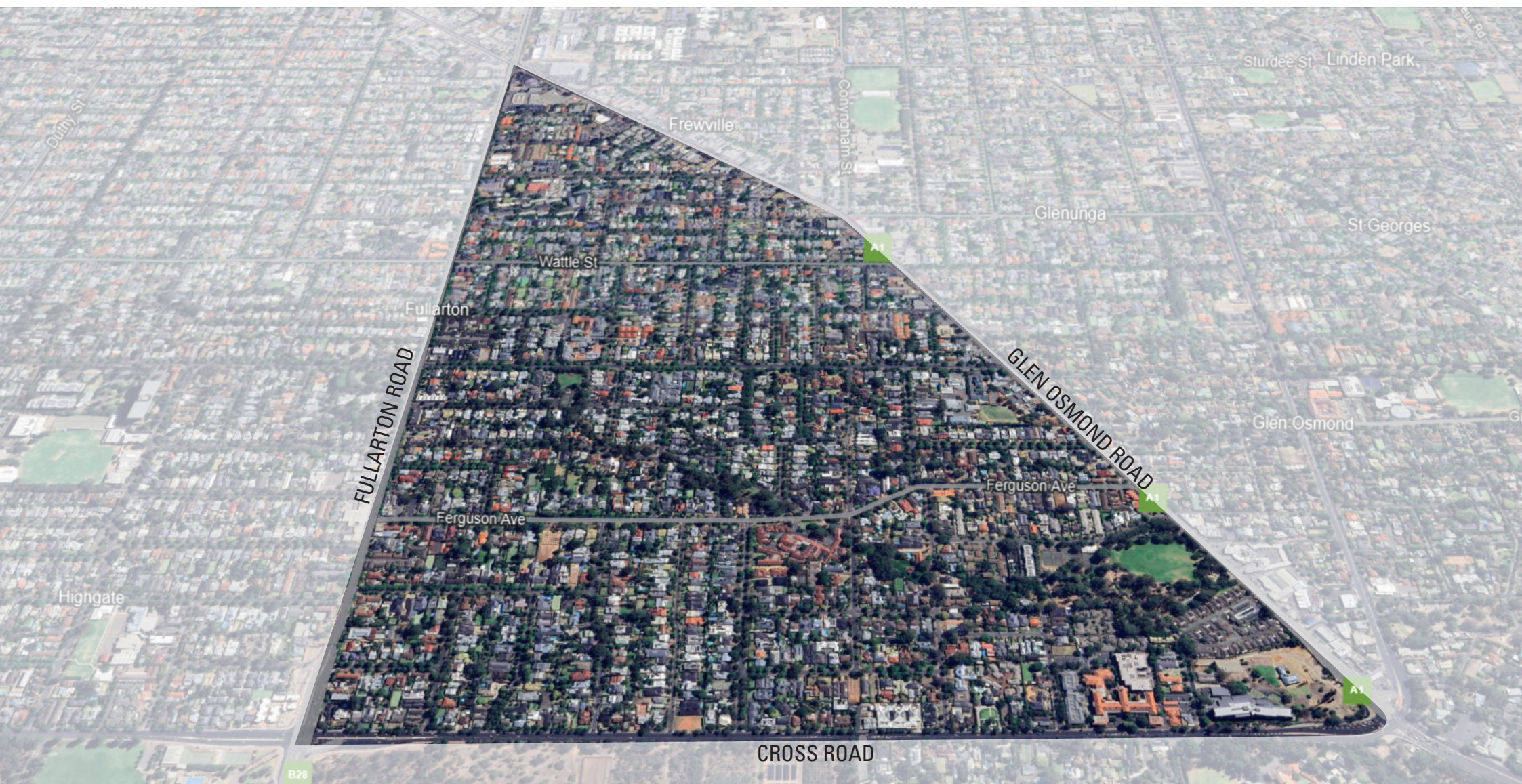


LOCAL AREA TRAFFIC MANAGEMENT FULLARTON / MYRTLE BANK

DRAFT PROPOSALS: COMMUNITY ENGAGEMENT ROUND 2

OCTOBER 2025

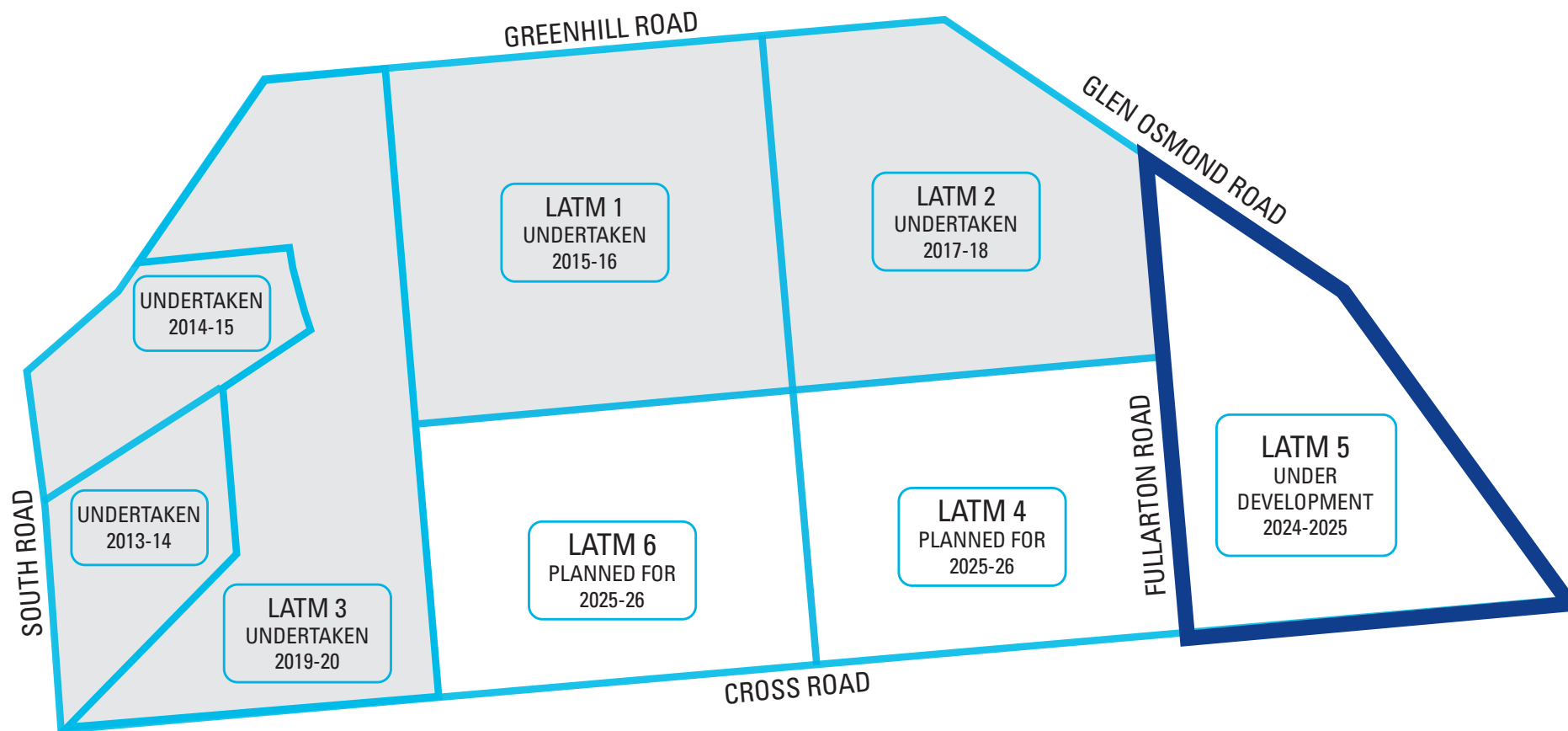


INTRODUCTION

The City of Unley has been progressively completing a series of Local Area Traffic Management (LATM) studies across the City. These studies examine traffic issues in local neighbourhoods and propose solutions to enhance safety for all users.

The City of Unley has been divided into precincts to advance LATM studies, as shown in Figure 1. This latest study is in the Fullarton/Myrtle Bank area, bounded by Fullarton Road, Cross Road and Glen Osmond Road (LATM 5).

Figure 1. Progress on completing Local Area Traffic Management studies in the City of Unley



LOCAL AREA TRAFFIC MANAGEMENT STUDIES IN THE CITY OF UNLEY

What is “local area traffic management”?

Local Area Traffic Management (LATM) is a planning and design process focused on improving safety within specific neighbourhoods or precincts. It involves identifying traffic-related issues and then implementing measures to manage traffic flow and reduce vehicle speeds, enhancing safety for all road users, including people who walk, ride or drive.

By planning and managing road space within a local area, LATM studies focus on:

Making streets safer

Managing traffic

Considering walking and cycling needs

Improving street amenity

LATM initiatives are designed for entire neighbourhoods, offering solutions that are tailored to the local context rather than addressing singular issues in isolated locations.

The City of Unley is committed to delivering LATM initiatives in collaboration with the community. We involve residents to confirm our understanding of local issues and then seek feedback on recommended proposals. This thorough consultation process ensures the community can influence street design outcomes in their neighbourhoods.

Methodology



Figure 2 outlines the typical methodology for LATM precinct studies.

The Fullarton/Myrtle Bank LATM study has now progressed to Stage 4. In this stage, the list of recommendations first discussed in Stage 2 has been updated to reflect community feedback. The original eight recommendations have been expanded and refined into 15, with high-level design concepts prepared for each street upgrade proposal. We are now inviting the community to provide feedback on these draft street upgrade proposals, before moving to Stage 5, when the final LATM recommendations report will be presented.

This report:

- Summarises outcomes from the last engagement round
- Presents street upgrade concept drawings.

Please note that there is no current budget commitment to implement LATM proposals. Once the LATM precinct study is complete, we can request a budget allocation to implement the proposals, based on the prioritisation outlined in the final LATM Plan.

Figure 2. LATM precinct study methodology

ROUND 1 COMMUNITY ENGAGEMENT FEEDBACK SUMMARY

Consultation period

Round 1 community consultation was undertaken over a five-week period between Monday 4 November and Monday 9 December 2024.

Consultation activities

- Mail out letter to 2,837 residents, businesses and property owners in the project area
- Your Say Unley project web page
- Email to Your Say members
- Social media posts on Unley Facebook page
- Public displays at Scammell Reserve and at Ridge Park
- Flyers promoting the consultation.

Consultation response

146 people provided feedback

- 87% of respondents were local residents in the area
- 9% of respondents worked in the area.

Eight key LATM recommendations

Eight key recommendations were presented in the report for community feedback.

All eight recommendations received majority support, with opposition levels for each remaining at or below 27%.

