

13.2 Decision Reports

13.2.1 40 km/hr Speed Consultation for Klemzig (Partial)

Report Type	Decision
City Plan Theme	Community Placemaking
Report Author	Team Leader Transport, City Assets
Report Summary	This report discusses the results of the community engagement to implement an area wide 40km/hr speed zone in part of Klemzig as an extension of the Town of Walkerville 40km/hr speed zone implementation within Vale Park.
Attachments	1. Consultation Pack - Klemzig (partial) Area 40km/hr [13.2.1.1 - 4 pages] 2. Community Feedback - Klemzig 40km/hr Proposal [13.2.1.2 - 10 pages] 3. Speed Limit Review Process [13.2.1.3 - 1 page]

RECOMMENDATION

Council resolves that:

1. The report of the Director City Assets titled "40 km/hr Speed Consultation for Klemzig (Partial)" be received and noted.
 2. The 40km/hr local area speed limit in Klemzig (west of OG Road) not proceed at this time.
 3. A review of traffic data be undertaken 12 month post completion of the traffic control devices associated with the LATM for Klemzig, Windsor Gardens & Holden Hill.
 4. A report be provided following (3) above including further assessment regarding the feasibility of a 40km/hr local speed limit for Klemzig (west of OG Road).
 5. The Town of Walkerville and the community be advised of (2), (3) & (4) above.
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Report

At its meeting on 10 October 2023, Council resolved as follows:

1. *The report of the Director City Assets titled "40km/hr Speed Consideration for Klemzig (Partial)" be received and noted.*
2. *Council Administration conduct community consultation on the proposed 40km/hr speed zone with affected residents for part of Klemzig (all streets bounded by North East Road, OG Road, Fife St and Linear Park).*
3. *The Town of Walkerville and the Local Member of Parliament be advised of (2) above.*
4. *A future report be brought back to Council with the results of the community consultation.*

The previous report resolved to consult with the community to gauge the level of support for an area wide 40km/hr speed limit in part of the Klemzig area west of OG Road to align with the Town of Walkerville proposal to implement 40km/hr area speed limits broadly across their entire Council area and specifically Vale Park as part of this proposal.

A location plan is shown in Figure 1 which shows the subject area.

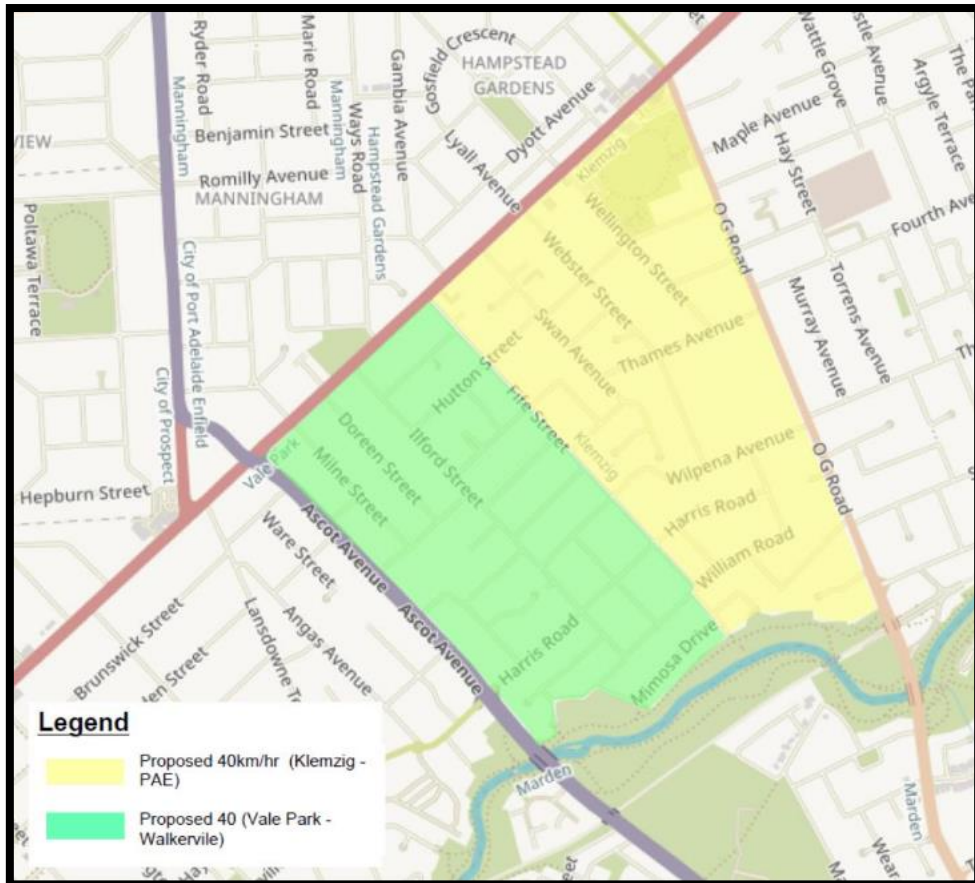


Figure 1: Proposed 40km/hr Speed Limit Area – Klemzig & Vale Park

In accordance with recommendation (2) of the October resolution, Council consulted with the impacted community via direct mail out and the online 'Participate PAE' platform. This report discusses these results.

