

LATM Zone 5 – Fullarton & Myrtle Bank Community consultation feedback

February 2024



THE CITY of
Unley

Community consultation

Community consultation was undertaken over a **5-week** period between Monday 4 November and Monday 9 December 2024.



[Home](#) [All Consultations](#) [About Us](#) [Shaping Unley](#) [Sign in](#) [Register](#)



[Home](#) / [Local Area Traffic Management \(LATM\) Plan Zone 5 - Fullarton and Myrtle Bank](#)

Local Area Traffic Management (LATM) Plan Zone 5 - Fullarton and Myrtle Bank

[Facebook](#) [Twitter](#) [LinkedIn](#) [Email](#)

Help us create safer and more pleasant local streets. Your feedback will help shape the LATM Plan for the Fullarton and Myrtle Bank areas.

LATM studies aim to create safer and more pleasant local streets by:

- Discouraging non-local traffic.

Key Dates

 Consultation opens
04 November 2024

 Scammell Reserve Community Public Display at Girl Guides Hall, 5.30pm - 6.30pm
21 November 2024

Community consultation activities

- Your Say Unley webpage:
 - [Local Area Traffic Management \(LATM\) Plan Zone 5 - Fullarton and Myrtle Bank | Your Say Unley](#)
 - Public displays at:
 - Scammell Reserve on 21 November 2024 between 5.30pm and 6.30pm.
 - Ridge Park on 23 November 2024 between 10.30am-11.30am.
- Social media posts on Unley Facebook page.
- Email to Your Say members.
- Mailout letter to 2,837 residents, businesses and property owners in the project area.
- Flyers promoting the consultation.

Have your say on local traffic issues in Fullarton and Myrtle Bank

We are seeking feedback on **eight initial recommendations** to improve safety and amenity in the area. Do you agree with the recommendations? Are there other local transport issues in the area that we may have missed?

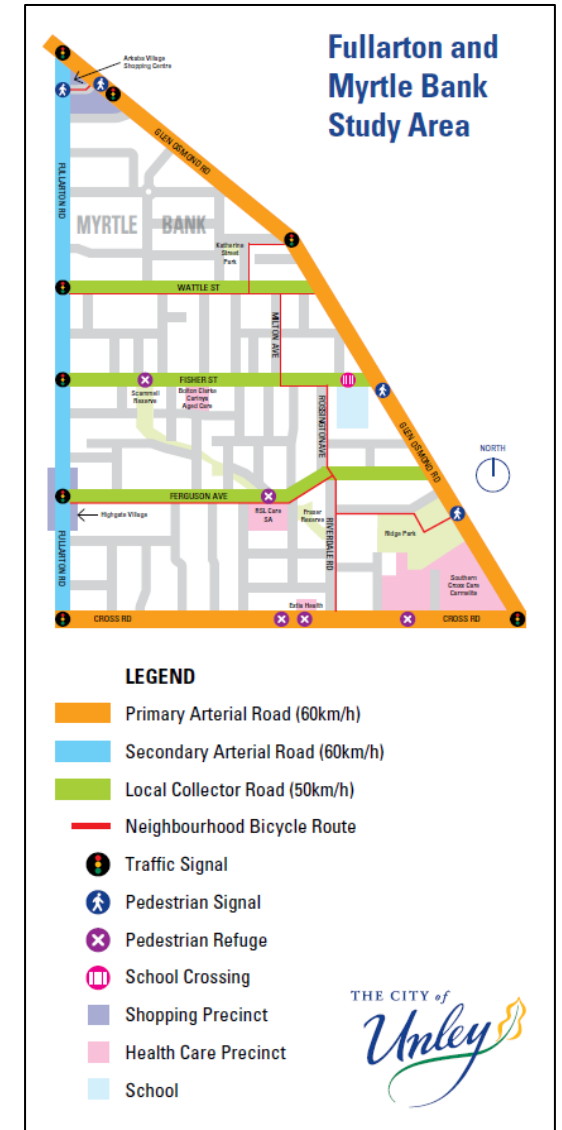
Your feedback will help us gain a fuller understanding of the area's transport issues to include in the traffic study.

HOW TO PROVIDE FEEDBACK

To learn more about the project and have your say, visit yoursay.unley.sa.gov.au/LATM-Zone5 or scan the QR code.



Please provide your feedback by
**5pm, Friday
6 December 2024.**



Consultation participation

146

People provided
feedback

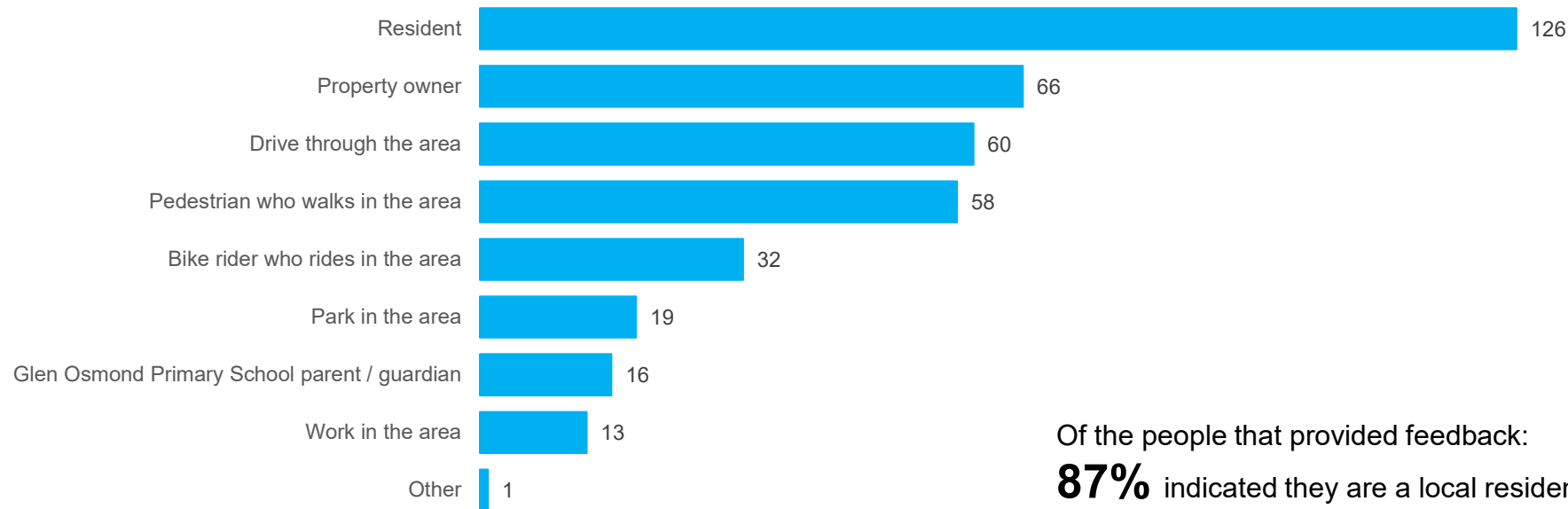
145

People
completed a
survey

1

Letter from
Unley BUG

Survey respondent profile



**respondents were able to select more than one stakeholder type*

Of the people that provided feedback:

87% indicated they are a local resident in the area.

46% indicated they are a property owner in the area.

41% indicated they drive through the area.

40% indicated they walk in the area.