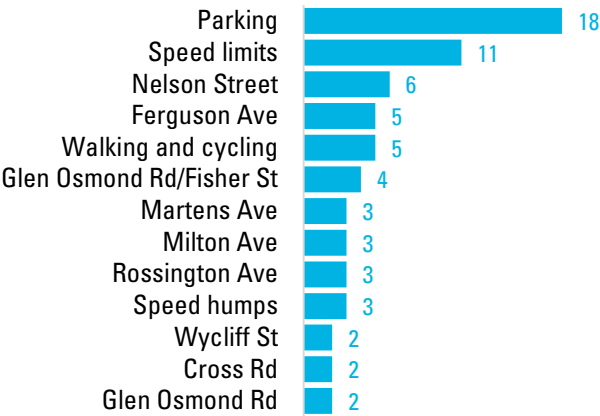
A summary of the feedback received for each is provided over the following two pages.

Recommendations: other comments and feedback

- **Speed humps** (16 comments). Most of these comments opposed speed humps, citing noise, discomfort, environmental impact and limited effectiveness, particularly for larger vehicles. One suggested alternatives like chicanes or lane narrowing for reducing speed.
- **Intersection improvements** (9 comments). Several respondents indicated they had a limited understanding of the eight proposed recommendations. Some mentioned intersection concerns including turning difficulties and accessibility for the vision-impaired.
- **Parking** (9 comments). Limited parking, overflow from nearby businesses and street safety were key concerns. Residents highlighted issues on Aragon, Katherine, Florence and Wellington Streets, urging action on unrestricted parking, unsafe conditions and impacts from speed humps. Calls were made for clear, consistent restrictions to improve flow, access and local amenity.
- **Speed limits** (7 comments). Three comments indicated support for reducing speed limits to 40 km/h on Ferguson, Fisher and Wattle Streets to improve safety for pedestrians and cyclists, especially near schools. Two comments stated a preference for keeping a consistent 50 km/h limit. Concerns included speeding, unclear signage and the need for better enforcement.
- **Wombat crossings** (4 comments). Support for raised wombat crossings on Wattle and Fisher Streets to improve pedestrian safety. Some concerns included potential noise and light spillage from signage.

Other traffic-related concerns raised not covered by the LATM Analysis Report

The chart below outlines the main themes from additional feedback received, showing how many comments were made on each topic.



Parking was the top issue with 18 respondents raising concerns about all-day non-resident parking congesting narrow streets, limiting access for visitors, trades and service vehicles, and increasing safety risks, calling for time restrictions, better enforcement, and resident-priority solutions to restore fair access and reduce traffic hazards. Opinions on **speed limits** were divided with some support for keeping 50 km/h as appropriate for safety and flow, while others advocated reducing to 40 km/h on streets like Ferguson to protect cyclists and pedestrians, especially where cut-through traffic and steep gradients increase risk. Four comments called for safer **cycling and walking** infrastructure and school access while one respondent questioned investment in areas of low cycling volumes. Other common feedback themes related to specific sites, as shown in the chart.

Recommendation 1. Florence Street

Introduce speed humps to achieve safer speeds in Florence Street.

142 people responded with their level of support:

Yes
72 (51%)

Neutral
31 (22%)

No
39 (27%)

14 people provided comments:

Among 14 comments, views on proposed Florence Street speed humps were mixed, with some conditional support. A few backed speed humps to reduce late-night speeding and cut-through traffic, while others cited noise, inconvenience and risks like diverted traffic or reduced parking. Several questioned the need, given low crash numbers and suggested alternatives such as better signage, enforcement, or raised crossings. Comments stressed the need to balance safety with everyday convenience for residents.

Recommendation 2. Katherine Street

Introduce speed humps to calm traffic movements on Katherine Street, a key part of Council's walking and cycling network, and enhance connections to Katherine Street Park. Explore intersection improvements at Moore Street and Glen Osmond Road.

142 people responded with their level of support:

Yes
88 (62%)

Neutral
25 (18%)

No
29 (20%)

10 people provided comments:

Among 10 comments, respondents questioned the need for speed humps, noting that parked cars already keep traffic slow. Some supported action to reduce through traffic and improve safety near the playground, suggesting clearer signs, better intersections and managing commuter parking. A few mentioned personal difficulties with speed humps, while others preferred limited application to avoid disruption.

Recommendation 3. Wattle Street

Introduce a wombat crossing on Wattle Street between Moore Street and Milton Avenue to calm traffic movements and improve pedestrian connectivity and safety across Wattle Street and to Katherine Street Park.

142 people responded with their level of support:

Yes
92 (65%)

Neutral
24 (17%)

No
26 (18%)

9 people provided comments:

Among 9 comments, some supported the Wattle Street wombat crossing for improving safety, especially for school children, while others raised concerns about increased traffic on Milton Avenue, noise, visibility issues and conflicts with driveways. Several noted the need for clear signage and better design to prevent speeding or false pedestrian confidence. A few suggested alternative traffic-calming measures like road narrowing or speed humps.

Recommendation 4. Alma Road

Improve junctions with Fisher Street, Osmond Terrace and Wattle Street to calm traffic movements.

141 people responded with their level of support:

Yes
81 (57%)

Neutral
43 (30%)

No
17 (12%)

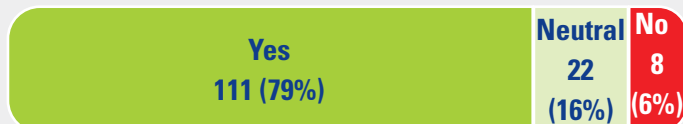
4 people provided comments:

Among 4 comments, feedback on Alma Road suggested some doubt about the need for major changes, noting few traffic issues and existing challenges like tight turns and poor drainage. One respondent highlighted a gutter problem near No. 11. Others suggested that vegetation and poles may obstruct visibility and that nearby school users should be included in future consultation.

Recommendation 5. Fisher Street and Beaconsfield Street junction

Upgrade the Glen Osmond Primary koala crossing to a wombat crossing with continuous footpaths to enhance pedestrian safety and calm traffic movements. Improve the junction at Beaconsfield Street and Fisher Street to improve connectivity with the updated crossing.

141 people responded with their level of support:



8 people provided comments:

Among 8 comments, most supported improving safety for children beyond school hours and saw value in speed humps and better signage. Concerns included traffic noise, driver compliance when monitors are not present and increased congestion during peak times. Some questioned the crossing's location and effectiveness, while others suggested adding nearby intersections like Rossington Avenue to the scope of improvements.

Recommendation 6. Ferguson Avenue and Riverdale Road intersection

Raise the intersection at Riverdale Road and Ferguson Avenue to enhance safety and calm traffic movements.

137 people responded with their level of support:



8 people provided comments:

Among 8 comments, many supported upgrades at the Ferguson Avenue / Riverdale Road intersection, calling it dangerous due to poor visibility and frequent near misses. Some believed raising the intersection will not resolve safety issues and suggested partial closures or rerouting to prevent risky turns. Others advocated extending the scope to include Rossington Avenue, highlighting its role in rat-running and high speeds. Suggestions included mirrors, reduced speed limits, and concerns about project cost and effectiveness.

Recommendation 7. Ferguson Avenue and Myrtle Avenue junction

Improve the junction at Ferguson Avenue and Myrtle Avenue to enhance safety.

140 people responded with their level of support:



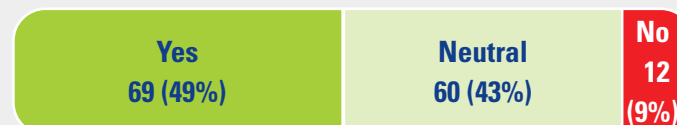
3 people provided comments:

Among 3 comments, views focused on maintaining driveway access, especially for larger vehicles and improving safety without over-engineering. Some residents questioned the need for changes, while others suggested better visibility and discouraging corner-cutting as practical improvements.

Recommendation 8. Clinton Avenue

Improve junctions with Clinton Avenue at Hexham Avenue, Jenkins Avenue and Myrtle Avenue to calm traffic movements.

141 people responded with their level of support:



One person provided feedback:

The respondent advised that drivers frequently cut corners when turning right at the Clinton Avenue / Myrtle Avenue and Clinton Avenue / Jenkins Avenue intersections, leading to several near misses. The respondent suggested that visibility at Clinton Avenue / Jenkins Avenue intersection is compromised by cars parked too close to the corner, recommending an extension of the no-parking zone to improve safety.

STAGE 4 RECOMMENDATIONS AND DRAFT PROPOSALS

Following feedback received during the first round of community consultation, all eight initial recommendations have been developed into detailed concept designs. These designs reflect community input and incorporate key considerations such as stormwater management, service vehicle access, street trees, driveway locations, and efforts to minimise parking impacts where possible.

Each draft proposal aims to deliver practical, effective outcomes while remaining affordable, enabling Council to implement them within a reasonable timeframe. In response to concerns raised by 18 residents regarding parking congestion, each of these individuals was contacted directly. They were informed about the process for requesting a parking review under Council's Unley Parking Management Plan.

Based on further community feedback, seven new recommendations have been added, bringing the total to 15.

- Recommendations 1 to 11 include a design response and street upgrade proposals, which are detailed in this report.
- Recommendation 13 reflects the community's interest in enhancing Riverdale and Rossington Avenues as a neighbourhood bicycle route. This will be considered as part of the next update to Council's Five-Year Walking and Cycling Plan.
- Recommendations 12, 14, and 15 are advocacy items submitted to the Department for Infrastructure and Transport (DIT).