Background

Council Officers were approached by the Town of Walkerville in relation to the introduction of a 40km/hr area wide speed limit in the suburb of Vale Park, specifically the area bounded by Ascot Avenue, North East Road, the River Torrens and Fife Street. Due to Fife Street being a local road and not an ideal boundary road it was considered to extend the area wide 40km/hr consultation area to also include part of Klemzig up to OG Road.

Community Engagement

Two separate engagements were completed by the respective Councils, for their own portions of the community.

City of Port Adelaide Enfield

Staff completed a mail-out to all residents and property owners within the affected area (yellow area in Figure 1), along with email notifications to subscribed Participate PAE members for the suburb.

A copy of the consultation materials can be found in **Attachment 1**. For consistency, staff of both Council's used the exact same survey questionnaire. A summary of the PAE engagement is provided in Tables 1 and 2.

Mail-out Summary

Letters sent	1,265
Responses received	206
Response rate	16%

Table 1: 40km/hr Mail-out Summary – City of PAE

Speed Limit Proposal – Level of Support

I am supportive of the 40km/hr speed zone	118 (57%)
Neutral	9 (4%)
I am NOT supportive of the 40km/hr speed zone	79 (38%)

Table 2: Level of support for 40km/hr – City of PAE

Town of Walkerville

The Town of Walkerville completed a separate mail-out to their residents and property owners using content created in collaboration with the City of PAE for consistency. These results are shown in Table 3.

Speed Limit Proposal – Level of Support

I am supportive of the 40km/hr speed zone	62 (52%)
Neutral	5 (4%)
I am NOT supportive of the 40km/hr speed zone	53 (44%)

Table 3: Level of support for 40km/hr – Town of Walkerville

Combined Results

The results in Table 4 reflect the combined support numbers for both City of PAE and Town of Walkerville.

Speed Limit Proposal – Overall Level of Support

I am supportive of the 40km/hr speed zone	180 (55%)
Neutral	14 (4%)
I am NOT supportive of the 40km/hr speed zone	132 (41%)

Table 4: Level of support for 40km/hr – Combined

Community Feedback Themes (Klemzig Only)

The detailed community feedback submitted by City of PAE residents is included as **Attachment 2**. A summary of the key themes is presented below:

Feedback themes from residents who support the 40km/hr speed limit

- acknowledge there are existing speeding concerns and are supportive of anything that will help this issue;
- acknowledge existing cut through traffic concerns and are supportive of anything that will help deter the local streets being used as a shortcut;
- would also like physical traffic calming treatments to help slow traffic;
- various concerns relating to parking e.g. parking on both sides of the road, increase in housing density etc.;
- supportive as people feel it will contribute to improved road safety.

Feedback themes from residents who do not support the proposal

- lowering to 40km/hr is unnecessary. 50 km/hr is appropriate;
- loss of amenity due to all the signage required;
- low compliance with 40km/hr. Those who choose to speed will not slow down for a sign;
- concerns with the confusion created with having to keep track of whether it is 40 or 50 km/hr;
- feel the money would be better spent on other priorities;
- lack of evidence in the form of crash history in particular involving pedestrians.

Next Steps

Now that the consultation has been completed a decision is required to be made on the next steps from here. The available options are summarised as follows:

Option 1 – Approve the progression of a joint speed limit application to DIT

The City of PAE has partnered with two other Council's namely the City of Charles Sturt and City of Prospect in previous years to extend area 40 km/hr speed zones to more appropriate boundary roads within our Council area.

Majority support was received on the Klemzig proposal with 57% support, 4% neutral and 38% opposed within the City of PAE area (combined Councils support – 55%).

The timing of implementation would be subject to the DIT approval process which can take approximately 6 months based on previous experience. Further coordination with the Town of Walkerville would also be required to consider budgeting of the respective Councils which would influence the timing of implementation. A breakdown of the speed limit application process moving forward is detailed in **Attachment 3**.

Option 2 – Place decision on hold until Klemzig, Windsor Gardens & Holden Hill LATM review

As an endorsed action item of the 5086 LATM, staff completed community engagement on a proposal for an area wide 40km/hr speed limit for the suburbs of Hampstead Gardens and Manningham. This proposal also received a majority support with a 61% support rate. At the Ordinary Council Meeting of 13 June 2023 it was resolved that:

... “2. The 40km/hr local area speed limit in Manningham/Hampstead Gardens not proceed at this time

3. A review of traffic data be undertaken 12 month post completion of the traffic control devices associated with the LATM for Hampstead Gardens and Manningham

4. A report be brought back to council following (3) above to determine the feasibility of a 40km/hr local speed limit including further consideration of consultation with the local community”

This section of Klemzig borders Hampstead Gardens and Manningham directly south of North East Road.