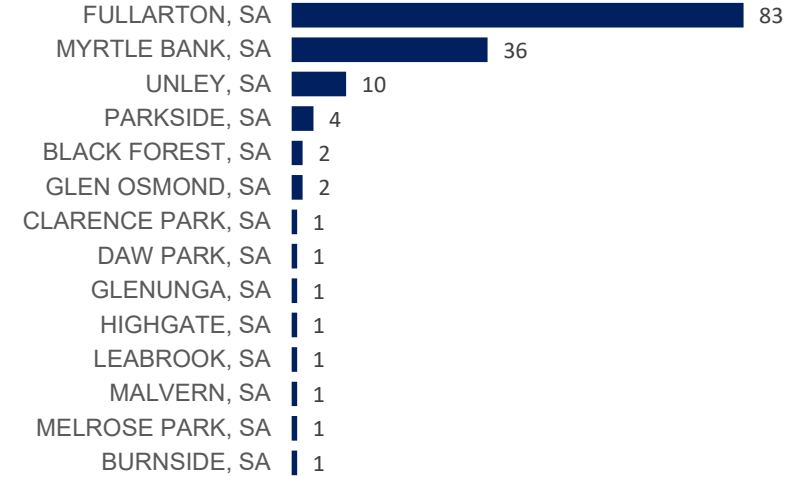
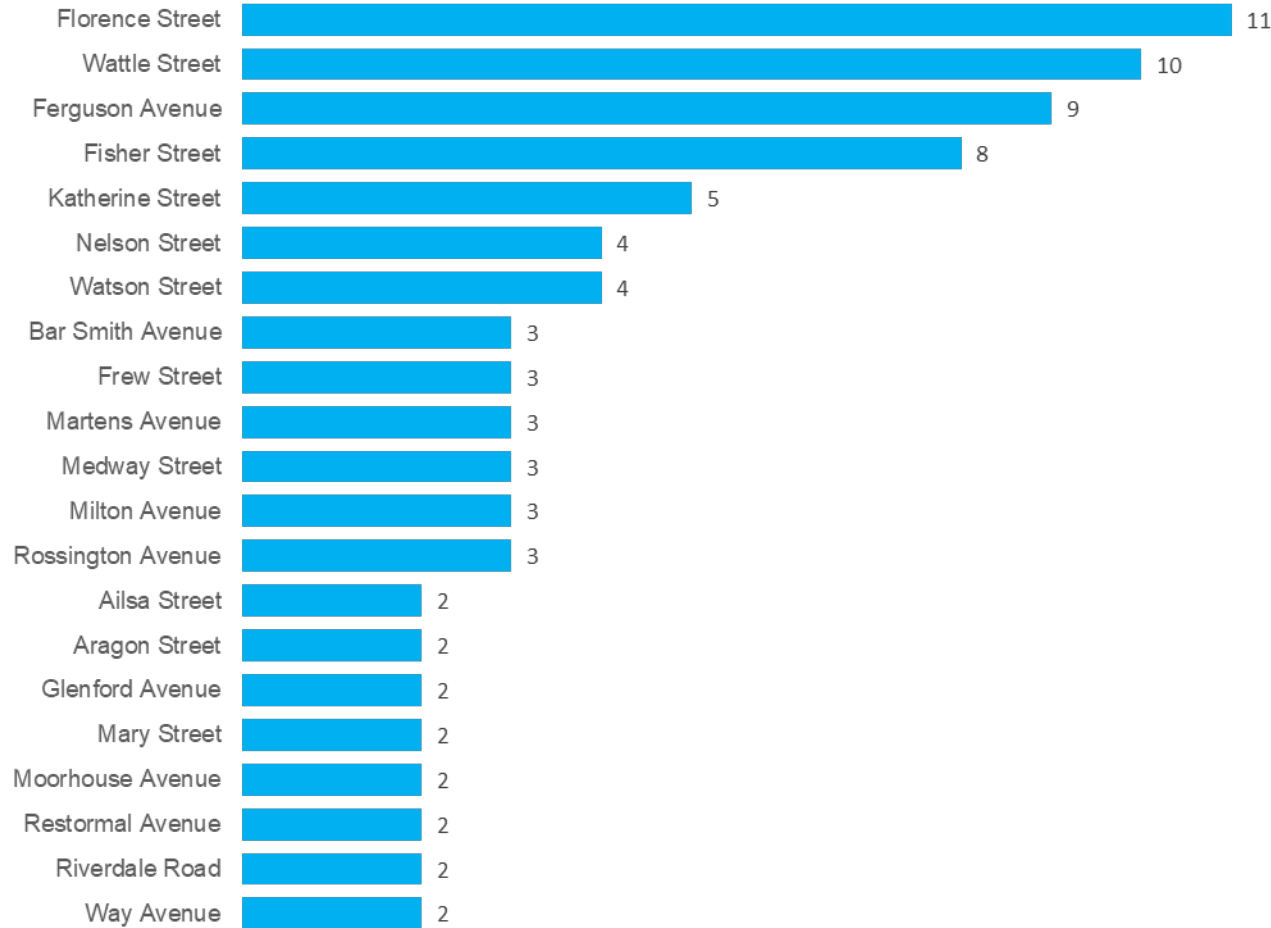
22% indicated they bike ride in the area.

13% indicated the park in the area.

11% indicated they are parent/guardian from Glen Osmond Primary School.

9% indicated they work in the area.

Survey respondent profile



82% of respondents are from the LATM 5 zone area

Streets where survey responses were received by two or more people

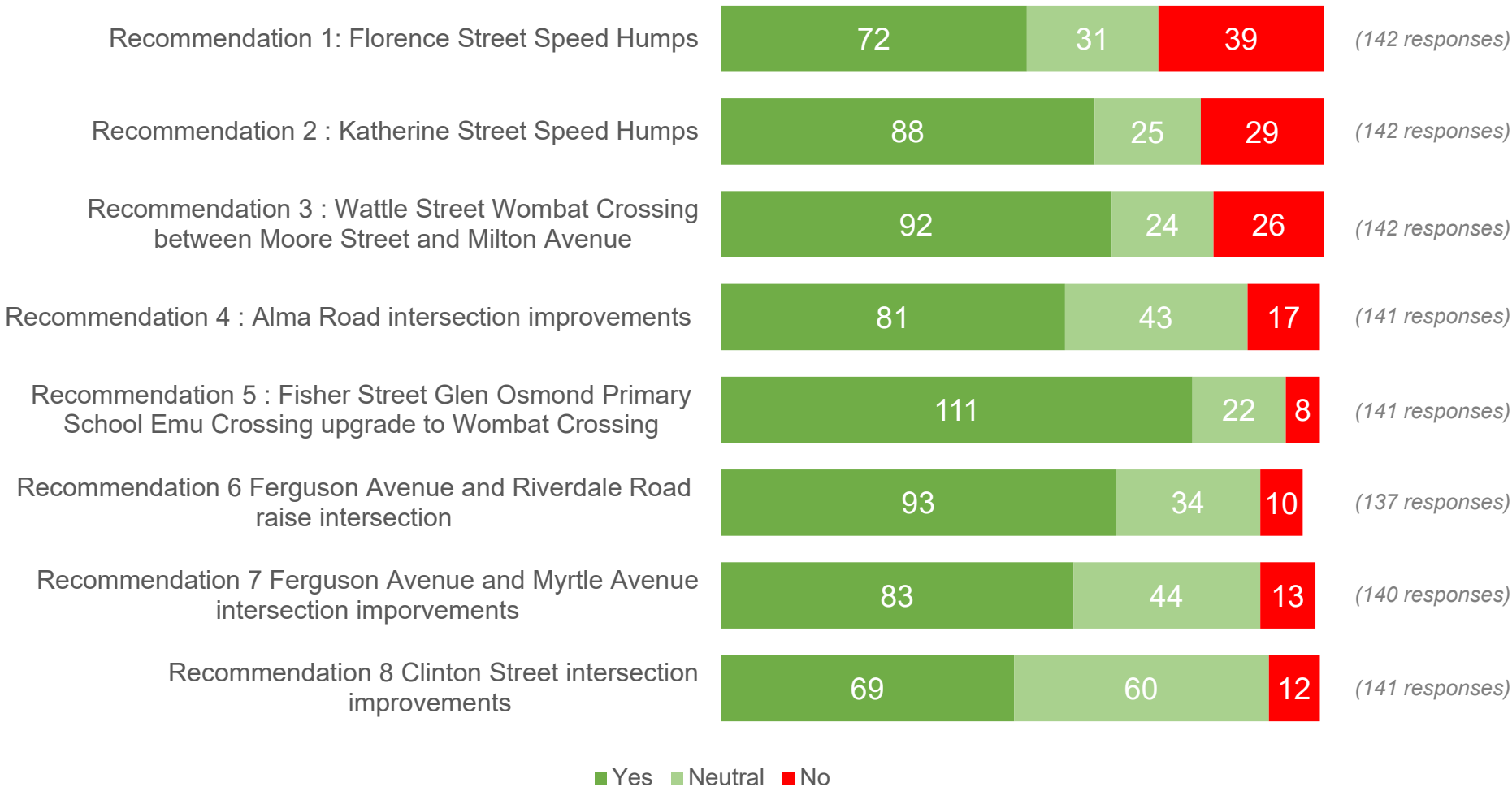
Eight key recommendations for feedback

SUMMARY OF RECOMMENDATIONS

Based on the detailed traffic analysis undertaken and community feedback received (including concerns and requests received by the Council over the last five year period) the figure below outlines eight recommendations for improvements and further investigation.