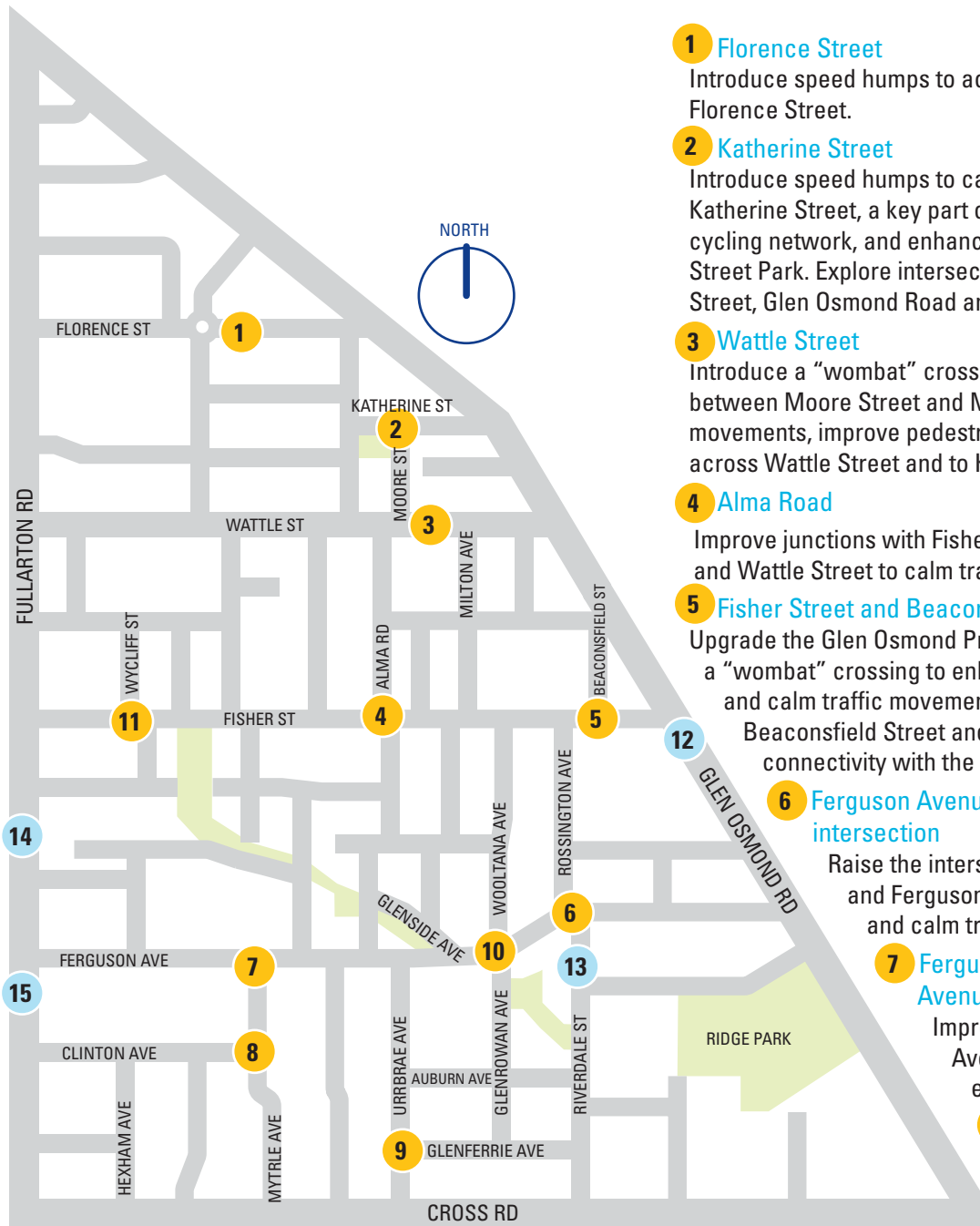
While some speed humps are proposed in areas where vehicle speeding has been observed, such as Florence Street, the majority of recommendations feature raised intersections. This approach responds to community concerns about speed humps, while still effectively slowing traffic. Raised intersections have been designed to minimise both stormwater impacts and the costs associated with potential stormwater upgrades. An example of this treatment is shown in Figure 3.

At locations where driveways are located within the junction, the raised intersections will be designed to align with driveway levels, ensuring safe and convenient access for residents. Figure 3 illustrates a potential treatment approach, noting that final design details will be confirmed during the detailed design and documentation phase.

All 15 recommendations are listed and mapped on the following page.



Figure 3. Example of a raised junction at Young Street and Porter Street junction that considers stormwater flow and access



1 Florence Street

Introduce speed humps to achieve safer speeds in Florence Street.

2 Katherine Street

Introduce speed humps to calm traffic movements on Katherine Street, a key part of Council's walking and cycling network, and enhance connections to Katherine Street Park. Explore intersection improvements at Moore Street, Glen Osmond Road and Nelson Street.

3 Wattle Street

Introduce a "wombat" crossing on Wattle Street, between Moore Street and Milton Avenue, to calm traffic movements, improve pedestrian connectivity and safety across Wattle Street and to Katherine Street Park.

4 Alma Road

Improve junctions with Fisher Street, Osmond Terrace and Wattle Street to calm traffic movements.

5 Fisher Street and Beaconsfield Street junction

Upgrade the Glen Osmond Primary "koala" crossing to a "wombat" crossing to enhance pedestrian safety and calm traffic movements. Improve the junction at Beaconsfield Street and Fisher Street to improve connectivity with the updated crossing.

6 Fergusson Avenue and Riverdale Road intersection

Raise the intersection at Riverdale Road and Fergusson Avenue to enhance safety and calm traffic movements.

7 Fergusson Avenue and Myrtle Avenue junction

Improve the junction of Fergusson Avenue and Myrtle Avenue to enhance safety.

8 Clinton Avenue

Improve junctions of Clinton Avenue with

Hexham Avenue, Jenkins Avenue and Myrtle Avenue to calm traffic movements.

9 Urrbrae Avenue

Improve junctions with Fergusson Avenue, Auburn Avenue and Glenferrie Avenue to calm traffic movements.

10 Wooltana and Glenrowan Avenues intersection with Fergusson Avenue

Improve Wooltana Avenue and Glenrowan Avenue intersection with Fergusson Avenue to improve sight lines and safety.

11 Wycliff Street and Fisher Street junction

Improve Wycliff Street and Fisher Street junction to discourage truck traffic and enhance safety

12 Glen Osmond Road PAC safety improvements south of Fisher Street

Advocate to DIT to implement safety measures at the Glen Osmond Road PAC south of Fisher Street, noting its connection to Glen Osmond Primary School.

13 Riverdale / Rossington Neighbourhood Bicycle Route

Council to prioritise the delivery (concept design to construction) of Riverdale / Rossington Neighbourhood Bicycle Route in its next version of its Walking and Cycling Implementation Plan 2028-32.

14 New Bicycle and Pedestrian Actuated Crossing (BPAC) on Fullarton Road north of Cheltenham Street

Advocate to DIT for the installation of a new BPAC on Fullarton Road just north of Cheltenham Street to improve east-west crossing access for people walking and cycling, improve access to Highgate Village Business Precinct and bus stops 10 Fullarton Rd east and west sides.

15 Reduce speed limit on Fullarton Road between Clinton Avenue and Fisher Street

Advocate to DIT to reduce the speed limit from 60km/h to 50km/h between Clinton Avenue and Fisher Street to improve safety and access adjacent to Highgate Village Centre and Fullarton Community Centre.

RECOMMENDATION 1 FLORENCE STREET

Introduce speed humps to achieve safer speeds in Florence Street.

KEY STREET INFORMATION



Road width: 10.5 metres



Street length: 600 metres



Traffic volume:
approx. 1,174 vehicles per day



Car speed (85th percentile):
47.5 km/h



Key community concerns
(raised prior to the LATM study)

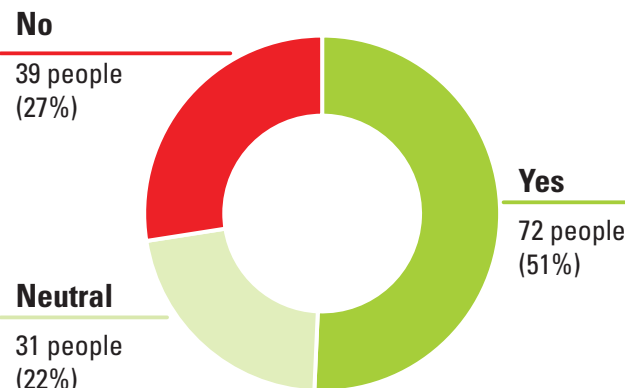
- Concerns for growing car volumes and speeds
- Observation of non-compliance with the posted speed limit
- Concerns for the intersection with Glen Osmond Road
- Requests for traffic speed calming measures



COMMUNITY FEEDBACK

Community feedback was gathered in November and December 2024 on the initial LATM5 proposals (round 1 engagement). A total of 142 people completed the feedback form question for Florence Street, sharing their views on the original recommendation, which is the same as the current one.

The level of support was as follows:



DESIGN APPROACH

Community feedback on speed humps included a range of views, but they are considered the most effective and least disruptive way to manage speeding on this street. The proposed design includes four Watts profile speed humps at the following locations: adjacent to 43 and 48 Florence Street; adjacent to 32A Florence Street; adjacent to 14 and 17 Florence Street; and just east of Nelson Street.

The speed humps have been carefully placed to maintain consistent spacing of 100 to 150 metres. They have been positioned near existing street lights to avoid the need for extra lighting. They will not affect parking or block driveways. The two speed humps on either side of Wellington Terrace are expected to reduce vehicle speeds closer to the 40 km/h speed limit.

It is also proposed to widen the existing narrow pedestrian refuge at the Glen Osmond Road junction to three metres. This will bring it up to current standards and help narrow the entry into Florence Street.