The timing of the Klemzig, Windsor Gardens & Holden Hill LATM review is expected to be early 2025 as there is still one more raised intersection platform device to be constructed in early 2024 at the Victoria Street, Wellington Street and Garfield Street intersection in Klemzig.

In discussion with Town of Walkerville staff, should it be resolved in line with Option 2, their implementation of Vale Park will be placed on hold until future consideration as part of our LATM review occurs.

Option 3 – Not to progress with the reduced speed limit application with no scheduled future consideration

Council Officers have discussed the future of the Vale Park area wide speed limit roll out with Town of Walkerville officers should there be no support from the City of PAE to extend the eastern boundary of the area speed limit to OG Road at all.

Should the 40km/hr not be progressed for the Klemzig area, the Town of Walkerville would explore the option of treating Vale Park using Fife Street as the boundary road. Should this occur it would result in motorists travelling through the area having to identify the change in speed limit at the Council boundary within the local road network.

Should this layout not be feasible upon further investigation, the Town of Walkerville would consider progressing with their intended speed limit roll out in the remainder of their Council area leaving this section of Vale Park as default 50 km/hr.

Summary

In light of the recent Council decision made regarding to the area wide 40 km/hr speed limit in Hampstead Gardens and Manningham, Council Officers suggest that the decision in relation to this section of Klemzig, west of OG Road remain consistent and in line with Option 2 as detailed above.

City Plan Relationship

The proposed speed limit reduction to 40km/hr supports the keys themes of the City Plan of:

Community – We are a safe, vibrant, inclusive, and welcoming City for our residents, business and visitors alike. Improving road safety and encouraging greater non-vehicular travel helps create a sense of community.

Placemaking – We are a unique and distinctive collection of active places, created and cared for through strong partnerships. Creating low speed environments encourages more pedestrian movements and helps activate the streetscape.

Legislative Context and Related Policies

Any consideration of a lower speed environment would need to be designed in accordance with the following legislation and standards:

- Speed Limit Guideline for South Australia (2017)
- The Department for Transport and Infrastructure's 'Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices' (The Code of Technical Requirements) Local Government Act (1999)
- Road Traffic Act (1961)
- Australian Road Rules (1999)
- Road Traffic Regulations (1999)
- Various Austroads Guidelines

Stakeholder Engagement

Staff have completed community consultation with directly impacted residents and property owners. The engagement summary has been discussed above with a majority support from respondents within the PAE community. The feedback received from PAE residents is included as **Attachment 2**.

Risk Management

Evidence has shown that there is a slight reduction in average speeds in a local area when a 40km/hr local area speed limit is introduced.

A recent review of the effectiveness of the area wide 40 km/hr implementation in sections of Sefton Park and Broadview found that the implementation of 40 km/hr area speed signs can expect an average drop in motorist speeds by 2-3 km/hr in treated streets.

Financial Management

The consideration and subsequent installation of a local 40km/h speed limit would cost in the order of \$5,000 - \$10,000 including the following:

- postage and other community consultation costs;
- the installation of '40km/h area speed limit' and 'end local area speed limit' signs.

Such costs can be accommodated within the existing 'Klemzig, Windsor Gardens, Holden Hill LATM' capital budget line in this year's Capital Works Program should Council wish to pursue this proposal. Other indirect costs such as Council Administration time would also be required to undertake the above tasks.

Environmental and Social Impacts

Based on evidence-based research, the proposed speed reduction will have very small to no impact on fuel consumption and vehicle emissions below those already occurring in 50 km/h speed limit areas. However, the introduction of a 40km/h speed limit will require the installation of several signs at each entry and exit points to each local area under consideration.

23 October 2023



047-5039 (1)

<NAME>
<STREET>
<SUBURB>

Dear <NAME>

CHANGES TO SPEED ZONES IN A SECTION OF KLEMZIG —40KM/HR SPEED ZONE

We are writing to seek your feedback on our proposal to implement a 40km/hr speed zone to some local streets in the suburb of Klemzig.

Background

We have been working with the Town of Walkerville (TOW) to investigate reducing the speed zone to 40km/hr in Vale Park (in TOW) and a neighbouring part of Klemzig (in PAE).

Typically, 40km/h speed zones are installed on local streets between main roads to indicate to motorists that they are entering a 40km/hr local area. However, in this case, the boundary between the two councils is Fife Street, which is not a main road and so does not provide the best location to introduce a 40km/h local area. We are therefore proposing to extend the 40km/hr speed zone across the boundary into Klemzig, up to O G Road.

What are we proposing for Klemzig?

We are proposing to:

- Implement a 40 km/hr speed limit to part of Klemzig as bound by Fife Street, North East Road, O G Road and the River Torrens
- Install new traffic signs to indicate the speed zone change throughout the area
- Continue to implement the default urban speed limit of 50km/hr in local roads of Klemzig north and/or east of O G Road

Please see overleaf for a map of the designated area, as well as for more information.

How can I provide feedback?