Level of support for the eight recommendations

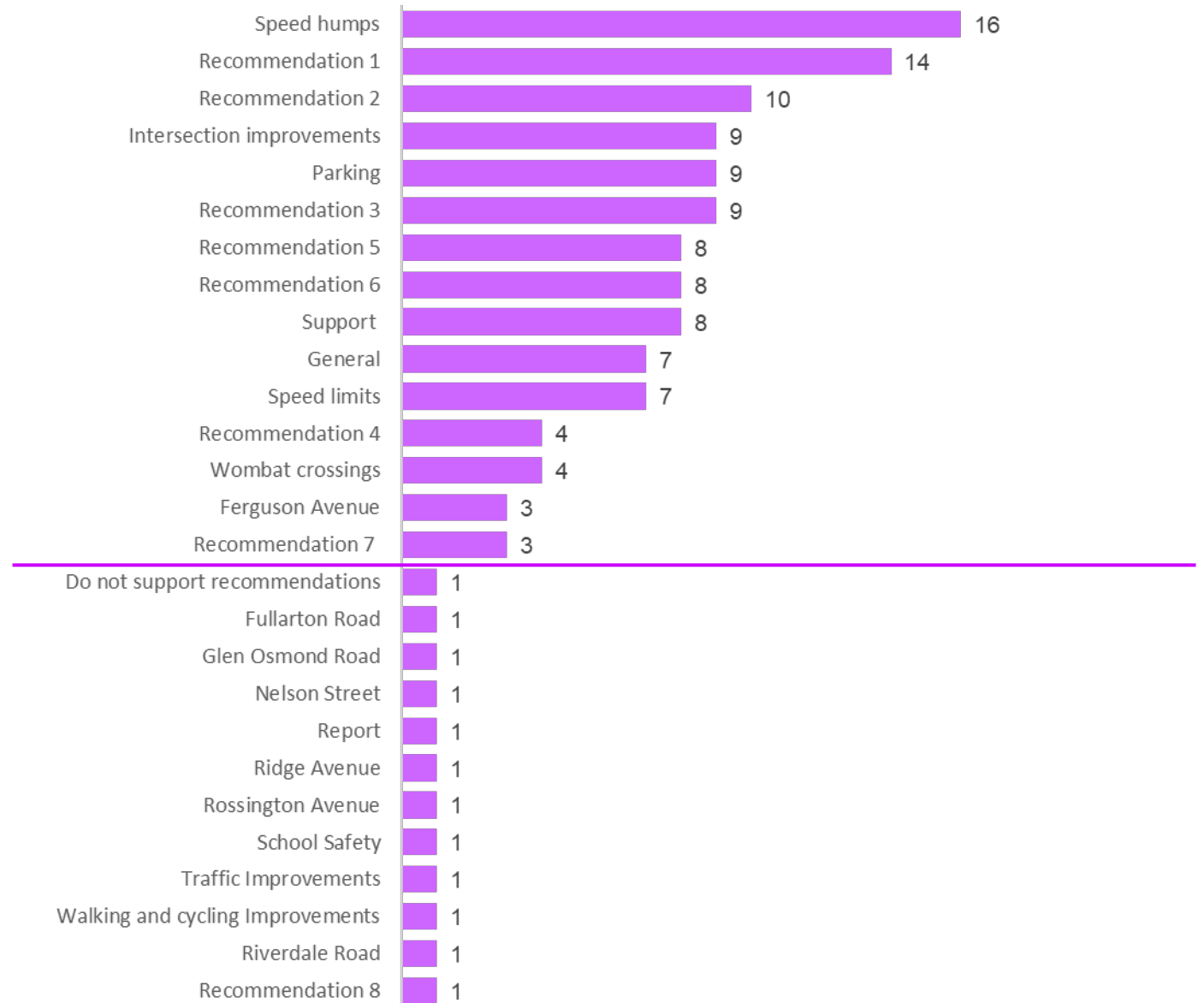


All key recommendations received between **73% to 91%** level of support for further investigation (i.e. a response of yes or neutral). The least supported recommendation was *Recommendation 1* with 27% not supporting.

Summary of feedback on recommendations

All feedback received was analysed and categorised into 27 topics.

The verbatim comments for each category topic, with three or more comments is provided in the following pages.



Recommendations: Verbatim comments by Category Topic

Speed humps (x16)

1. Absolutely destroying speed limits and increasing speed bumps will provide no improvements to safety and will just infuriate residents. Unley council has more than enough speed restricting.
2. All the measures recommended require cars to slow down, then speed back up again. This defeats the excellent 40kmh and 50kmh speed limits, both of which require the council to engage SAPOL to reinforce.
3. Anything but speed bumps. This area has a lot of trades moving in and out of it, all with vans, trucks and Utes full of tools etc. It's an affluent area and will always have a lot of this sort of traffic. Speed bumps just make life more difficult for keeping a load secure.
4. How does this link to the Council's move to introduce 40 km/hr speed restrictions on all minor roads, e.g. Wattle St?
Would the speed humps, wombat crossings etc still be needed and if so, why?
5. I agree with trying to achieve safer speeds on roads/streets across Fullarton and Myrtle Bank, but I don't believe speed humps are the only option. There are other options such as chicanes or lane narrowing, why not consider them.
6. I don't see how speed humps could be justified for recommendations 1 and 2.
7. I support proposals that help keep speeds within the limit but I'm not a supporter of humps because they slow down sedans but barely impede SUVs and 4WDs.
8. Instead of speed humps, consider system in place on Campbell Street ,Parkside where road narrows and only allows one vehicle at time.
9. Minimise use of speedhumps wherever possible.
10. Putting speed bumps is not the answer. For people living here that is super annoying! I don't want to deal with speed bumps at the front of my house.
11. Speed humps and other similar initiatives add to motorist frustration. Treat your community with the respect it deserves and don't make changes to deal with minority idiot drivers, they will simply find other roads to be fools.
12. Speed humps are undesirable.
13. Speed humps cause too much bumpiness and are unnecessary. They are also bad for car suspension.

14. We do not require speed humps. Every time we drive over one the back goes out of whack.
Be constantly going to a chiropractor to fix up back issues when the speed hump creates issues.
15. I am anti speed hump due to continual braking and accelerating of the car which can't be good for the environment.
16. My only comment on traffic humps is the increased vehicle noise with acceleration and braking between each hump.

Recommendation 1 (x14)

1. Firstly, we are in favour of speed humps being installed in Florence Street but ask that they not be placed in front of our Town House. When we lived in Christchurch NZ there was one outside our bedroom window and we often heard cars cross it at speed at all hours. (Our main bedroom is downstairs at the front. Another suggestion would be to install a single lane in the middle of the road together with a Give Way sign on one side only. (We have seen these in Brisbane). Also, you may wish to investigate the "new" speed humps installed on Sussex Terrace – either side of Angas Road in nearby Hawthorn. They make it very difficult for vehicles to cross them at speed.
2. As a long time (20+ years) resident on Florence street, I strongly object to the installation of speed humps on this road. The data shows 1 crash in the last 5 years, and I'd love to know the data behind this crash as I don't recall any such incident. If anything, a large pedestrian crossing that is raised at the intersection of Florence and Katherine St would be sufficient to slow traffic coming off Glen Osmond road.
3. As a resident on Florence Street speed humps won't stop all drivers who cut through speeding or using the street as a quick access to Fullarton or Glen Osmond Road. They need monitoring.
4. I live on Florence St. Please do not put a speed hump directly outside my property.
5. I think Florence Street issue has priority, as drivers use it as a shortcut from Glen Osmond Road to Fullarton Road.

Verbatim comments by Category Topic (cont.)

Recommendation 1 (x14) (cont.)

6. Installing speed bumps would be an overreaction, as there is no significant speeding problem. Many drivers assume that roads with a 40 km/h speed limit are actually 50 km/h, as most other roads have a 50 km/h limit. A better alternative might be to improve signage or increase the speed limit to 50 km/h on Florence street.
7. Recommendation 1 is most relevant to us and is an excellent idea to reduce late night speeds down the road
8. Recommendation 1 - Why traffic so high outside peak Salvation Army office? Speed limit 40km/hr, 85th percentile is 47km/hr, great place for temporary speed camera? From the data, when were the most speedsters. Look at enforcement before speedhumps? Maybe a few more speed signs and ensure visible.
9. Recommendation 1 - Florence Street speed humps are certainly warranted and supported by us as a way of discouraging speedsters as experienced in Florence Street.
10. However, I would be interested as to any alternative options were considered. For example, the existing traffic controls in Campbell Road, Parkside and whether these types of traffic controls have been successful in that street.
11. Regarding Florence Street. Looking at the report, it appears that people aren't sticking to the speed limit. How many fines have been issued??? Has there been any enforcement??? I use this road daily and it already has a round-about, please don't add unnecessary obstacles unless you have exhausted other avenues. If you goal is to slow it down to 20km/h then yes, a speed bump. This road is very wide and has great visibility and there is no reason it can't remain 40 km/h. I am strongly against a speedbump. Have we tried better signage??? Overall, I agree with the recommendations, it's only Recommendation 1 where I think it's total overkill.
12. Similarly, I can see the need for only 2 on Florence street about 50 meters before and after the kidney roundabout with Wellington Street, again to just slow traffic to take this roundabout safely. Any more on Florence street speaks of more uncomfortable braking and acceleration type driving than is needed. The comfort and convenience of locals who travel these roads many times a day should be a consideration whilst addressing critical safety issues.