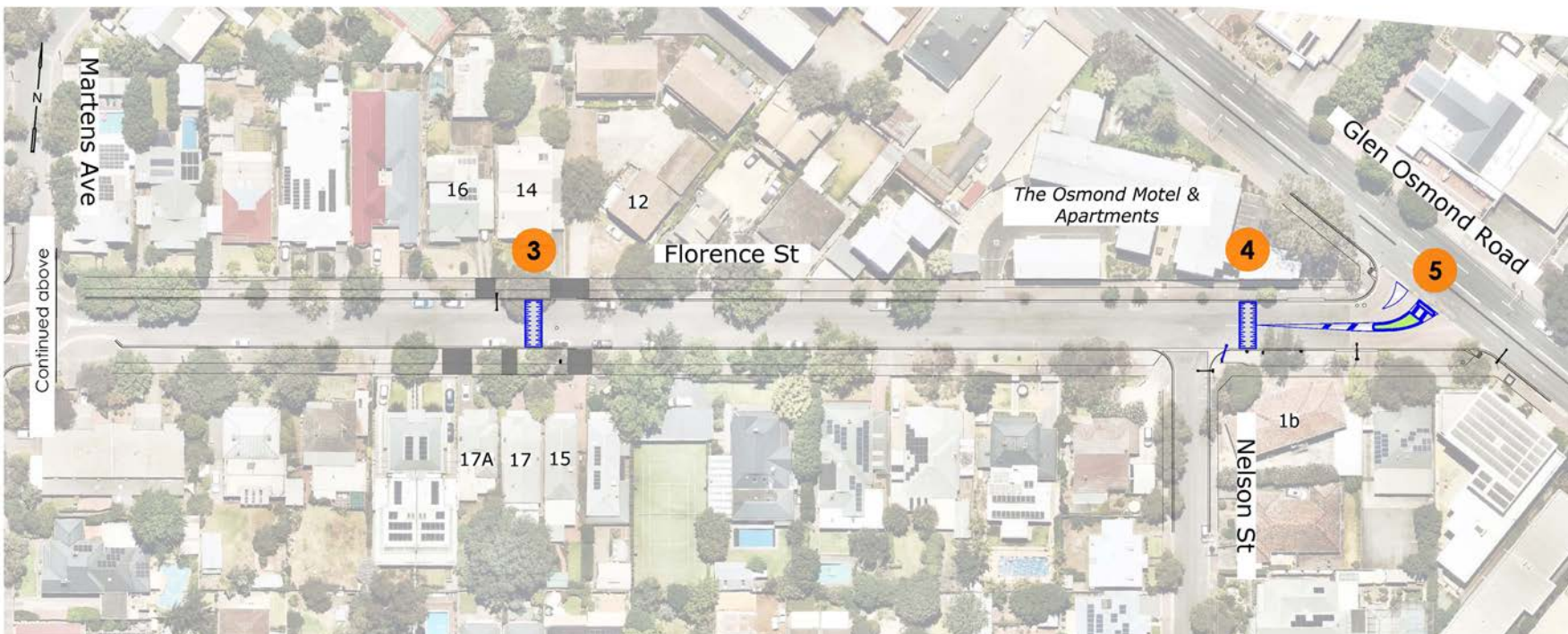
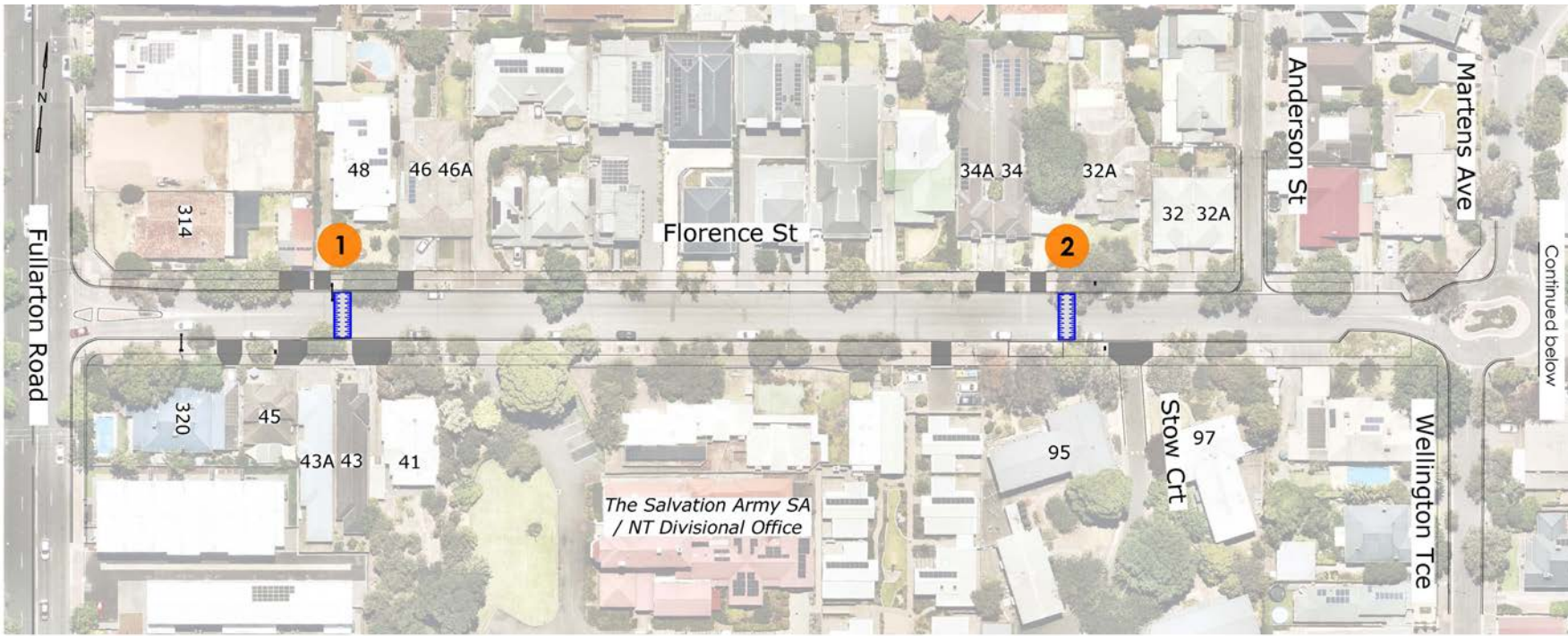
See the street upgrade plan on the next page.

FLORENCE STREET

STREET UPGRADE PLAN

Purpose: To introduce speed humps to achieve safer speeds in Florence Street.

- 1 2 3 4
Watts profile speed humps
- 5
Widened pedestrian refuge island



RECOMMENDATION 2

KATHERINE STREET

Introduce speed humps to calm traffic movements on Katherine Street, a key part of Council's walking and cycling network, and enhance connections to Katherine Street Park. Explore intersection improvements at Moore Street, Glen Osmond Road and Nelson Street.

KEY STREET INFORMATION



Road width: 7.8 metres



Street length: 250 metres



Traffic volume:
approx. 799 vehicles per day



Car speed (85th percentile):
40.1 km/h



Key community concerns
(raised prior to the LATM study)

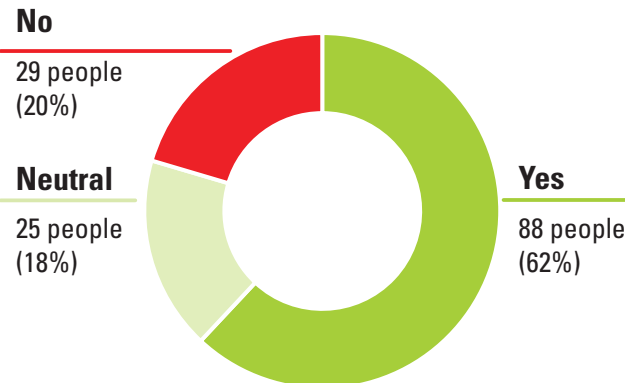
- Concerns about excessive car volumes and high speeds.
- Parking congestion and safety access issues, with requests for parking controls.



COMMUNITY FEEDBACK

Community feedback was gathered in November and December 2024 on the initial LATM5 proposals (round 1 engagement). A total of 142 people responded to the feedback question about Katherine Street, sharing their views on the recommendation that initially did not include improvements at the Nelson Street intersection (which was added subsequently based on feedback).

The level of support was as follows:



DESIGN APPROACH

The proposed design takes into account that Katherine Street and Moore Street are part of Council's walking and cycling network and run alongside Katherine Street Park. The design includes the following improvements:

- Contrasting pavement treatment at the Nelson Street and Katherine Street junction to increase its visual presence and driver awareness.
- Two bicycle-friendly flat-top speed humps to help slow traffic and improve safety for all users (one just east of Nelson Street and one near 8 and 9 Katherine Street).
- Raised pavement treatment at the Katherine Street and Moore Street junction to calm traffic and support safer walking and riding.
- New bicycle "sharrows" (shared lane markings) to highlight the on-road bike route.
- Upgrades at the Glen Osmond Road approach to calm traffic entering Katherine Street and improve access for bike riders crossing at the traffic lights to reach Conyngham Street.

See the street upgrade plan on the next page.



KATHERINE STREET

STREET UPGRADE PLAN

Purpose: To introduce speed humps to calm traffic movements on Katherine Street, a key part of Council's walking and cycling network, and enhance connections to Katherine Street Park. Explore intersection improvements at Moore Street, Glen Osmond Road and Nelson Street.



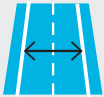
- 1 Contrasting pavement treatment at Nelson Street /Katherine Street junction
- 2 4 6 Flat top speed humps
- 3 Raised pavement treatment at Katherine Street/Moore Street junction
- 5 Extended path area with improved bicycle access ramp
Two parking spaces removed

To deliver the proposed upgrades, in total two on-street parking spaces near the Glen Osmond Road intersection will need to be removed.

RECOMMENDATION 3 WATTLE STREET

Introduce a “wombat” crossing on Wattle Street, between Alma Road and Milton Avenue, to calm traffic movements, improve pedestrian connectivity and safety across Wattle Street and to Katherine Street Park.

KEY STREET INFORMATION



Road width: 12 metres



Street length: 900 metres



Traffic volume:
approx. 4,300 vehicles per day



Car speed (85th percentile):
51.7 km/h



Key community concerns
(raised prior to the LATM study):

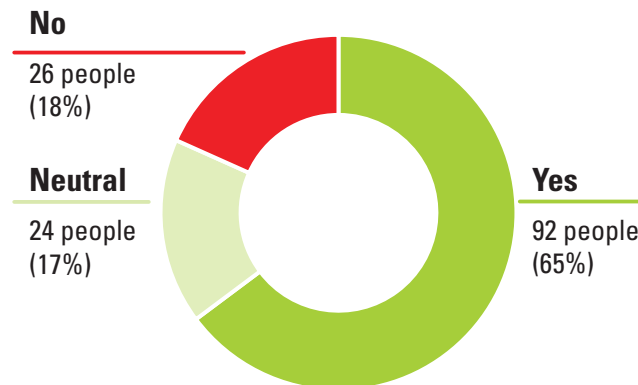
- ▶ Lack of safe pedestrian crossings along the entire length of Wattle Street.
- ▶ Request for a pedestrian crossing aligned with the desire line towards Katherine Street Park.



COMMUNITY FEEDBACK

Community feedback was gathered in November and December 2024 on the initial LATM5 proposals (round 1 engagement). A total of 142 people completed the feedback form question for Wattle Street, sharing their views on the original recommendation.

The level of support was as follows:

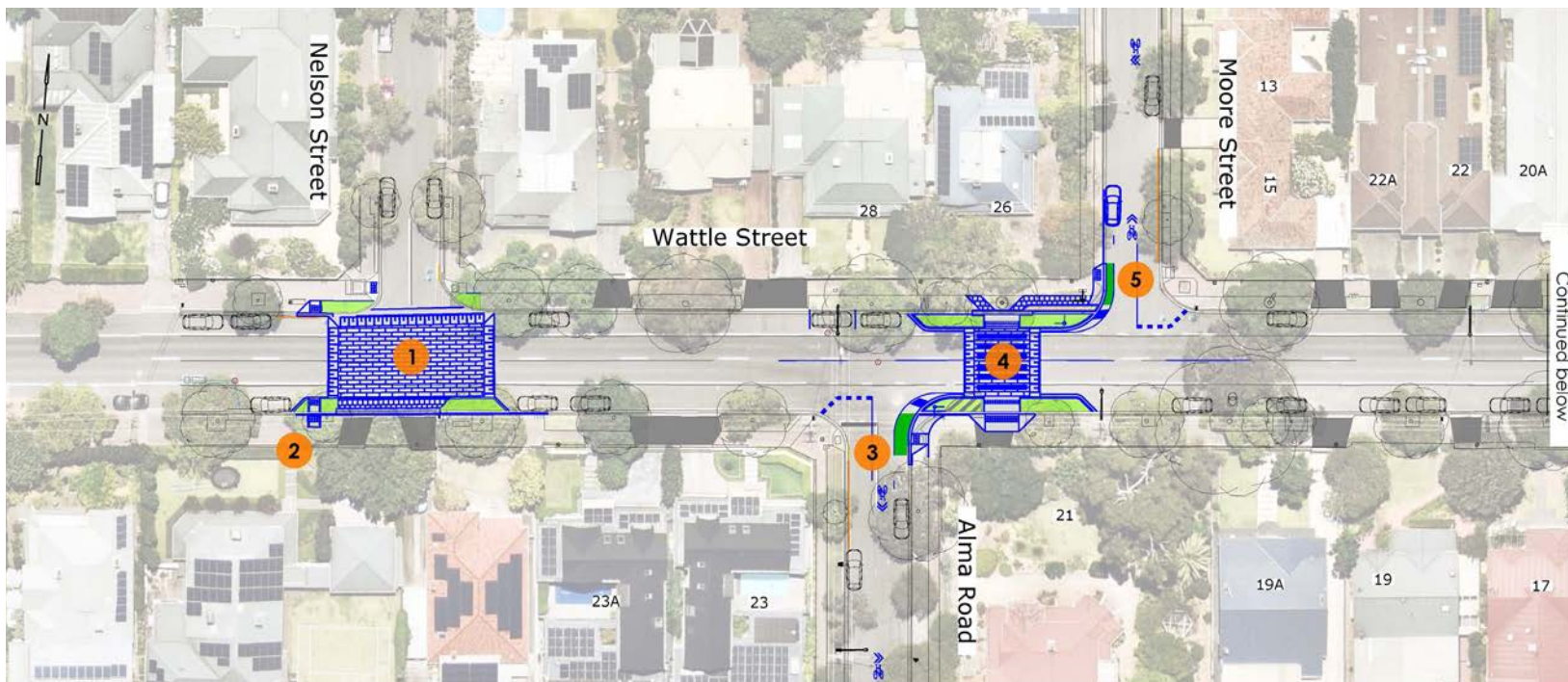


DESIGN APPROACH

The design proposes a raised “wombat” priority pedestrian crossing on Wattle Street, just west of the Moore Street junction, with raised pavement treatments at the Nelson Street and Milton Avenue junctions. This location for the crossing was selected as the most suitable, given the number of driveways and street trees along the street. Creating the crossing will require closing and relocating a driveway. Preliminary discussions with the most affected property owner have indicated in-principle support for the proposal.

Positioning the crossing here places it closer to the pedestrian desire line between Alma Road and Moore Street. To further improve safety and slow vehicles to around 40 km/h, raised pavement treatments are planned at Milton Avenue and Nelson Street junctions, reinforcing traffic calming on approaches to the crossing.

See the street upgrade plan on the next page.

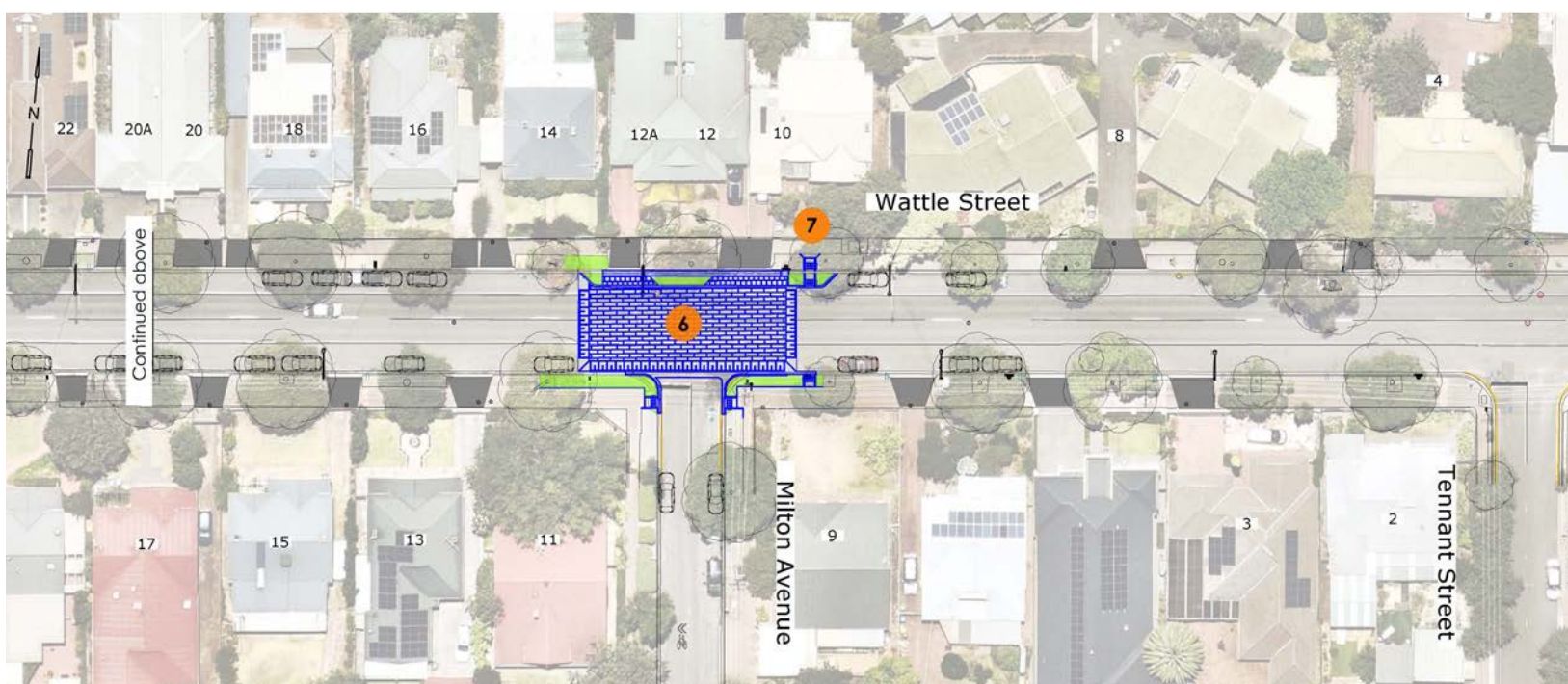


WATTLE STREET

STREET UPGRADE PLAN

Purpose: To introduce a “wombat” crossing on Wattle Street, between Alma Road and Milton Avenue, to calm traffic movements, improve pedestrian connectivity and safety across Wattle Street and to Katherine Street Park.

- 1** Landscaped kerb extension and raised pavement treatment at Wattle Street/ Nelson Street junction
One parking space removed
- 2** Landscaped kerb extension and pedestrian accessible ramp
One parking space removed
- 3** Bicycle access ramp
One parking space removed
- 4** Raised “wombat” crossing with landscaped kerb extensions between Alma Road and Moore Street
Four parking spaces removed
- 5** Bicycle access ramp
- 6** Landscaped kerb extension and raised pavement treatment at Wattle Street/ Milton Avenue junction
One parking space removed
- 7** Landscaped kerb extension and pedestrian accessible ramp
One parking space removed



To deliver the proposed upgrades, in total nine on-street parking spaces will need to be removed, as noted in the table above.

RECOMMENDATION 4

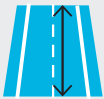
ALMA ROAD

Improve junctions with Fisher Street, Osmond Terrace and Wattle Street to calm traffic movements.

KEY STREET INFORMATION



Alma Road width: 7.7 metres



Alma Road street length: 325 metres



Traffic volume:
approx. 448 vehicles per day



Car speed (85th percentile):
45.9 km/h



Key community concerns
(raised prior to the LATM study):

- Concerns about excessive car volumes, high speeds, traffic-related noise and crashes witnessed by residents
- Requests for traffic speed calming measures and advisory signage to encourage slower driving speeds.



COMMUNITY FEEDBACK

Community feedback was gathered in November and December 2024 on the initial LATM5 proposals (round 1 engagement). A total of 141 people completed the feedback form question for Alma Road, sharing their views on the original recommendation.

The level of support was as follows:

No

17 people
(12%)

Neutral

43 people
(30%)

Yes

81 people
(57%)



DESIGN APPROACH

The proposed design includes small kerb extensions and contrasting pavement treatment at Osmond Terrace junction and a raised pavement treatment at Fisher Street junction.

As part of the LATM 5 plan, a raised “wombat” priority pedestrian crossing is proposed just east of Alma Road’s intersection with Wattle Street (see recommendation 3). Due to this proposed new crossing, no additional changes are proposed at the Wattle Street junction.

The proposed changes aim to slow traffic on Alma Road and intersecting streets, enhancing safety for all street users.

Alma Road’s 7.7 metre width and the need to allow space for service vehicles limited options for other treatments, such as large landscaped kerb extensions. Each junction will also have new or upgraded accessible kerb ramps.

See the street upgrade plan on the next page.



ALMA ROAD

STREET UPGRADE PLAN

Purpose: To improve junctions with Fisher Street, Osmond Terrace and Wattle Street to calm traffic movements.

- 1 Contrasting pavement treatment at Alma Road/ Osmond Terrace junction
- 2 Pedestrian accessible ramp and modified junction corners
One parking space removed
- 3 Junction corners modified and pedestrian accessible ramp
One parking space removed
- 4 Raised pavement treatment at Alma Road/Fisher Street junction and pedestrian accessible ramps

To deliver the proposed upgrades, in total two on-street parking spaces will need to be removed, as noted in the table above.



RECOMMENDATION 5

FISHER STREET AND BEACONSFIELD STREET JUNCTION

Upgrade the Glen Osmond Primary School “koala” crossing to a “wombat” crossing to enhance pedestrian safety and calm traffic movements. Improve the junction at Beaconsfield Street and Fisher Street to improve connectivity with the updated crossing.

KEY STREET INFORMATION



Fisher Street road width: 12.4 metres



Fisher Street length: 1,100 metres



Traffic volume:
approx. 3,500 vehicles per day



Car speed (85th percentile):
47 to 50.6 km/h



Key community concerns
(raised prior to the LATM study):
are high traffic speeds around Glen
Osmond Primary School



COMMUNITY FEEDBACK

Community feedback was gathered in November and December 2024 on the initial LATM5 proposals (round 1 engagement). A total of 141 people completed the feedback form question for Fisher Street, sharing their views on the original recommendation.

The level of support was as follows:

No

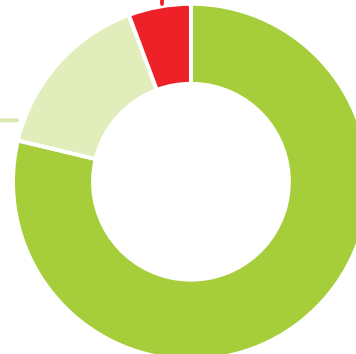
8 people
(6%)

Neutral

22 people
(16%)

Yes

111 people
(79%)



DESIGN APPROACH

The design proposes replacing the existing school “koala” crossing with a raised “wombat” crossing that operates at all times, not just during school drop-off and pick-up. School community feedback and low compliance with the 25 km/h speed limit have highlighted the need for better safety here. Lighting and signal lanterns at the crossing will be upgraded, and kerb buildouts will be enhanced with landscaping to increase visibility and improve pedestrian safety. The upgrade aims to improve crossing conditions throughout the day.

Two additional traffic calming measures planned are:

- A flat-top road hump about 75 metres east of the crossing.
- A raised pavement treatment at the Rossington Avenue intersection.