You can provide us with feedback on this proposal in one of these ways:

- Go to: participate.cityofpae.sa.gov.au/safer-streets-klemzig (or scan the QR code here)
- Complete and return the survey form by using the reply-paid envelope
- Email us at consultation@cityofpae.sa.gov.au
- Call us on 8405 6600



The closing date for your comments is **21 NOVEMBER 2023**.

CIVIC CENTRE

163 St Vincent Street,
Port Adelaide SA 5015
PO Box 110,
Port Adelaide SA 5015

COUNCIL OFFICES

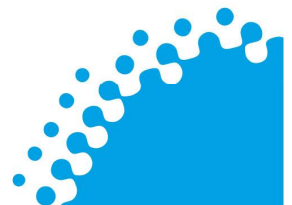
Enfield Library
1 Kensington Crescent, Enfield
Greenacres Library
2 Fosters Road, Greenacres

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At the end of the consultation period, we will consider all the feedback that we have received in collaboration with the Town of Walkerville and report it to Council for further consideration.

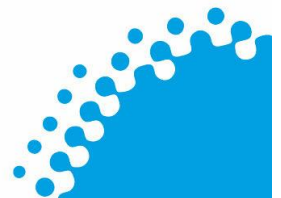
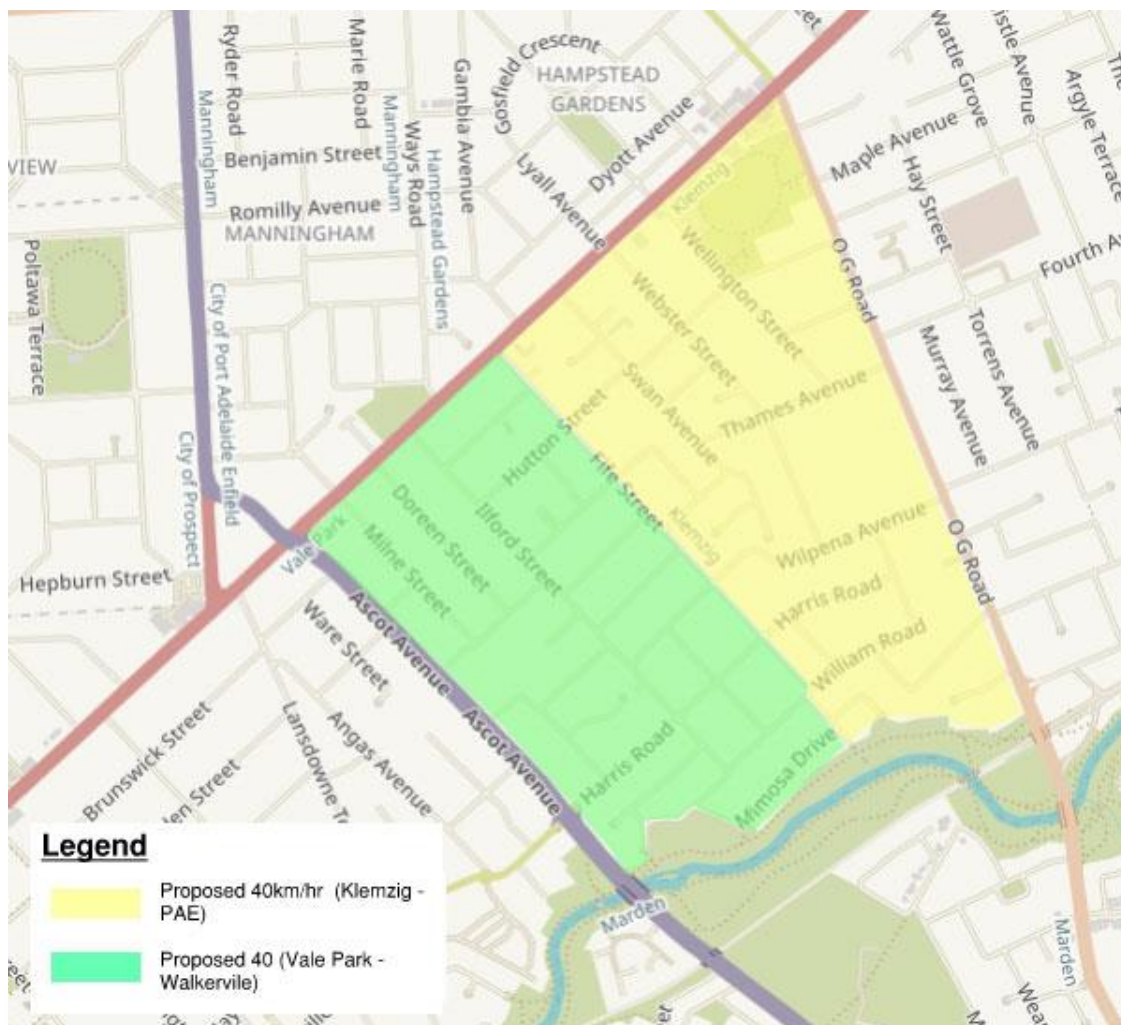
Kind regards,

J. Ward

Jordan Ward
TRAFFIC/TRANSPORT PLANNER

Plan of Proposal

Please see the map below for the proposed location of the change in speed zone:



Frequently Asked Questions

Why are we proposing this speed limit?