13. Speed humps on Florence street will discourage traffic using that street and divert it through Nelson Street and Medway street which already has its fair share of speeding drivers. It's a fact that drivers hate speed humps and use alternate routes that may be available. In this case Nelson and Medway streets. Nelson street is already cluttered with parked cars belonging to businesses situated on Glen Osmond Road. During the week, there is free room for only one car at a time - coming from either direction that can use this street. Cars travelling in the opposite direction must stop in gaps in front of driveways to let opposing traffic get through
14. With speed humps on Florence St the Council will have to deal with Park and Ride Parker's who use our street for parking when they work in the city. It is impossible to get trades to park outside our residence as it is. Losing parking for humps will mean these city workers will take ALL the street parking.

Recommendation 2 (x10)

1. Block off Katherine St from Glen Osmond Rd to stop through traffic.
2. Disagree that speed humps are needed, particularly in Katherine St. I have used that street at least daily for the last 9 years and have never seen traffic that needs calming. The presence of so many parked cars also means that speeds in that street are calm by necessity. Further to that, speed humps are literally a pain in the neck - my wife suffers significant neck pain and speed humps are a real trial.
3. Need BIG SIGNS to say NO THROUGH ROAD bigger 40 signs BIGGER sign where Katherine St goes to Glen Osmond Road NO EXIT cars are still going onto Glen Osmond Road. Very dangerous when trying to get into the street from the other road.
4. Re Katherine street, most of traffic treat it as a quick access to Wattle St and use it to commuter park. Sometimes leaving it there for 3 days. As this park has a children's playground, the traffic is scary with the speeds they enter in from Glen Osmond Road. When it is Thursday for rubbish bin the poor driver has to manoeuvre many times in the street. Exiting from our driveway is very dangerous as 4-wheel drives block the vision to exit and trying to enter it from Moore street to go home is dangerous as vision is not clear. I hope the speed bumps go the entire length of Katherine street. Thank you for listening to us. Also having previously lived in Milton Ave, speed bumps there will also help as people charge down the street.

Recommendation 2 (x10) (cont.)

5. Recommendation 2: I use Katherine St often, together with Moore St and Nelson St. I would suggest that parked cars during the day contribute greatly to safety issues in these streets. I would suggest that many city commuters park in these streets and catch a bus into the city. This also happens in Ailsa Street. The narrow streets - Moore, Nelson & Katherine become very tricky to navigate at these times, and there is the playground with children close by. Speed humps might help, but the parking issue, with field of view being blocked at corners is something more dangerous I would admit.
6. Katherine St one-way is a cut-through, and the proposal will lead to slower speeds which is helpful with street leading up to the park which is used by families and children.
7. My view is that the major benefit of speed humps is safety and simply to string them the full length of a road just creates inconvenience and frustration including poor driving with frequent braking and bumping passengers around every time you drive the full length of a road. As a local this is frequent. So, for instance only one is needed on Katherine street located a few meters before the Moore Street intersection. This Way traffic is forced to slow down before reaching the critical areas of the playground and the intersection with Nelson Street.
8. Recommendation 2 On the Glen Osmond end you have carparking right up to where the cyclists are supposed to get on the footpath, this would put a cyclist head on to a car coming around the corner. Is that what the little give way sign is, so car gives way? Pity carparking was not built into the park design.
9. Recommendation 2: please also explore intersection improvements of Katherine Street and Nelson Street.
10. I am against the speed humps. Katherine Street has cars parked on either side so only one car can go down at a time at no more than 30kph and I rarely see traffic here anyway.

Intersection Improvements (x9)

1. Agree with improving intersections especially additional traffic lights.
2. I'd love to see more detail on what "improve intersections" means.
3. I'm not sure what recommendations 7 & 8 actually mean.
4. Please consider visually impaired people and ensure appropriate Tactile Ground Surface Indicators are installed at crossing points and kerbsides. Use the appropriate standards for these. Many in Unley are the wrong ones.
5. Recommendations 4 & 7 are unclear as to proposed changes.
6. Where I marked neutral, I don't know enough about those road.
7. Would like to understand ideas to improve safety, rat run and speed on Myrtle Avenue at Clinton intersection and at Ferguson intersection. We have experienced increase run though/non-local traffic, and aggressive drivers.
8. I'm not sure what improving intersections means, but if it means narrowing the entry and exit of the side street, I disagree with that proposal because of the difficulty negotiating turns with other vehicles, particularly larger vehicles doing the same. I have had no trouble with the streets mentioned and have never seen anyone having a problem, although I can understand doing something with the Ferguson Ave/Riverdale Rd intersection.
9. Improving intersections to ensure road safety is sensible.

Parking (x9)

1. Australian Standard speed humps appear to infringe already limited parking
2. I live in Aragon Street, this analysis did not consider Aragon Street, I have complained to the council about the local business using the street as a carpark irrespective of time limit parking.
3. Katherine Street, like Martens Road and Wellington Street, has become an elongated car park. Cars are parked on both sides of the streets. The streets have become very dangerous, both to cyclists and pedestrians, particularly children approaching or leaving Katherine Park. At times, they are impassable to motorists. It is pointless directing motorists not (as per Wellington Street) to park opposite another vehicle. These directions are unenforceable and unworkable. Parking needs to be banned on one side of the street or the other, 24 hours a day.

Verbatim comments by Category Topic (cont.)

Parking (x9) (cont.)

4. LATM is stating it is discouraging non-local traffic , yet there is an increase businesses and very minimal parking, especially now a 2-hour limit has been placed on Florence Street.
5. Need to consider parking arrangements when considering LATM because where people park impacts traffic flow and safety.
6. Florence Street: Losing parking for humps will mean these city workers will take ALL the street parking. A 4-hour zone on at least one side of the street would completely solve this problem.
7. Florence Street: The parking controls are more of an issue with heavy parking due to Glen Osmond Road businesses.
8. Stop parking at beginning of Osmond Terrace and resume from Beaconsfield St down to reduce congestion .Nelson St and Florence St needs parking restrictions to make entering and exiting this intersection safer.
9. Only the street parking issues we experience, particularly the section of Florence St from Glen Osmond Rd to Martens Avenue. 0900-1700 M-F. Purely caused by day trippers parking and either catching a bus on Glen Osmond Road or attending their place of employment on Glen Osmond Road.

Recommendation 3 (x9)

1. Concerned about recommendation 3 - believe it will increase traffic enormously on Milton Avenue. Safety for young school children, cyclists (major cycling thoroughfare) and residents will be a major concern! Presently speeding is a huge concern.
2. Concerned how the creation of the wombat crossing on Wattle Street will contribute to noise adjacent our home, specifically the sound of cars breaking heavily prior to the crossing and the cars suspension.
3. I think the Wombat crossing on Wattle St is an excellent idea. We walk our dog and at peak times there is no practical place to cross the road. Parked cars make this worse. We support this although there are no details on the actual design, size of the crossing.

4. It is unclear how a wombat crossing can fit on Wattle Street between Milton and Moore without affecting resident driveways.
5. Regarding number 3 - I personally think cars will zoom through the wombat crossing and pedestrian will automatically walk across the crossing. I think ensuring there is enough notice of warning of pedestrians beforehand is crucial.
6. Specific to Recommendation 3 Wattle Street, I am concerned about increased traffic noise due to acceleration/de-acceleration associated with a wombat crossing. I'm also unsure as to where this would be located that wouldn't conflict with residents' driveways or existing street trees.
7. The pedestrian crossing on Wattle Street is a great idea as many primary school kids cross there to get to Glen Osmond Primary, also many high school kids cross that street to get to Glenunga International High. I can see many, many kids from both of these schools walking on Moore Street every day as I work from home and can see on to the street during before and after school times. My primary school child is so afraid of Wattle Street that I have to walk him across it in the morning before he walks the rest of the way himself.
8. Wombat crossing on wattle street - without a school or similar there I worry that people will ignore, and kids will have a false sense of safety when crossing. Also, at certain times of day, sunshine is right in drivers' eyes which could also be problematic. A physical solution. - speed humps, road narrowing / forced single lane forces cars to slow.
9. Recommendation 3 Should have been considered when the park was developed (comment - lesson learnt).

Recommendation 5 (x8)

1. I am most concerned about the school crossing and speed on Fisher street. There are children present not just at lights flashing times, but also on weekends. Keen to see change but want to know what the next steps will look like and how it will be enforced. Cars only attempt to slow down when there is school traffic monitors in place, but they don't completely slow or only do so in the 10 metres either side of the crossing, not in the lead up and extended exit. If the traffic monitors are not present, but lights are flashing cars still do not stop, which is a concern when there may not be lights with the new crossing. Supporting the speed hump to slow cars with improved signage.

Verbatim comments by Category Topic (cont.)

Recommendation 5 (x8) (cont.)