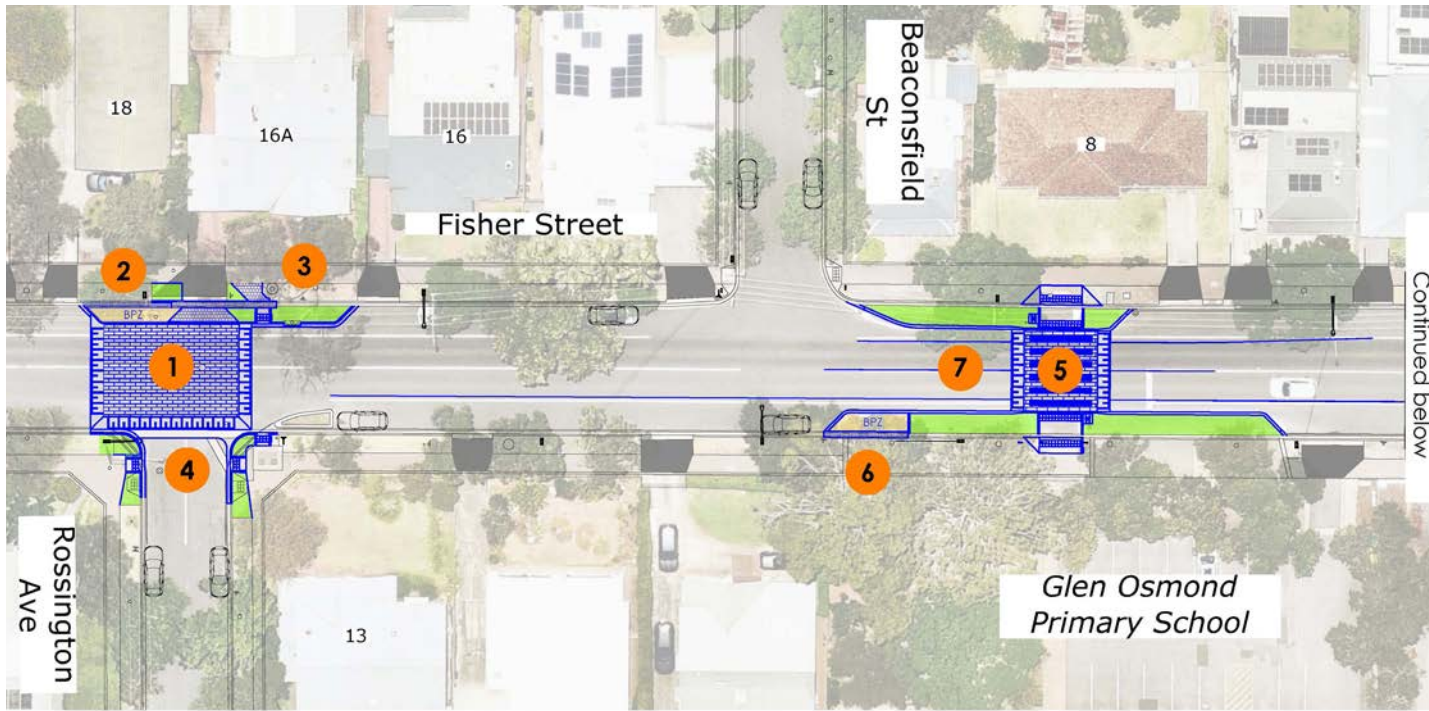
These changes aim to provide a safer environment for students and pedestrians by slowing traffic to 40 km/h or below, as motorists approach the wombat crossing, and improving driver awareness.

See the street upgrade plan on the next page.

FISHER STREET AND BEACONSFIELD STREET JUNCTION

STREET UPGRADE PLAN

Purpose: To upgrade the Glen Osmond Primary School “koala” crossing to a “wombat” crossing to enhance pedestrian safety and calm traffic movements. Improve the junction at Beaconsfield Street and Fisher Street to improve connectivity with the updated crossing.



1 Raised pavement treatment at Fisher Street /Rossington Avenue junction

2 6 Kerb extension with bin presentation area

3 Landscaped kerb extension and pedestrian accessible kerb ramp

4 Junction corners to be modified and new pedestrian accessible kerb ramps

5 “Koala” crossing replaced with a raised “wombat” crossing

7 Landscaped kerb extensions

8 Flat top speed hump

To deliver the proposed upgrades, in total three on-street parking spaces will need to be removed:

- One near location marked **2** and
- Two parking spaces near location marked **3**.

RECOMMENDATION 6

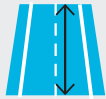
FERGUSON AVENUE AND RIVERDALE ROAD INTERSECTION

Raise the intersection at Riverdale Road and Ferguson Avenue to enhance safety and calm traffic movements.

KEY STREET INFORMATION



Ferguson Ave
road width:
9.2 metres



Ferguson Ave
street length:
1,315 metres



Traffic volume:
approx. 1,675
vehicles per day



Car speed
(85th %):
53.5 km/h



Key community concerns
(raised prior to the LATM study):

- Issues with high traffic speeds and volumes, with calls for speed humps and other measures to slow vehicles, particularly at Wooltana Avenue, Rossington Avenue and Riverdale Road.
- The street is often used as a shortcut to avoid the nearby arterial intersection.
- Poor visibility and awkward road geometry at Riverdale Road create a conflict point.
- Pedestrian safety and crossing conditions concerns, especially near the creek.



COMMUNITY FEEDBACK

Community feedback was gathered in November and December 2024 on the initial LATM5 proposals (round 1 engagement) to 'raise the intersection at Riverdale Road and Ferguson Avenue to enhance safety and calm traffic movements'. A total of 137 people completed the feedback form question for Ferguson Avenue, sharing their views on the original recommendation. The level of support was as follows:

No

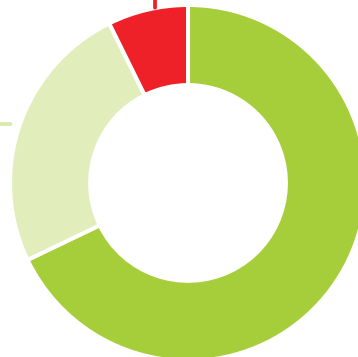
10 people
(7%)

Neutral

34 people
(25%)

Yes

93 people
(68%)

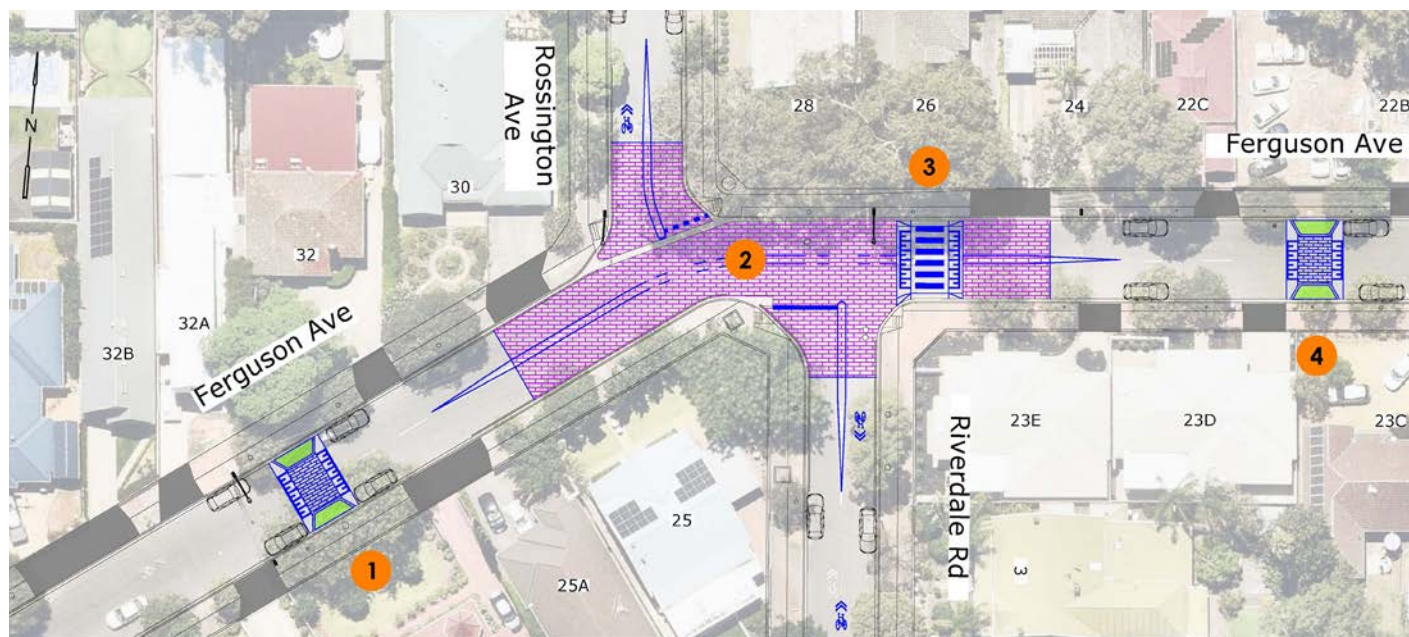


DESIGN APPROACH

The design includes a raised priority "wombat" crossing on the eastern arm of the intersection, and two landscaped flat-top speed humps about 40–50 metres to the east and west of the intersection. Stormwater constraints meant the whole intersection could not be raised, and limited sightlines and road layout left only one safe location for the crossing – east of Riverdale Street.

The "wombat" crossing will improve safety for people walking and cycling, and will link the north–south neighbourhood bike route along Rossington Avenue and Riverdale Road. The two landscaped speed humps will slow vehicles as they approach both the intersection and the crossing. Advance warning signs for the crossing will be built into the landscaped traffic islands at the humps to help alert drivers.

See the street upgrade plan on the next page.



FERGUSON AVENUE AND RIVERDALE ROAD INTERSECTION

STREET UPGRADE PLAN

Purpose: To raise the intersection at Riverdale Road and Ferguson Avenue to enhance safety and calm traffic movements

- | | |
|--|-----------------|
| <p>1</p> | <p>4</p> |
| <p>Flat top speed humps
Two parking spaces removed at each speed hump location</p> | |
| <p>2</p> | |
| <p>Contrasting pavement treatment at Ferguson Avenue/Rossington Avenue/Riverdale Road junction</p> | |
| <p>3</p> | |
| <p>Raised "wombat" pedestrian priority crossing
No flashing lights proposed</p> | |

To deliver the proposed upgrades, in total four on-street parking spaces will need to be removed as noted in the table above.

RECOMMENDATION 7

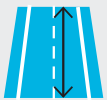
FERGUSON AVENUE AND MYRTLE AVENUE JUNCTION

Improve the junction of Ferguson Avenue and Myrtle Avenue to enhance safety.