Speed is a major factor in the severity of a crash involving a pedestrian and a car. If a driver hits a pedestrian while travelling at 50km/h, the risk of fatality to the pedestrian is doubled compared to what it would be if the driver had been travelling at 40km/h.

The faster you drive, the further you travel before you stop — and the harder you hit.

What are the benefits of the 40km/hr speed limit on the local roads in this area?

The key benefits of the 40km/hr speed zone are:

- Improved safety outcomes for road users, including pedestrians and cyclists
- Calmer traffic within local streets

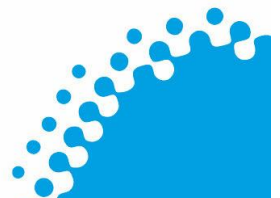
What are the other impacts?

The installation of a 40km/h local area speed limit requires the installation of additional signage to indicate the start and end of the speed zone. An example of the types of signs are shown here. You may have already seen some of these in your neighbouring suburbs.



How can I stay up to date with this project?

To stay up to date with this project, make sure to check in with our 'Participate PAE' webpage: participate.cityofpae.sa.gov.au/safer-streets-klemzig



Klemzig (partial) 40KM/HR SURVEY QUESTIONNAIRE



Your Details

Full Name:

Email:

Property Address:

Which of the following best describes you?

- ☐ Resident / Tenant ☐ Owner/ Ratepayer ☐ Business
☐ Other (please specify) _____

Location

What suburb best describes where are you from or own a property in?

- ☐ Vale Park ☐ Klemzig ☐ Other

40km/hr Area Speed Limit for Vale Park & Klemzig (partial)

We are proposing to reduce the speed limit to 40km/hr on local streets within Vale Park and Klemzig bordered by O G Rd, North East Rd, Ascot Ave and linear park

Do you support a 40km/h speed limit in your local neighbourhood?

- ☐ Yes ☐ Neutral ☐ No

Tell us more about your answer:

Office Use: Attn. City Assets Administration

ATTACHMENT 13.2.1.2

Street	Suburb	Do you support a 40km/hr speed limit in your local neighbourhood?			Tell us more about your answer and any other feedback you would like to provide
		Yes	Neutral	No	
Yaralin Avenue	Klemzig			1	
Swan Avenue	Klemzig			1	50km/hr is low enough. With more cars on the road than ever, the congestion and required roadworks everywhere, plus the introduction of 40km zones in many parts of Adelaide already. I'm not in favour of slowing things down even more.
Joyce Avenue	Klemzig	1			Cars parked on both sides of the road make it difficult to drive through, also when trade people are working on houses it gets very congested. I think it makes sense to reduce the speed to 40km
N/A	Klemzig			1	Do not think it solves problems and is not necessary in every street. Where there are shopping centres eg. Woolworths Walkerville it is already, 40km/hr for safety
Deepdene Avenue	Klemzig	1			
Fife Street	Klemzig			1	I can't see any reason for that. If you comply with road rules and current speed limits you should be safe enough. For those who do not observe 50km/hr speed limit now, change, to 40km/hr will change nothing, it will only become inconvenient for everyone else.
Wilpena Avenue	Klemzig			1	
Fife Street	Klemzig	1			Yes - Fife Street is a street that many people access and as a parent of a little one I would feel much safer with a 40km/hr speed limit.
Bray Avenue	Klemzig			1	There are very few through road in the area and 40km/hr is not possible anyway. 40km/hr would restrict the flow of traffic along Harris rd. Therefore there is no practical advantage in the proposal.
Fife Street	Klemzig	1			Totally support this proposal as Fife Street is used as a rat run route as well as the other road designed by both PAE and Walkerville Councils. These have been several accidents recently as well as a house ploughed into due to speeding on the corner of Fife and Wilpena Streets (each month) If this proposal is rejected please change speed humps to help control the hooligans on the road and protect our suburb. Thanks for helping and keeping us safe. Further consideration to improve safety on North East Road is the consideration of speed cameras on North East Road. This will slow down drivers. There is a severe lack of respect for the speed limit on North East Road. The effectiveness of speed cameras on Port Rush Road was so well with intermittent speed cameras - which reaches speed on the road. I believe that this can be used as a benchmark to improve general road behaviour on North East Road. This is desperately needed.
Fife Street	Klemzig	1			Great Idea! Thanks for the initiative
Thames Ave	Klemzig			1	There are reduced speeds around school zones, the streets are relatively wide, there is no reason to reduce the speed by 10km.hr
Deepdene Ave	Klemzig			1	Do not want it all especially if you have a back condition, health issues.
Wilpena Ave	Klemzig			1	Do Not want speed reduced to 40km/hr I have health issues speed humps make life harder when going over bumps do not want speed reduced.
Joyce Avenue	Klemzig		1		
Deepdene Avenue	Klemzig			1	No No No Not Needed
Victoria Street	Klemzig	1			
N/A	Klemzig			1	As a resident of the community, I walk in the streets everyday. I have not seen many vehicles running on the streets. Most of the time, the roads are empty. Only in the afternoons some people come out for a walk. I strongly believe that the current standard speed limit is ok, i.e. 50km/h. Pulling it down to 40km/h will slow down the travel time. Already many of the surrounding roads have been extremely slowed down by building speed humps. Moreover, almost all the roads have dips and roundabouts which already makes the cars to slow down.
Thames Avenue	Klemzig			1	we both feel that having a mixture of 40 and 50km/h side streets creates confusion when driving. It is so unnecessary, all side streets should just be 50 km/h.
Victoria Street	Klemzig	1			Some times cars speed through street car be very dangerous most of the time okay after work hours speed taken hold of person.
Bray Avenue	Klemzig			1	We have lived in Bray Avenue, Klemzig, for nearly 20 years, and have observed traffic at all hours during daylight and into the evening and night. While our street is a common short-cut for traffic between OG Road and Ascot Avenue, we have never seen an incident which might indicate the 50kmh limit should be lowered. Not a single accident, or even near-accident. Conversely, lowering the limit to 40kmh could well lead to driver frustration, particularly on the more major commuter roads such as Fife St and Harris Rd. It would be most unfair if a commuter were to be penalised for exceeding a speed limit which is impractically low. After receiving notification of the proposal, my wife and I have driven the streets in our area at 40kmh, and this has reinforced our view that a 50kmh limit is perfectly appropriate, now and into the future. Finally, the visual blight of multiple 40kmh signs is another reason to say no.
Webster Street	Klemzig	1			Speeding cars create more noise through acceleration etc. which effects liveability and (especially if one is noise intolerant.) Slower speed will help effect negative impact of too many cars parked on numerous streets (eg. Boronco and Victoria) Will be safer for cyclist (especially children) and some pedestrians.
Wilpena Avenue	Klemzig	1			I suspect that this push has something to do with the level of traffic on Harris Road and Fife street. I suspect too that the 50km/hr speed limit isn't being observed either.