2. I support recommendation 5 provided there is no noise or light pollution to nearby residents, however some change, either the wombat crossing or 40km/hr, would be sufficient.
3. My main concern, as a resident only 1 house away from this crossing, is the noise impact of vehicle accelerating out of the crossing at all hours of day and night, and noise of vehicles hitting/scraping on the ramp if the angle of incline is too steep. At the moment, the entire zone is 25km/hr at school drop off/pick up time, but the change will mean an impact via noise at all hours (I presume it won't be 25km/hr zone at all hours).
4. Really supportive of school crossing upgrade on Fisher street.
5. Recommendation 5: include the intersection with Rossington Ave in the upgrades, to help with school pedestrian traffic.
6. The high AM traffic in Beaconsfield St needs further investigation. My observation is that this is traffic going towards the city and this is not a problem in itself. Changing the Fisher St crossing decision should be made independently of the traffic using Beaconsfield Street.
7. Elaborating on why I say no to number 5 - I personally think it is too close to Glen Osmond road and will cause bank up especially during peak hour and school drop off. If it was moved close toward Milton Ave I feel as though it would not cause bank up.
8. Recommendation 5 - The report seems to indicate this is a rat running problem. Is this just people coming down Glen Osmond, drop kids off the do this to get back onto Glen Osmond Road? Always want to make school crossings better, but how does this relate to what the data is telling us?

Recommendation 6 (x8)

1. I walk near the Riverdale Road intersection and see lots of near misses. Great to see this is being upgraded.

2. Raising the intersection between Riverdale Rd and Ferguson Ave will do nothing to enhance safety - it is a blind corner and needs to be blocked off so that the intersection is no longer used. The proposal also will not calm traffic movements - people can still speed down the whole of Riverdale Rd, only slowing at the very end of the road (i.e. the intersection).
3. Recommendation 6 - I do not understand the words "RAISE the intersection". THIS IS A TERRIBLE CORNER - a bend in the road in EXACTLY the WRONG place to see traffic coming and it is also dangerous to stop on Ferguson Avenue regardless of whether you are turning South into Riverdale OR North into Rossington. One of those options should become a half-blocked road (in or out only) so people cannot do a dog leg N and S across Ferguson Avenue. I have lived here 15 years, and I think this is the second worst issue behind the issues in Recommendation 2 - Katherine Street.
4. Recommendation 6 is definitely needed. A very dangerous corner.
5. Recommendation 6 is correct because the poor road design of Ferguson/ Rossington/ Riverdale prevents any clear view west into Ferguson from Riverdale making the two junctions a potential death trap. A large mirror on the northern side of Ferguson might help and slowing traffic in Riverdale south of Way Ave would be a plus.
6. Recommendation 6 would like the solution to encompass Rossington Ave as well due to proximity to Riverdale intersection, along with speed & volume of cars that use 1 Ferguson as a rat race AND 2 Riverdale, then Rossington as a rat race. Disappointed with lack of traffic monitoring on Rossington during this period.
7. Urgent plan for end of Rossington Ave joining Fergusson Ave, traffic control, speed, blind corner, defer non-residential traffic from this area.
8. Recommendation 6 This sounds very expensive? Assume this is to improve the line of sight (Sighting distance) to traffic coming up Ferguson Ave. Note Ferguson Ave is 50km/hr....maybe slow to 40km/hr for the top part? This would reduce the needed sighting distance?

Verbatim comments by Category Topic (cont.)

Support 5 (x8)

1. Anything that slows down cars and enhances walking and cycling is welcome.
2. Generally, agree with all recommendations.
3. Just support any initiatives to slow traffic.
4. No, all very good proposals
5. Not particularly. The study appears to be very detailed, and I support slowing down traffic on local streets.
6. The four aims as stated are all great.
7. They all sound like good ideas.
8. Very happy for them to proceed ASAP.

General (x7)

1. If the works can be done not during peak times that would be great with school pickups and drop offs.
2. It was interesting to read in the report that incidents involving pedestrians are low (1 recorded over a 5 year period), and as such, I'm pleased that a reduction in speed limits has not been proposed in these initial eight recommendations.
3. Prioritise cycling, walking and disabled access at all times. Prioritise maintenance or inclusion of trees and green spaces where possible.
4. The only must haves are the improvements to the Ferguson Riverdale intersection, and installation of the 2 wombat crossings. All other recommendations are not necessary. Please prioritise funding to deliver these three projects first.
5. They could be more severe ...i.e. slow/discourage traffic more.
6. While I agree to the above proposals, this will direct more traffic down Wattle Street.
7. The road surfaces in our council are in a terrible state of dis repair. Instead of spending money like this, fix the roads, and introduce resident only turn into from the major roads like Cross Road and Glen Osmond Road. You already have some examples of this towards the Highgate area.

Speed Limits (x7)

1. I strongly recommend implementing a maximum speed limit of 40 km/h for the entire length of Ferguson Avenue. This street is very dangerous due to its steep gradient, and many vehicles tend to travel at high speeds. However, Ferguson Avenue is a popular route for cyclists and pedestrians, and the high vehicle speeds pose significant risks to them. This is especially unsafe for school children and cyclists who frequently use this street. Reducing the speed limit would greatly enhance safety and make the street more suitable for all users.
2. Reduce the speed to 50 km/ hr like Wattle Ave and Fisher St. People speed up and down it, doing more than 60. There are lots if tradies, walkers, kids on bikes, dogs and it's very dangerous now with so many cars parking on the street. My neighbour was knocked over crossing the road by a speeding motorist.
3. Reduction of speed on Fisher and Ferguson to 40. Speed bumps down both and more signage on all streets and regular (or permanent) Speed Advisory Trailer Signs (SATS) or VMS Radar Signs throughout.
4. Yes . What happened to the proposals for Wattle Street, Fisher Street and Ferguson to be included in 40km/h speed zones. We definitely support this.
5. Please leave the speed limits on Ferguson Ave, Fisher St and Wattle St at 50 km/hr. The new 40 k speed limits in Dulwich are a nuisance.
6. A uniform 50k speed limit would be so much better than the inconsistent 40/50/60k limits presently in place.
7. Ensure clear speed limit signage with appropriate compliance.

Recommendation 4 (x4)

1. Would just like to point out that if the improvements to calm the traffic at the intersection of Alma & Osmond proceed, I would like to see the curved guttering outside of 11 Alma removed or redesigned as it currently is a water & rubbish collection point.
2. Not sure if the evidence is really there to spend large sums of money for little result. I live around the corner from Alma Rd and have rarely seen any issues.

Verbatim comments by Category Topic (cont.)

Recommendation 4 (x4) (cont.)

3. The turning/entrance to Alma Road from Fisher St (either direction) is quite tight and is made worse by the dip in the road at the intersection.
4. Recommendation 4 This must have something to do with the school? Maybe the school parents need to be engaged in the discussion, they may not be local to the area, we want to make things better. Recommendation 4 Looking at the intersections, maximizing the siting of other traffic. Looks like vegetation should be removed/trimmed. Note Stobie pole one location.

Wombat Crossings (x4)

1. I massively support the wombat crossing on Fisher St. My only concern is that if it is raised that this doesn't create too much increased traffic noise. I would also hope that any visual aids (flashing signs, lights, etc) aren't going to create any additional light spillage.
2. I'm very keen to see a wombat crossing on Wattle road so my daughter is safer walking to school (Glenunga). She crosses this street most days and has to be very careful with traffic.
3. It is great the council is taking action. It is sad it took so long, and someone died on Wattle Street last year. The community needs two more wombat crossings on Wattle and Fisher to slow down traffic.
4. I'm very happy to see some raised crossings/intersections.

Ferguson Avenue (x3)

1. Ferguson ave - speed humps? 1. speeding especially at night. Cars engage in dangerous and reckless driving behaviour including drag racing. 2. Parking across driveways especially down the Fullarton Rd end of Ferguson, as there are no yellow parking lines and cars squeeze in (2 together) parking across driveways. making it impossible to drive out safely.

2. Fergusson Ave is WAY too busy, need to limit so much traffic (insane volume of cars each day and speed).
3. Ferguson Ave: Stop parking on the side of the road in choke points around the retirement village to allow greater lines of sight for pedestrians and vehicles and allow two-way flow through that area. No need to raise the road which introduces more speed bumps. It's a feeder road. Let it feed!