KEY STREET INFORMATION



Ferguson Ave road width:
9.2 metres



Ferguson Ave street length:
1,315 metres



Traffic volume: approx. 2,848 vehicles
per day



Car speed (85th percentile): 52 km/h



Two rear end crashes occurred at the
junction, attributed to driver inattention



Key community concerns
(raised prior to the LATM study) are
issues with growing traffic volumes and
aggressive driving



COMMUNITY FEEDBACK

Community feedback was gathered in November and December 2024 on the initial LATM5 proposals (round 1 engagement) to 'improve the junction of Ferguson Avenue and Myrtle Avenue to enhance safety'. A total of 137 people completed the feedback form question for Ferguson Avenue, sharing their views on the original recommendation.

The level of support was as follows:

No

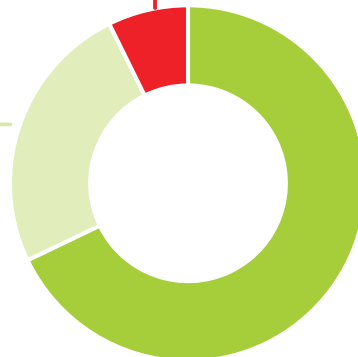
13 people
(9%)

Neutral

44 people
(31%)

Yes

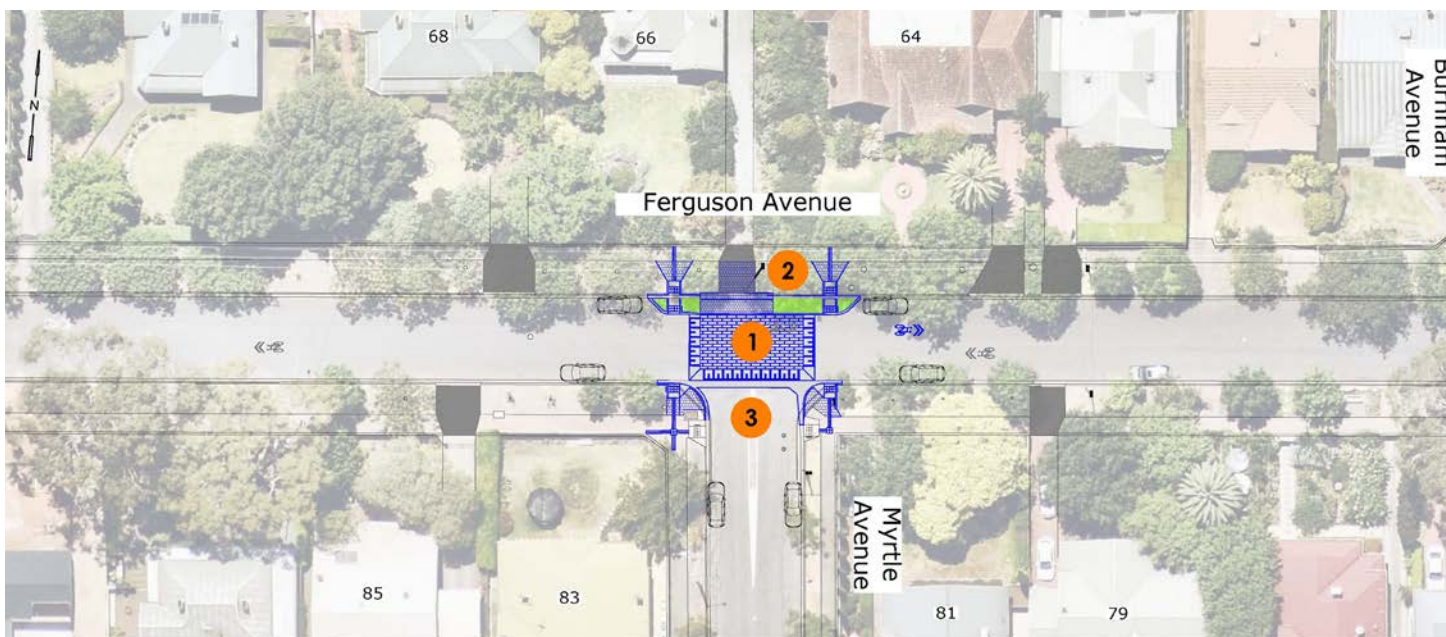
83 people
(59%)



DESIGN APPROACH

The proposed design provides accessible pedestrian kerb ramps in both the east-west and north-south directions at the junction. It also incorporates a kerb build-out to reduce the width of the intersection and a raised pavement treatment to help calm traffic and improve safety. The layout has been designed to maintain driveway access and allow for service vehicle movements.

See the street upgrade plan on the next page.



FERGUSON AVENUE AND MYRTLE AVENUE JUNCTION

STREET UPGRADE PLAN

Purpose: To improve the junction of Ferguson Avenue and Myrtle Avenue to enhance safety.

-
- 1** Raised pavement treatment at Ferguson Avenue / Myrtle Avenue junction
To deliver the proposed upgrades, two on-street parking spaces will need to be removed
 - 2** Landscaped kerb extension and pedestrian accessible kerb ramps
 - 3** Pedestrian accessible kerb ramps and modified junction corners
-

RECOMMENDATION 8

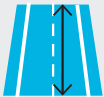
CLINTON AVENUE

Improve junctions of Clinton Avenue with Hexham Avenue, Jenkins Avenue and Myrtle Avenue to calm traffic movements

KEY STREET INFORMATION



Clinton Avenue road width: 8.9 metres



Clinton Avenue street length: 385 metres



Traffic volume:
approx. 543 vehicles per day



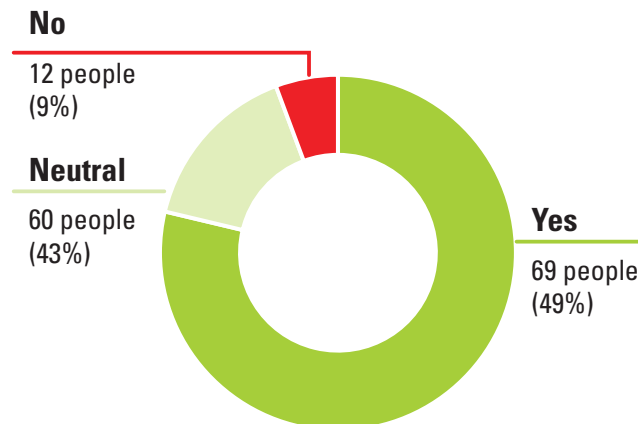
Car speed (85th percentile): 46.7 km/h



COMMUNITY FEEDBACK

Community feedback was gathered in November and December 2024 on the initial LATM5 proposals (round 1 engagement). A total of 141 people completed the feedback form question for Clinton Avenue, sharing their views on the original recommendation.

The level of support was as follows:



DESIGN APPROACH

The proposed design for each junction includes:

- Improved, accessible pedestrian kerb ramps in both east–west and north–south directions, where possible.
- Provision for service vehicle movements.
- Retention of driveway access to adjoining properties.

With a carriageway width of 9 metres, there was limited scope to extend kerbs for further traffic calming. As a result, raised pavement treatments are proposed at the Hexham and Myrtle junctions. At the Jenkins Avenue junction, a kerb build-out on the north side with a contrasting pavement surface is proposed to help reduce vehicle speeds.

See the street upgrade plan on the next page.

CLINTON AVENUE

STREET UPGRADE PLAN

Purpose: To improve junctions of Clinton Avenue with Hexham Avenue, Jenkins Avenue and Myrtle Avenue to calm traffic movements



1 Raised pavement treatment at Clinton Avenue/ Hexham Avenue junction

2 6 8 Pedestrian accessible kerb ramps and modified junction corners

3 Pedestrian accessible kerb ramp

4 Contrasting pavement treatment (flush) at Clinton Avenue/Jenkins Avenue junction

5 Landscaped kerb extension and pedestrian accessible kerb ramp

7 Raised pavement treatment at Clinton Avenue/ Myrtle Avenue junction



To deliver the proposed upgrades, in total three on-street parking spaces will need to be removed:

- One near location marked **3** and
- Two parking spaces near location marked **5**.

RECOMMENDATION 9

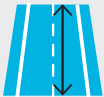
URRBRAE AVENUE

Improve junctions with Ferguson Avenue, Auburn Avenue and Glenferrie Avenue to calm traffic movements

KEY STREET INFORMATION



Road width: 9 metres



Street length: 432 metres



Traffic volume:
approx. 956 vehicles per day



Car speed (85th %): 46.8 km/h



COMMUNITY FEEDBACK

This is a new recommendation arising from community feedback about speeding concerns on Urrbrae Avenue, which was supported by traffic data indicating an 85th percentile speed of 46.8 km/h.

DESIGN APPROACH

The proposed design for each junction includes:

- Improved and accessible pedestrian kerb ramps in both east–west and north–south directions, where feasible
- Accommodation for service vehicle movements
- Maintenance of driveway access for adjacent properties
- Landscaping opportunities, where feasible.

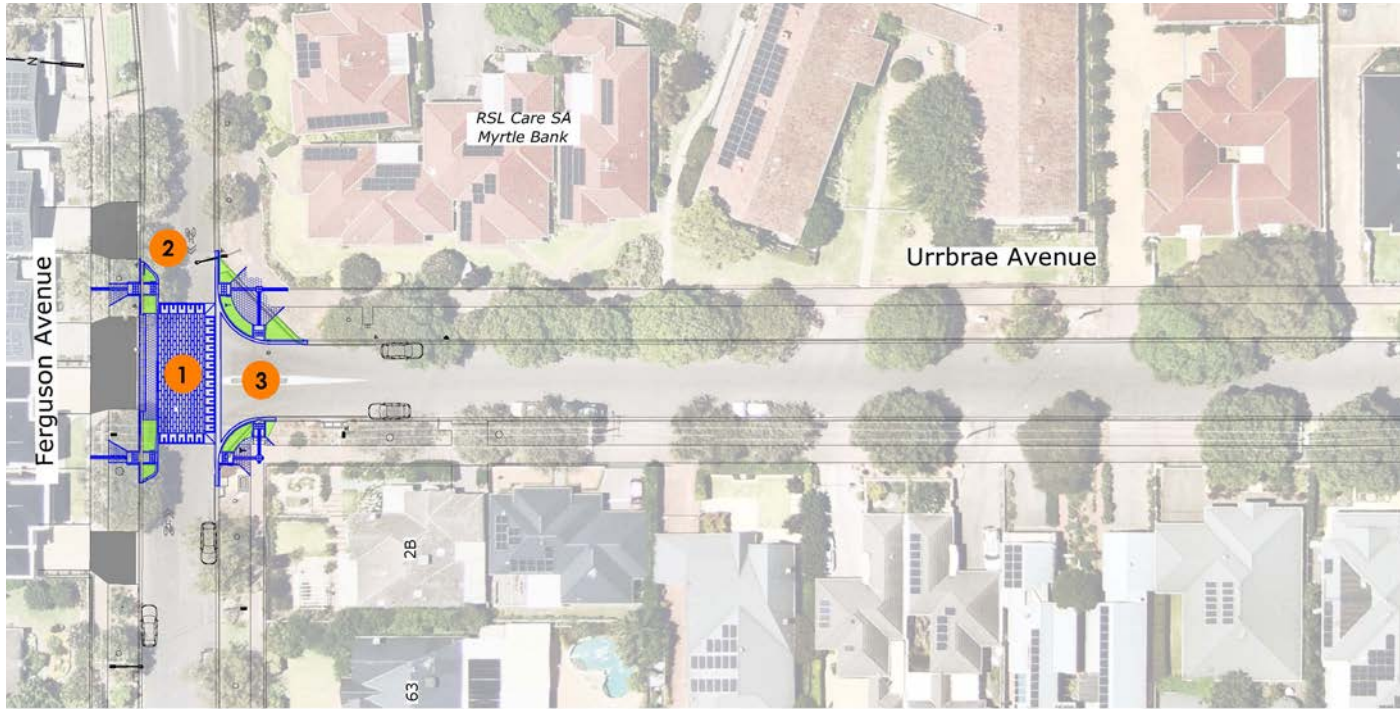
To support reduced vehicle speeds and calmer traffic movements, raised pavement treatments are proposed at the junctions of Ferguson Avenue and Glenferrie Avenue with Urrbrae. At Auburn Avenue junction, a kerb extension on the west side of Urrbrae Street is proposed to narrow the carriageway, complemented by contrasting pavement materials to enhance safety.