ATTACHMENT 13.2.1.2

Swan Avenue	Klemzig	1			
Bower Close	Klemzig	1			I'd like to see 40km across the whole suburb to make it safer
Swan Avenue	Klemzig	1			
Wellington Street	Klemzig	1			Speed of 40km is good idea, but it will be better to have speed reducing paving for all time safety for children
N/A	Klemzig				1 50Km is fine. I feel it is just an opportunity for revenue raising
					Fife - Traffic Control on the top dangerous will timing.
Joyce Avenue	Klemzig				1 really no need because don't think it will make a difference.
					Car parking on streets MUST be fixed to alleviate traffic safety issue.
Wilpena Avenue	Klemzig				1 Recommend car parking on one side of the street ONLY no parking near intersections and traffic lights to be installed on corner Wilpena Ave and OG Road
					I have not observed a significant number of cars speeding down our street. It will only inconvenience the residents. A 50 limit is sufficient. There is the added cost of signage and we will have the added
Swan Avenue	Klemzig				1 inconvenience of speed cameras in already crowded roadways.
					Reducing the speed limit will not solve the issue of driving through dangerous narrow roadways caused through numerous additional cars parked on both sides of streets and adjacent busy and popular roadways. (The narrow and dangerous roadways is a result of subdivision) The solution is to
Warner Crescent	Klemzig				1 reduce on-street parking to one side of street only and at least 50m from corners or intersections of thoroughfare/ access roads.
					Is there real evidence that reducing speed limits has reduced issues in areas that have had it in place for some time?
Deepdene Avenue	Klemzig				1 It's confusing 60; 50; 40 - those that speed will continue to do so.
					As a resident of PAE council, I'd like to thank Walkerville council for their initiative which will promote safer roads for the residents of Klemzig. When my wife and I moved to Bray Ave in Klemzig we notified PAE council of the constant route ratting through our road and the high speeds at which vehicles travel through our street. We were told that our street had no issue as per the council's studies vehicles travelled at normal speeds and that our street didn't warrant speed bumps like second and third avenue. In summary we appreciate Walkerville council taking the step to provide more secure roads for residents of Klemzig.
Bray Ave	Klemzig	1			
					1. It provides additional safety for vehicles being reversed out of properties. 2. In recent year the building density has increased in this area resulting in many more cars being parked on both sides of the streets which require motorist to pull into parked vehicle cars to allow for an on coming vehicle to pass.
Harris Road	Klemzig	1			
					a lot of people use the road to access the park and walking give that its a long stretch of road. encourages those who like to sped to do so. also safer car the buses crossing Wilpena a fife might think twice about beating the bus coming up.
Wilpena Avenue	Klemzig	1			
					Victoria Street and Wellington Street are a short cut for North East Rd and OG Rd and cars travel at high speeds, so the quicker you reduce the speed the safer it will be to get out of our driveways. Yes happy for the reduction.
Victoria Street	Klemzig	1			
					I consider the existing 50 km/hr limit to be adequate. Reducing to 40 km/hr seems excessive. Just
Bray Avenue	Klemzig				1 how slow will you allow these limits to go!
					I live directly across from Ron Bonner Reserve on Wilpena Ave. Although I am unable to attend one of your Community Catch Ups I would like to express my agreement in changing the local speed limit to 40kms. With schools nearby in more than one direction, there is a high volume of children in the area of which is surrounded by main roads which equals lots of traffic and throughfare in the back streets. On another note, I have also contacted council a couple of times regarding the Wilpena Ave/ OG Road intersection which needs reviewing. It's a dangerous intersection and on either side of it, on OG Road, there are pedestrian crossings and a bus stop. There is a lot going on in a small busy space. I don't want council to wait for an injury or accident before they address this. In my opinion a round about or traffic lights would prove a great solution here.
Wilpena Avenue	Klemzig	1			
					It is about time there is a 40km/hr speed limit on the roads around Klemzig! Control is needed so the 40km/hr speed limit is adhered to, as so many motorists use the side roads around Swam, Rex and Fife as a speed track (60-70) at times. With so many new houses being built with only 1 garage space so many cars are parked on the streets making it difficult for cars to pass along the streets. There are many young children who ride bikes to the reserve at the bottom of Swann Ave. I would like to see (at lest) a sign notifying motorists to take care (children, in this area)
Swan Avenue	Klemzig	1			
					Harris Road is a speed track especially at 11-11:30 at night. The screeching of tyres is heard quite often. It is hard to cross Wilpena Ave between Deepdene Ave and OG Road at any time of the day.
Deepdene Avenue	Klemzig	1			
					Lowering the speed limit will force motorists using these areas onto already congested main roads making peak hour travel more inefficient. Unless more major arterial roads are built to keep up with the demand of the greater number of road users, which is not likely to happen, existing main roads
Morris Grove	Klemzig				1 become bottlenecks. People need to travel to work, not sit in traffic jams. Keep the traffic moving.
Bray Avenue	Klemzig				1 Completely unnecessary in this area
Wellington Street	Klemzig	1			