Recommendation 7 (x3)

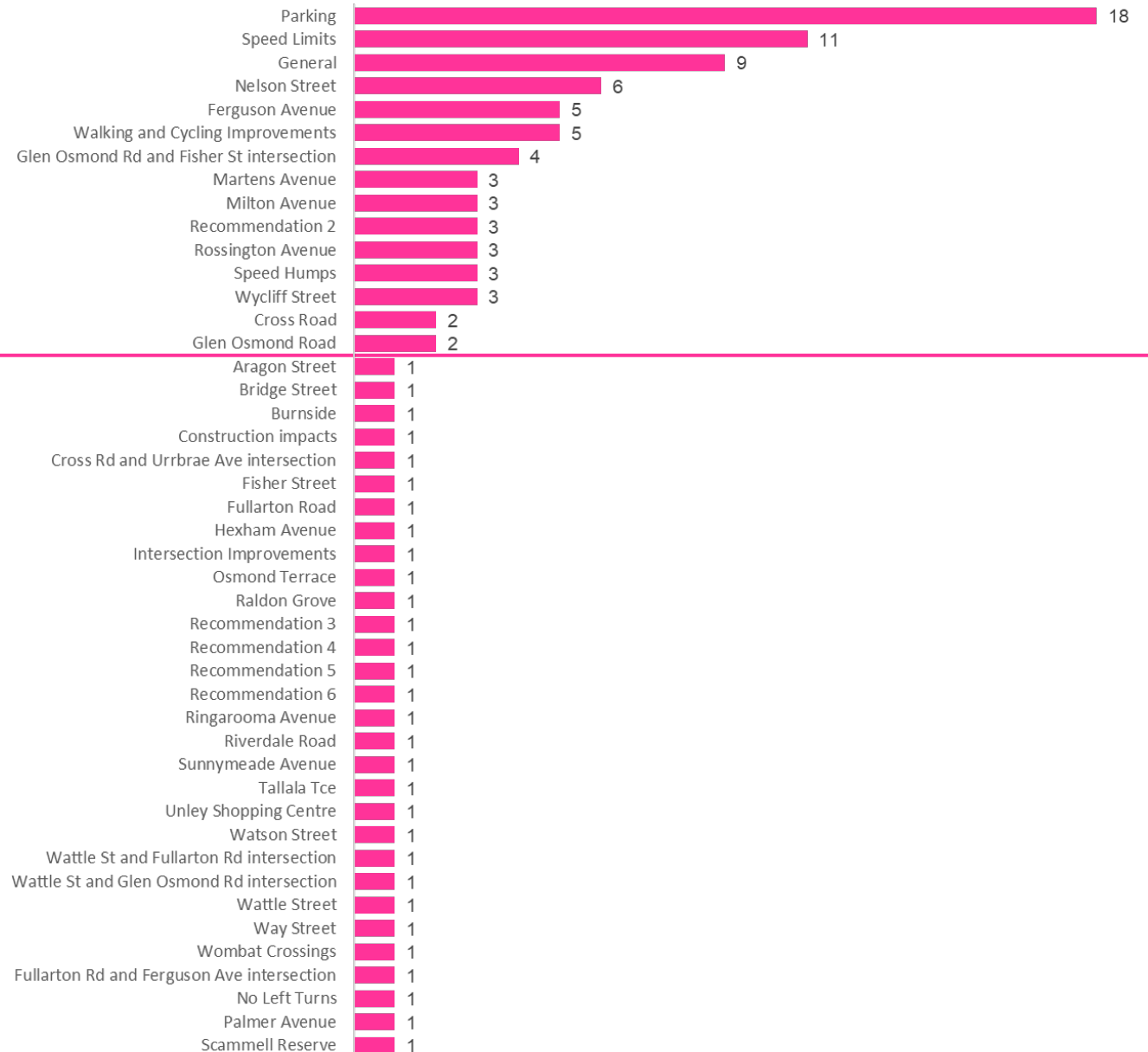
1. Recommendation 7 intersection Myrtle Ave and Ferguson Ave, would like improvements not to cause any difficulties in accessing or leaving house driveway in Ferguson Ave, possibly with vehicle towing a trailer.
2. Recommendation 7: I'm not sure how you would do it, but improvements to that intersection, which could stop drivers from cutting the corner when turning right into Myrtle would be appreciated. The Myrtle Road intersection has a drain that requires you to stop, and I didn't see any accidents at this intersection on the report, so I don't believe work is necessary.
3. Recommendation 7 How? I would strongly suggest the best improvement is line of sight to oncoming traffic being ensured.

Summary of general LATM 5 feedback

Survey respondents were also asked to *share any other traffic-related experiences in the study area that they consider have not been covered by the LATM Zone 5 Analysis Report?*

The comments were analysed and categorised into 45 topics.

The verbatim comments for each category topic, with two or more comments is provided in the following pages.



General : Verbatim comments by Category Topic

Parking (x18)

1. Cannot get trades to park near our property during working hours as city workers park on Florence Street. In the last 3 years it has become extremely congested that completely disappears at 5.30 each evening weekdays. Residents get no parking on the street at all. Other streets have restricted parking why not Florence Street?.
2. Congestion and parking on Rossington Avenue during school pick up time. Often difficult to enter Rossington from Fisher street due to traffic exiting and cars parked almost up to the corner. May benefit from some additional parking controls.
3. Frew Street should have parking restricted to one side of road only. Currently used by nursing home staff instead of their usually empty car park.
4. I consider daytime parking along Katherine, Moore and Florence Streets to be a big contributor to the danger of these streets. People are obviously parking all day and respectfully, nothing seems to be done about it. Another serious issue is parking outside the gate to the Katherine Street park. It is predominantly a playground hence drivers view of the gate should not be obstructed by vehicles parked in front of it. It is dangerous for young children exiting the gate and I cannot understand why parking in front of the gate is allowed. This is not the case with other playgrounds.
5. I have previously raised concerns with parking on Katherine Street, heavily occupied by school students (i.e. GHS). Other adjoining streets have time limited parking, why not Katherine St? Other persons drive from the Hills, park in Katherine sat and bus to CBD, restricting parking access for residents and their visitors. All the cars parked on the street both sides of a narrow street has led to unreasonable congestion and impacts traffic flow and as there is a Park where children are likely to play, parking on Katherine sat should be time limited on park side of road so parents can park safely on that side and access playground and families do not have to navigate crossing the road with traffic often roaring through from Conyngham St.
6. In my opinion, ever since the RSL moved more administration staff into the RSL Aged Care Complex, during office hours, parking on Ferguson Avenue along the stretch of road between the corner with Glenrowan and downhill (W) beyond the Pedestrian Refuge Safety crossing has been steadily increasing and has become a significant problem. Cars park on both sides of Ferguson and this makes it impossible / unsafe for two moving cars to pass each other along this section. Most cars coming down (W) along Ferguson are travelling (at least) 50km and have a very poor "line of sight" coming into the bend of what they will encounter after the bend. Three possible options #1. I am surprised that the RSL were allowed to increase staff without a commensurate increase in on property carparking. Make them park on the RSL property. #2. Make the Yellow Line no parking area much larger at the bend. #3 Make it parking on one side of the road only.
7. Katherine Street: Also car parking in the street from 730am until 5/5:30 is so bad.
8. LATM also wants to discourage non local traffic. For the past 2 years the parking in Florence Street , Nelson Street and Katherine Street has got progressively worse. My street is full of city workers or students who park around 8am to 9am jump on the bus and return between 5 and 6pm. With the council also approving so many more apartments and Torres titled housing there are so many more residents parking on the street. With the combination of city workers/students and high-density home approvals it is nearly impossible during the week to find a park for a visitor , tradie or health worker near my home. I should be able to ask a friend over and expect that they can park within 300 or 400 metres of my home. I believe there should be timed parking on one side of Florence street of two hours. Residents should be exempt and should not have to pay to get a permit to park in their own council area. Bin day has also impacted residents with most Florence street residents having to put their bins on the road because selfish motorists now just park in front of bins.

General : Verbatim comments by Category Topic

Parking (x18)

9. many streets in the area are narrow. Use of signage preventing cars parking opposite each other could be extended. E.g. Restormal Ave & Katherine St.
10. My main concern are the traffic hazards caused by all day non-resident parking on Katherine St and Nelson St. Two-way traffic is almost impossible on Katherine St when cars are parked on both sides. Turning right from Katherine St is very dangerous due to sight obstruction by cars parked on Nelson St, as is turning left from Ailsa St onto Nelson St. Many of the all-day parkers are now drifting to the top of Ailsa. It is my understanding that many of the all-day parkers are from the Adelaide Hills area and take advantage of the express bus service into the city from Glen Osmond road. The volume of cars parked all day in these local streets has caused significant traffic hazards for the residents.
11. Parked cars on Fullarton Road should be limited (beyond the current Clearway times) or prevented altogether.
12. Parking on narrow roads (e.g. Moore St) that can impede passage and make cycling more dangerous.
13. Please put parking restrictions on the street. I constantly have cars from local business parking outside my house. People also leave their cars outside my house, and they do not move for days, sometimes weeks. You should place a 2- or 4-hour parking maximum limit on Florence St.
14. Weekdays between 0900 and 1700 Florence Street is severely impacted by Day Trippers working in commercial buildings on Glen Osmond Road or catching the bus from Glen Osmond Road to the city. I submitted an online "Shaping Unley City Wide Parking Strategy" some years ago. My comments submitted in that survey regarding the daily parking issues in Florence Street have only worsened during that time. Please advise if you cannot locate my previous survey and I will scan my hard copy to the number you provide.
15. Increasing problems with vehicles parked on both sides of streets. In some streets signage asking drivers not to park opposite other parked vehicles may be helpful.
16. More policing of parking controls in our streets.
17. Parking generally: parking should be prohibited within 40 m of an intersection, to improve visibility to cars, negotiating the intersection.

