories 134 or 38% reside in suburbs other than the general Windsor Gardens area.

The counter petition is opposed to the first petition and reads as follows:

"that the McKay Ave, Windsor Gardens "BUS ONLY" zone and all associated existing closures remain permanently in place, thereby maintaining the INCREASED level of SAFETY and heavy traffic noise reductions currently achieved".

There are 207 signatories contained within the counter petition of which 100% reside in the McKay Ave, Windsor Gardens local traffic management area bounded by Pitman Road, North East Road, Sudholz Road and the River Torrens.

##### History of road closures and events to date

A Local Area Traffic Management (LATM) scheme was installed in the subject area in October 1983 the aims of which were to reduce road crashes and eliminate the several thousand vehicles that used the local road system as a "rat-run" from the north eastern suburbs to the City and visa versa.

The traffic management scheme consisted of several road closures and a Bus-Only closure and was complimented with a set of traffic signals installed at the junction of Pitman Road and North East Road to facilitate safe access onto North East Road.

The traffic management scheme was reviewed in 1991 and it was found that the objectives of the scheme, were achieved and that crash numbers and traffic volumes were significantly reduced. A public meeting was held at the former Enfield Civic Centre on 6 November 1991 and it was overwhelmingly agreed that the closures should remain intact.

.../...



CL - TS 31  
6.09.05

#### MCKAY AVENUE, WINDSOR GARDENS CONTD.

As part of the 1991 review statistical reporting of road crashes in the 3 year period before the road closures were installed showed that the number of crashes recorded was 54. The most recent 3 year crash statistics at that time showed that 20 crashes occurred, a 63% reduction. In addition traffic volumes reduced from 3040 vehicles per day (vpd) at the eastern end of Danby Ave to 554vpd an 82% reduction. Traffic volumes in McKay Ave, just north of near Danby Ave reduced from 1200vpd to 504vpd a 58% reduction.

The matter of the road closure scheme was again raised in 1997 with the receipt of two petitions, one for the removal of the road closure scheme and a counter petition for their retention. Council resolved at its meeting of the 22 December 1997 to retain the closures.

#### Current position

In view of receipt of the current petitions the opportunity has been taken to again review the road closure scheme particularly with reference to crash statistics. As reported above, at the time of the 1991 review crashes were significantly less post road closures. Crash statistics for subsequent years since the 1991 review show crash statistics have reduced further to a 3 year average rate of 15 - a 72% reduction to those, pre closures.

With regard to traffic volumes, 2004 data on adjacent Arterial roads have been examined and significant increases have occurred on North East Road and Sudholz road compared to pre closure data. North East Road has grown from 38,000 vpd to 48,200 (+21%) vpd and Sudholz Road has grown from 24,000 vpd to 35,100 (+32%) vpd.

It is considered that anything less than the current traffic controls installed in McKay Ave, and surrounding streets, will result in a significant increase in traffic re-entering the Windsor Gardens LATM precinct via Danby Ave and McKay Ave which immediately abutt the Windsor Gardens High School and which link to other neighboring residential streets. With the increase in traffic will come a proportional increase in vehicular road crashes, a reduction in pedestrian safety and a reduction in residential amenity.

#### **City Plan**

An attractive, accessible, safe and vibrant City with high quality public spaces, transport infrastructure, well-designed living environments and precincts designed to stimulate the growth of business and industry (Goal).

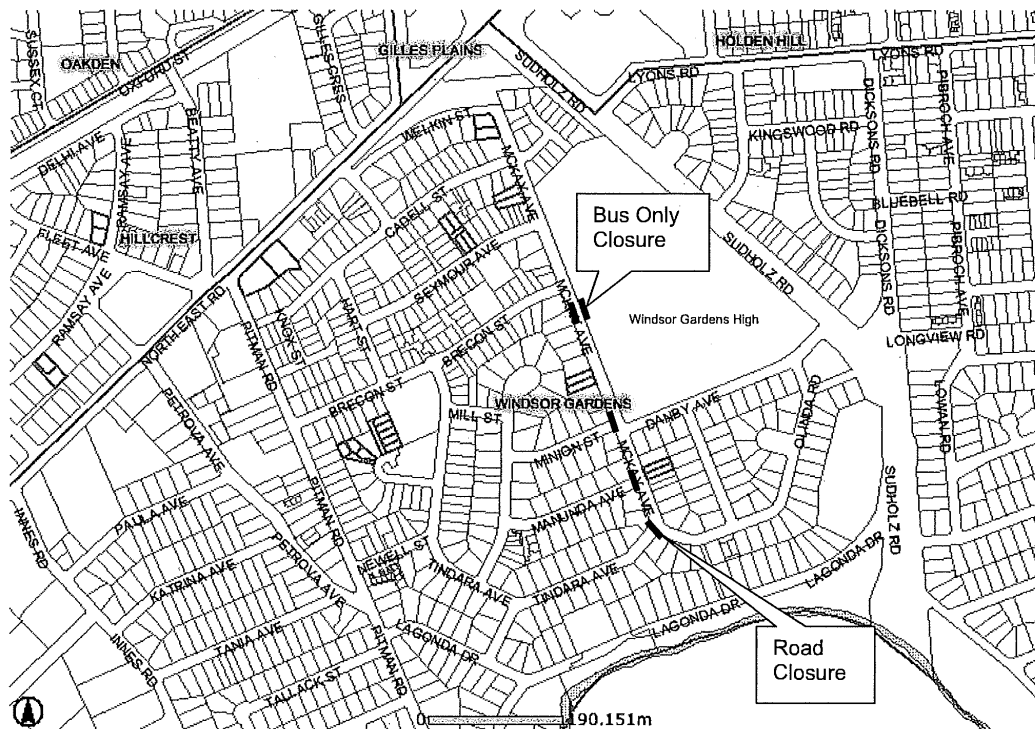
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## MCKAY AVENUE, WINDSOR GARDENS CONTD.

### Corporate Plan

Implementing traffic management practices to maximise the safety of motorists, pedestrians and cyclists (Strategy).



### RECOMMENDATION

That Council resolve that:-

1. The Road Safety benefits achieved by the implementation of the Windsor Gardens Local Area Traffic Management Road Closure Scheme in the area bounded by Pitman Road, North East Road, Sudholz Road and the River Torrens be endorsed.
2. The McKay Avenue Windsor Gardens Bus Only closure and all other supporting road closures in the Windsor Gardens Local Area Traffic Management precinct bounded by Pitman Road, North East Road, Sudholz Road and the River Torrens remain closed.
3. That the head signatory of each of the petitions be advised of 2 above.