ATTACHMENT 13.2.1.2

Fife Street	Klemzig	1			
Fife St	Klemzig	1			Many cars and motorists "speed" up and down Fife Street. Too many vehicles are now parked on Fife Street so it is even more dangerous to speed!!
Fife St	Klemzig	1			Many cars and motorists "speed" up and down Fife Street. Too many vehicles are now parked on Fife Street so it is even more dangerous to speed!!
Webster Street	Klemzig	1			
Boronia Street	Klemzig	1			Hope this will help reduce rat-runners and larger trucks using short cut, also the occasional speeding car. In a previous survey, as part of the narrow streets management, I suggested that it would be safer if Boronia Street, Klemzig, had parking on one side only. Residents are often still having to weave carefully around cars parked too closely on both sides, thus necessitating driving alternately from one side of the road to the other. Is there any further news on this? Thank you.
Wellington street	Klemzig	1			The streets are used as pass throughs and quite often people fly down the street with no regard for anyone. I always fear that a child or elderly person will be a victim of their speed.
Thames Ave	Klemzig				There are already too many 40mm zones in Adelaide, this zone will directly affect our staff and impact their day to day operations.
Wellington St	Klemzig	1			As a resident on Wellington St, I support the change due to the volume of traffic using it as a cut through street from OG rd to North east rd. Many of the cars exceed the current speed limit so a reduction hopefully will slow them down. The last traffic survey had a raised intersection platform being installed at the intersection of Wellington, Victoria and Garfield st however this has not happened yet. I believe once this is installed speeds will reduce and a 40km/hr limit will ensure less cars speeding through. As a daily dog walker, anything to increase my safety is a win.
Wellington St	Klemzig	1			
Bray Ave	Klemzig	1			Lots of kids walk around and ride bikes around this part- 40 km/hr seems like a good idea.
Hutton Street	Klemzig				Makes no sense. Obviously Walkerville does not want to divide their council tree into two speed zones so they would people to do that the the Port Adelaide Enfield. suggests they decide it on it and keep this beneficitation to themselves. Keep Klemzig untouched.
Swan Ave	Klemzig	1			Particularly on Harris Rd - Main thoroughfare creates number of vehicles banked either side of road - cars required to make frequent stops to allow on coming traffic through - inc buses.
Joyce Ave	Klemzig				Overdevelopment is already forcing cars to slowdown with the number of vehicles parked on the road. 50km/hr when introduced was a landmark decision, evidence based that reduced fatalities. 40km/hr is just an exercise in revenue raising. Hell, let's just can cars altogether and then we would have zero fatalities.
N/A	Klemzig	1			Safety a runner and cyclist, particularly around streets with poor visibility around give way/ stop paints and corners/ street changes.
Fife Street	Klemzig				40km/hr will cause frustration and anger which can contribute to road rage and ultimately accidents 50km/hr is only a problem if the driver is inattentive. UNNECESSARY EXPENSE.
Garfield St	Klemzig	1			Safety is priority Garfield St, Victoria St, Wellington St, Webster St are continually sped down. I am surprised no one has been seriously injured or killed yet.
Bray Ave	Klemzig				I Support a reduction in speed to 40km/hr in Vale Park as there is a school in Vale Park. I don't support a 40km/hr speed limit in Klemzig