See the street upgrade plan on the next page.

URRBRAE AVENUE

STREET UPGRADE PLAN

Purpose: To improve junctions with Ferguson Avenue, Auburn Avenue and Glenferrie Avenue to calm traffic movements



1 Raised pavement treatment at Ferguson Avenue/ Urrbrae Avenue junction

2 5 Landscaped kerb extensions and pedestrian accessible kerb ramps

3 6 8 Pedestrian accessible kerb ramps and modified junction corners

4 Contrasting pavement treatment (flush)

7 Raised pavement treatment at Urrbrae Avenue / Glenferrie Avenue junction



To deliver the proposed upgrades, in total four on-street parking spaces will need to be removed at locations **2** and **5** (two at each junction location).

RECOMMENDATION 10

WOOLTANA AND GLENROWAN AVENUES INTERSECTION WITH FERGUSON AVENUE

Improve Wooltana Avenue and Glenrowan Avenue intersection with Ferguson Avenue to improve sight lines and safety

KEY STREET INFORMATION



Wooltana Avenue road width:
9.2 metres



Wooltana Avenue street length:
1,315 metres



Traffic volume:
approx. 2,097 vehicles per day



Car speed (85th percentile): 47.7 km/h



COMMUNITY FEEDBACK

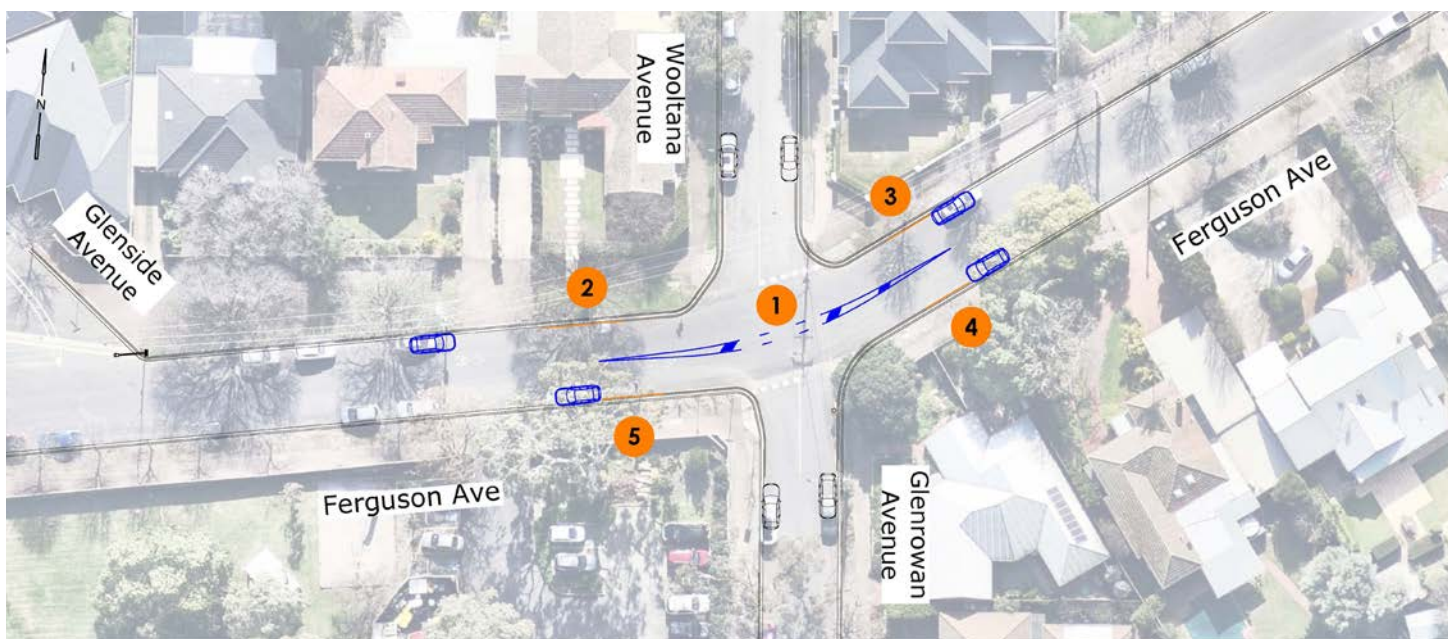
This new recommendation comes in response to community feedback about safety at the intersection, particularly the limited sightlines created by the bend in the road and nearby on-street parking.

DESIGN APPROACH

The proposal aims to improve sightlines by keeping greater clearance from parked vehicles near the intersection and adding painted markings through its centre. These recommendations follow an independent review by a consultancy, which assessed the best ways to improve visibility and overall safety. The review supported removing four on-street parking spaces and making minor line marking adjustments.

While physical measures such as kerb extensions were also considered, restrictions from service vehicle movements and driveway access meant that alternative designs were heavily constrained, offering little functional benefit.

See the street upgrade plan on the next page.



WOOLTANA AND GLENROWAN AVENUES INTERSECTION WITH FERGUSON AVENUE

STREET UPGRADE PLAN

Purpose: To improve Wooltana Avenue and Glenrowan Avenue intersection with Ferguson Avenue to improve sight lines and safety

1 Painted diagonal markings

2 3 4 5

Site line and site distance improvements

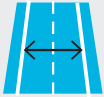
To deliver the proposed improvements, one on-street parking space will need to be removed at each location (removal of four parking spaces in total)

RECOMMENDATION 11

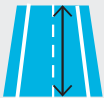
WYCLIFF STREET AND FISHER STREET JUNCTION

Improve the Wycliff Street and Fisher Street junction to discourage truck traffic and enhance safety

KEY STREET INFORMATION



Wycliff Street road width: 7.4 metres



Wycliff Street length: 158 metres



Traffic volume:
approx. 184 vehicles per day



Car speed (85th percentile): 42 km/h



COMMUNITY FEEDBACK

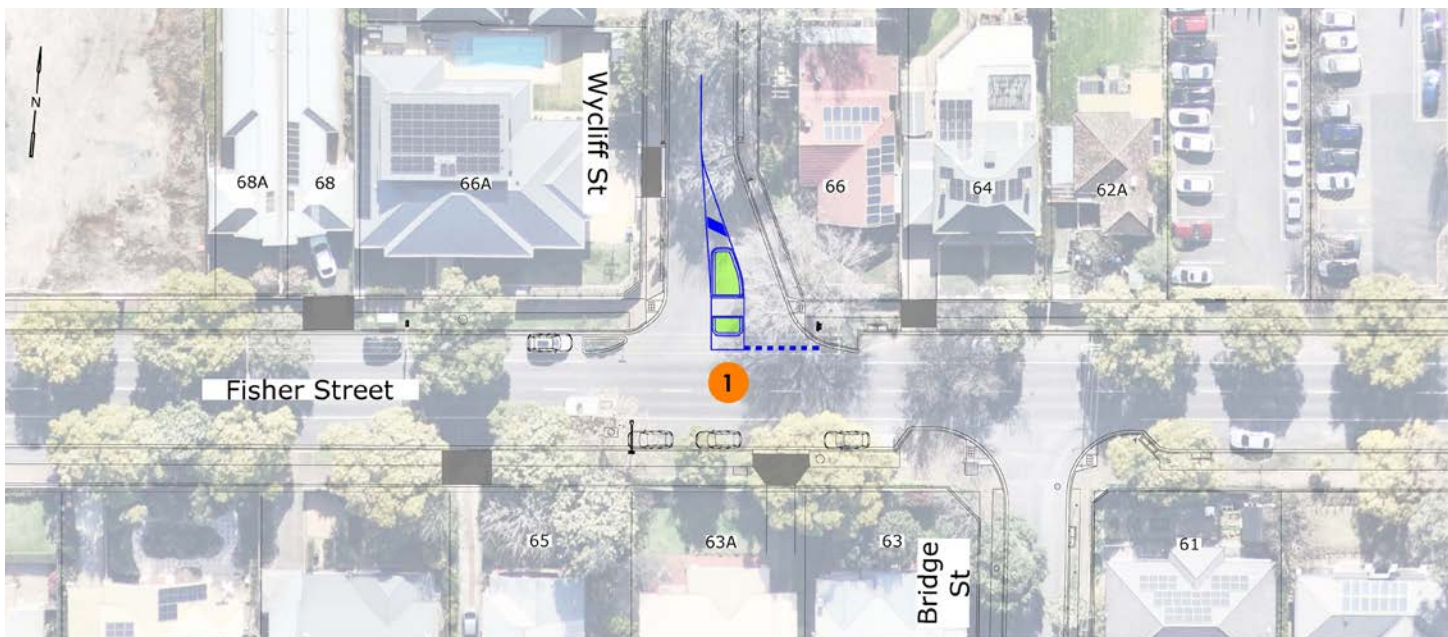
This new recommendation responds to community concerns about occasional truck traffic using the street to bypass the signalised intersection at Fisher Street.

DESIGN APPROACH

Although Wycliff Street is only 7.6 metres wide and unsuitable for heavy vehicles, its wide junction appears to encourage occasional truck use, leading to issues such as street trees being struck. The proposed design narrows the intersection with a three-metre wide pedestrian refuge, better reflecting the character of a local street while improving pedestrian safety and calming traffic.

The change will require removing four on-street parking spaces, though parking along the diagonal of the junction where capacity would be affected is uncommon.

See the street upgrade plan on the next page.



WYCLIFF STREET AND FISHER STREET JUNCTION

STREET UPGRADE PLAN

Purpose: To Improve the Wycliff Street and Fisher Street junction to discourage truck traffic and enhance safety

-
- 1** Three-metre wide landscaped pedestrian refuge island

To deliver the proposed improvements, four on-street parking spaces will need to be removed.