18. Finally, I am concerned about the number of unregistered cars in the streets of Parkside where we often walk through. (e.g. in Blyth Street there are about 4 along the whole length.) We recently have come from Brisbane where the BCC places a large sticker on the windscreen with a message stating that the car will be removed if it is not removed by the owner within a certain time. (Anyone can go online to see if it is unregistered). Obviously, Council checks with police to see if it has been stolen. I believe that the procedure is different here, but it obviously is not working!

Speed Limits (x11)

1. COMMENT. Recently completed <https://mcgregortan.com.au/> survey re possible changes to speed restrictions. It is my view that rather than lower the speed limits as suggested in the survey it's the actual speed drivers travel at that is more important. Unless multiple speed cameras are installed no matter if the speed limit, 50 or 40, it's the speed the vehicle is travelling at that is important. Your planned speed calming will provide a better outcome than simply reducing speed limits. However, an occasional speed camera on Ferguson Ave would be good! Ps just because the maximum speed is posted at 50 or 40, we often drive slightly below the posted speed limit.
2. Keep speed limit on Ferguson Ave to 50 km/ hr.
3. I have lived on Fisher for 25 years since the speed changed to 50km it is now uncommon to see people speed. Most people do the right thing. I think if you sit on 50km to drive it is very safe on a street like Fisher and Wattle. I would be horrified and would object to a reduction to 40km as it is ridiculously slow on a long corridor road. e.g. Angas Rd Hawthorn.
4. I strongly recommend implementing a maximum speed limit of 40 km/h for the entire length of Ferguson Avenue. This street is very dangerous due to its steep gradient, and many vehicles tend to travel at high speeds. However, Ferguson Avenue is a popular route for cyclists and pedestrians, and the high vehicle speeds pose significant risks to them. This is especially unsafe for school children and cyclists who frequently use this street. Reducing the speed limit would greatly enhance safety and make the street more suitable for all users.

General : Verbatim comments by Category Topic

Speed Limits (x11) (cont.)

5. Speed cameras on wattle street. Reduce speed limit to 40kmh.
6. The decision by a nearby council to reduce speeds to 40km/h on all streets - please do not follow this lowest common denominator approach.
7. The proposed drop in speed limit to 40 is overly cautious and unnecessary. 50 is more than safe enough - why even allow cars on road if you want to be safest.
8. There has been talk about reducing arterial and collector road speed limits which I do not agree with. A reduction in those limits reduces the perceived benefit in drivers choosing to stay on the collector roads and will likely increase the rat-running through residential streets. This has been shown to be the case in other council areas (e.g. City of Adelaide).
9. Vehicles in rush hour continue to cut through roads like Umbrae Avenue, Ferguson Avenue, and Riverdale Road, in both directions. These zones require speed reinforcement, not more humps and bumps.
10. Vehicles in rush hour continue to cut thru roads like Umbrae Avenue, Ferguson Avenue, and Riverdale Road, in both directions. These zones require speed reinforcement, not more humps and bumps.
11. Traffic speeds along Fullarton Rd. are often dangerous.

General (x9)

1. Great report and study put together by the traffic management team. Great work!
2. Great work combining data with community input.
3. No traffic issues. People need to be patient and alert.
4. The increase in traffic to be expected if the SA government persists with the Greater Adelaide Regional Plan and its forecast of an extra 670,000 residents in the next 28 years. For example, the recent push to change zoning in Glenside to allow for 20 storey residential towers.
5. The school crossing in Wattle St for the Sunrise School. There has been a fatal accident there, so why have there not been immediate steps to address this and why was it not included in the report?

6. Traffic has calmed significantly since the completion of the Fullarton Cross Rd intersection upgrade.
7. - People speeding along side streets - there should be speed cameras located throughout Unley with fines going towards community development schemes and improving safety on our streets. Parking permits should cost more for larger vehicles. More bicycle Parking is needed.
8. 2) The recommendations are perhaps underdeveloped and does not explain the reason why the issues have occurred. Maybe the problem could be fixed in another way, if we understood the why. I perhaps would have pushed the consultant harder for more detailed recommendations and understanding the why. 4) It takes a long time to look at this report and judge the recommendations from the data. I perhaps would have like to seen the report structured differently. i.e. We recommend "do this" to this location. This will address "this issue". This issue has "occurred because of this". You would then reference data in an appendix or later in the report. 5) Should look to Lessons Learnt. 6) You have Yes / no / Neutral ...I think you need a ***Partially****. I have used neutral as my partially, not enough information to say yes or no, even though I agree there may be something there to look further into.
9. Very good report but signage/speed signs need to be bigger.

Nelson Street (x6)

1. Heavy congestion (both parking and traffic) and rat-running at high speeds in Nelson Street, particularly between Katherine Street and Florence Street. The T-junction of Florence Street and Nelson street has heavy traffic and can be dangerous as cars turn off Glen Osmond Road onto Florence Street at high speeds.
2. Nelson Street can be quite congested during work hours and can become quite a rat run a peak hours. (x2)
3. Significant volumes of traffic turning right from Nelson Street on to Wattle street, often at peak times. This makes exiting my driveway challenging, especially when combined with vehicles regularly parked for extended periods of time near driveway.

General : Verbatim comments by Category Topic

Nelson Street (x6) (cont.)

4. Strongly request speed humps along Nelson Street to calm traffic movement here as well. Many cars use Nelson Street as a thoroughfare between Katherine and Wattle Streets (more so than along Moore Street as Nelson is wider). I can only assume that more cars will come this way if the speed humps along Florence Street are put in place, as cars will look to travel along Wattle instead of Florence.
5. Also Nelson sat has not been addressed . Parking restrictions are never policed. It is used as a thoroughfare from Florence through to Wattle St, as well Katherine to Wattle or Florence. Address the intersection at Florence and Nelson. Cars parked too close the intersection means it's often difficult to turn in or out of Nelson St

Ferguson Avenue (x5)

1. "Local Traffic Only" signs on Ferguson Ave. It is a current racetrack, and something needs to be done to stop the insanely high volume of non-local traffic.
2. As someone who lives in Ferguson Avenue, there are often people in large 4WDs who seem to be speeding along Ferguson Avenue. This is terrifying given the large number of elderly as well as young children.
3. Section on Ferguson Avenue between Urrbrae Avenue and Braeside Avenue is busy, and difficult to see when entering Ferguson Ave if cars are parked on either side of street.
4. The area on Ferguson Avenue, Myrtle Bank outside the Old Soldiers home is dangerous. By allowing parking on both sides of the street there is only room for one car to safely traverse. In the mornings, cars heading west swing around onto the diagonal part of the road and often must come to an abrupt halt if a car is already making its way east along this stretch of road. Cars parked near or adjacent to the pedestrian refuge make it quite dangerous.
5. The intersection on Ferguson Ave with Woollana Ave and Glenrowan Ave is also of concern. There are many parked cars due to the War Veteran's Home and the bend in the road makes visibility very poor. Most cars do slow down at this point; however, I believe there is a reasonable risk of accidents occurring at this intersection. Consideration need to be given to improving this traffic hazard.

Walking & Cycling Improvements (x5)

1. As noted in my pin, it is impossible to (easily and safely) cross by bike from the Western side of Fullarton Road to the Eastern side of Glen Osmond Rd. I see kids riding through the supermarket carpark which does not feel safe with cars reversing etc.
2. It would also be good to see the bicycle route extended to Glen Osmond Primary School to create more safety for children. To be honest, Fisher St should become a cycling route, as this is heavily used by cyclists in both directions.
3. Spend the money on upgrading the sidewalks so people can actually walk without tripping.
4. There is a big opportunity to improve the LGA overall for cycling - road markings, preferred routes and dedicated routes. This is especially valid as it's an easy bike commute to the city from the city of Unley, and it would be a great suburb to ride around e.g. from suburbs to Unley Road or other shopping districts. Overall, there isn't enough bike parking in the area. More dedicated cycling infrastructure would really help reduce noise, dependency on cars and free up space for pedestrians, cyclists and public transport.
5. Too much emphasis is being given to bicycles where there is no visible sign of bicycle traffic. The only significant bicycle traffic is in Wattle Street.

Glen Osmond Rd and Fisher St intersection (x4)

1. Cars turning right from Fisher Street onto Glen Osmond Rd often either do not see or ignore the red light at the pedestrian crossing. This puts students of Glen Osmond Primary and their guardians in danger at drop off and pick up times. A red-light camera at the crossing or an improvement to the intersection would make this safer, particularly for children who often do not check the traffic before crossing and proceed to cross if the pedestrian light is green whether there are cars coming or not. Children are going to get hit under the current conditions.
2. Suggest traffic lights at Fisher/Glen Osmond. Many cars need to turn right, and it is very difficult as it is heavy with traffic most of the time on Glen Osmond.

General : Verbatim comments by Category Topic

Glen Osmond Rd and Fisher St intersection (x4) (Cont.)

3. Also, the number of crashes at the Fisher St/Glen Osmond road intersection is a lot higher than reported. I can think of more than 5 in the 5 years. The number of near misses is considerable and with many pedestrians in the area it is only a matter of time before someone is hit.
4. I think, just like Cross Rd, there should be a speed camera on Glen Osmond Rd and Fisher St. As children cross at that point.

Martens Avenue (x3)

1. Fix the car wrecking dip in Martens Ave.
2. It would be great to add speed humps to Martens Avenue. It's used as a short cut to Wattle Street and also slow down the traffic generally. With increased traffic movement in Martens Avenue the flow at the intersection of Glen Osmond and Martens is very dangerous with MacDonalds being directly across the road with large trucks, semis all having to break quickly as cars turn into MacDonalds.
3. Traffic speeding through Martens Avenue which should be restricted to residents as there are several elderly residents in the street.

Milton Avenue (x3)

1. Also, there should be speed bumps on Milton Avenue as this is a cycle path.
2. Milton Avenue is used as a shortcut by too many motorists, and it is a major route for young school children and cyclists!

3. We have lived in Milton Avenue for the past 31 years, moving in when our children were very young. Our initial concerns were of the volume and speed of traffic moving between Fisher Street and Wattle Street along Milton Avenue. On thinking about this, Milton Avenue is the first full cross street west of Glen Osmond Road that is continuous between Fisher and Wattle, the others being between Osmond Terrace and Fisher and Wattle (Beaconsfield and Tennant). So many cars come down from GO Road and turn left at Fisher and through Milton to Wattle, to avoid the Bevington / Conyngham Street intersections with GO Road. With the reduction in the speed limit to 40km/h some years ago, there was some assistance, however, there remain many cars that still travel through Milton at speed, well above the 40km/h speed limit. I am not surprised that you are focusing on this area but am surprised that Milton Avenue was not a focus, perhaps that we, as a street may not complain to Council! As I work (Fullarton Road, Highgate) and live in the C of U council areas and travel through our back streets regularly, I sense that many more drivers from outside the C of U use Milton Avenue than Alma Road, but I may be incorrect. For the reasons mentioned above, I would ask that you look at Milton Avenue's throughfare traffic as a significantly impacted area by non-local traffic. Thank you.

Recommendation 2 (x3)

1. A give way sign at Katherine St and Nelson St to make entering and exiting safer as people do not slow down and just pull out without looking dangerously.
2. An increasing number of cars are cutting through from Glen Osmond, along Katherine, then Nelson to get to Wattle.
3. Safety issues around the Katherine Street playground are a concern. Put gates at Moore sat end . The excuse was it would encourage people to use it as a dog park - but given traffic issues already identified do you want a small child killed or injured because they have run out the entrance ! People already exercise their dogs there .

General : Verbatim comments by Category Topic

Rossington Avenue (x3)

1. As above, consideration for the 2 recommendations please. Children at the Glen Osmond Primary school and other pedestrians are at risk due to high speeds and heavy traffic in the area around Rossington Ave, Fisher Street and Fergusson Ave.
2. Rossington Avenue desperately needs speed control, especially because so many people park there and then cross the street (often unaccompanied children. The speed limit is currently 40, however, this is rarely adhered to and many people are doing 50+km and weaving in and out of parked cars at high speed.
3. The study however completely overlooks the traffic congestion on the corner of Rossington Avenue and Fisher Street about which I have contacted Unley Council over the years on several occasions before giving up due to no interest taken by the Council. The congestion in the morning and afternoon can be such that regularly, due to the unrestricted parking on Rossington Avenue, vehicles cannot pass which results in a vehicle often having to reverse around the corner from Rossington Avenue back up Fisher Street so that the bottleneck is resolved. Frequently I cannot access my driveway in the morning and afternoon due to cars parked and face speeding traffic on Rossington Avenue heading north toward Fisher Street. It is chaotic when added to the inability for traffic to pass due to the width of the road when cars are parked either side and there is an added bottleneck. We find it quite incredible that the Council have not factored any of this into these recommendations! There is an added issue of cars parking illegally ie across our driveway, when dropping off and picking up children and public transport buses (some speeding) cutting down Fisher street from approximately 3pm on weekdays to meet another route causing further chaos. The corner of Fisher Street and Rossington Avenue is completely chaotic in the morning and afternoons on weekdays, and it is astounding that no issue has been identified by the Council. We cannot see why the Council cannot restrict traffic coming along Rossington Avenue as a short cut from Glen Osmond Road in the morning by restricting it to local traffic only. Your figures show high levels of traffic flow along Rossington Avenue and surely this suggests a response from the Council? We requested a small yellow line be painted on the road adjacent to our driveway to prevent cars from parking, to allow us to access our driveway at peak times, which is difficult given the congestion and narrowness of the road when cars are parked on both sides and the distinct camber of the road. We were told that this was not possible. We wonder however how it is that we have noticed a fresh yellow line painted on the road adjacent to the kerb and directly in front of a front gate in a wide street in Malvern. How is this so?

General : Verbatim comments by Category Topic

Speed Humps (x3)

1. I don't want speed humps! They are frustrating and I don't think discourage drivers from using the streets!
2. I support speed humps on all roads in the LATM Zone 5 but especially Ferguson Ave.
3. 3) This is quite typical that we (as a society) jump to putting a speed humps in, rather than enforcing the law. Based on this, we should stop doing these reports and determine an implementation plan to put speed humps everywhere.

Wycliff Street (x3)

1. I live at Fullarton on the corner of Watson and Wycliff streets. The street is narrow but attracts trucks driving west on Fisher and taking a shortcut to avoid the Fisher/Fullarton lights. In doing so they cause frequent damage to the street trees in Wycliff. The problem is the entry into Wycliff at the Fisher St end is very wide and inviting to trucks. A reshaping of the entry which accommodates storm water but discourages trucks would be greatly appreciated.
2. Occasional high-speed traffic down our very short street (Wycliff), which allows very little reaction time to kids on the street, cars coming out of driveways etc. A speed hump at each end of the street would be very welcome!
3. Wycliff Street is a narrow street and quite often trucks use it to avoid the Fisher Street traffic lights and because of their height do damage to the street trees. Another problem due to Wycliff's narrowness is parking. Quite often cars are parked opposite driveways or opposite one another and it makes it very difficult to reverse out of your driveway.

Cross Road (x2)

1. Cross Rd. is a nightmare, and I feel people will spill into other streets more and more until we get better public transport.

2. I am profoundly disappointed that this report fails to consider the fundamental problem faced by Myrtle Bank residents - the volume of traffic on Cross Road and associated difficulty of turning into Myrtle Bank from Cross Road, and even more, turning out onto Cross Road from Myrtle Bank, especially when turning right. It is diabolical - and a problem which far outweighs any of those canvassed in your report.

Glen Osmond Road (x2)

1. The recent upgrade of the Fullarton road & glen Osmond road intersection was very disappointing. This is the gateway to the hills for cyclists and to narrow the outside lane making it very dangerous for cyclists so they could put a narrow gore at the intersection is absolutely ridiculous. I even highlighted this to the department as it was being built. I have had to change my commuting route as I am not willing to cycle through such a dangerous section or road. Please ensure a competent road designer is used for any future upgrades. We cannot keep wasting money and making these mistakes. We must make our roads MORE safe and encourage walking/cycling.
2. Another concern that I have is Glen Osmond Road through Fullarton and Parkside. Recently I contacted the Federal Member for Sturt who is keen to stop heavy transports using Port Rush Road. In my opinion they should also be banned from Glen Osmond Road. I have observed the big B Doubles travelling on Glen Osmond Road at 60 Kph even when it is not a Clear Way –am/pm. Where else is there another Aus Capital City where they are allowed in so close to the CBD? In Sydney they announce every year how many extra Kms of Clearways are created along major arterial roads. Why not here? It is only a matter of time before there is a serious accident – especially when there is only one lane because of parked cars in the other lane. Cars also hold up the outer lane by turning into side streets. Even reducing the speed limit to 40 or 50 would reduce the chance of an accident. Ideally the large trucks all need to be diverted to either Cross Road or Port Rush Road where both roads have two clear lanes either way. I fully realise this issue is a Federal one but surely the Unley Council could put pressure on the State and Federal Ministers for Transport to address this issue?