ATTACHMENT 13.2.1.2

				Why Definitely Not! Lets start with the basics esp as there are 2 councils involved: PAE and POW. I'll speak only on the former noting the POW has not instigated a 40km zone on the Walkerville/ Vale Park of Ascot Road. In trying to understand your logic in reducing the speed zone for PAE side to 40km. "Speed is the major factor" when cars and/or pedestrians/ bikes involved. * My point: PAE has shown no evidence or statistics to substantiate this claim as this area being at (high) risk. "The fast you drive; would make no sense to preventing speed zone to 40km despite there are those that still flout the speed limit now and in the future on those streets, roads and avenues that run from NE Road to Harris St/ Linear Park/ River despite dropping it to 40km. *My Points: who will police this and how often; police and speed cameras. ** Ways Rd, Manningham has had extended speed humps installed and keeping their 50km. This runs from NE Rd to Regency Rd. *** Speed Humps on those major through fares (NE to Linear) would be more appropriate to reducing speed in PAE Klemzig. **** To quantify this there was a fatal accident recently highlighted in the paper/ TV fear is spreading excessively through a major thorough fare in a suburb, lost control and as a result 2 kids were tatted when car spilt in 2. And this not the only example where car speed is involved, where pedestrians. - Pedestrians - There should be more educations possible sign for those utilising the thorough fares as it has been missed by me and others of "near accidents" where pedestrians/ cyclists have not being attentive to cars coming; some even on their mobile. - Side streets off main thorough fares are currently restricted now due to the car parking both sides of the side streets restricting traffic in one direction at the time even Hams St a main thoroughfare.
Willoughby Street	Klemzig			
Bray Ave	Klemzig	1		I live at 41 Bray Avenue, Klemzig and have done so for 43 years. I love the area and am most excited about changes to the speed limit in our street. Cars do speed around the corner into our street and I am delighted that there is to be a change to 40km/hr speed. I thoroughly agree with all your words in the letter and can't wait until the speed of cars is limited to 40km per hour.
Fife Street	Klemzig	1		Lots of drivers speeding as they drive through Klemzig and Vale park, especially on Harris street and Fife Street. Many drivers are getting between Ascot avenue and OG road and are not residents and its dangerous for pedestrians, cyclists and residents.
Webster Street	Klemzig			1 nil issues with the current speed limit
Boronia Street	Klemzig	1		I live on the corner of Boronia St and Wilpena Ave where I continuously see and hear motorists driving more than the nominated speed limit along Wilpena Ave. I would also like the council to consider very seriously placing speed humps from Fife St to OG road to stop these idiots speeding or a least slow them down on Wilpena Ave.
N/A	Klemzig	1		Swan Ave in area of mixed houses and industry have noted name cars speed - would except with unreasoning residential houses drop in speed can only improve safety.
Fife Street	Klemzig			1 I have lived at this address 58 years and had no worries with traffic speed
Wellington Street	Klemzig	1		We would also like to have a speed breaker on Wellington Street as it is very near to Klemzig Oval. There will be lots of elderly people and children going in and out of the park, through the street. We would highly recommend it and kindly look into it. Thanks.
Fife Street	Klemzig	1		Lived here 30 years. First 20 years traffic was not really a problem. Over last 5-10 years speed is now a real problem. Especially noticeable over the last 5 years and morning traffic to the city bank up t Ascot Lights and cars scream down Fife Street to Harris Rd and Walkerville Tce. If you impact Fife St note the rubber burn outs on the roads. About how signs will need speed humps because as it is through traffic a sign would be effective. Humps have been installed recently in Ways Road and it has been effective. Again let it all through traffic.
Wilpena ave	Klemzig			I do not support the proposed speed limit on the surburb. There is no significant change between speed limit of 50 and 40 as many drivers would probably not obey the speed limit. Many car accidents are caused by drivers who did not obey the speed limit so no matter what is the speed limit on the surburb, for those who are not willing to abide, they will not follow the rules. Instead, I would suggest that the council or relevant authority should focus on the improvement of the road conditions around Klemzig as we got many potholes and it cases more troubles than the speed limit affairs. Thank you.
N/A	Klemzig			1 There is no need to reduce the speed limit in Klemzig just because Walkerville is doing this.
Willoughby Street	Klemzig	1		Having different speeds from one block to another will create a lot of confusion. If Walkerville and Vale Park are changing then let's change at least this end of Klemzig. Frankly I think all suburban streets should be 40 km/hr. It's getting bloody annoying driving through different suburbs and trying to remember if you are in a 50 km or a 40 km area. However I think a better improvement would be to put some speed control on Webster St. and Swan St. Klemzig to reduce the fast traffic element from people cutting through. I don't think a 40 km/hr speed limit will stop that.

ATTACHMENT 13.2.1.2

Wellington	Klemzig			1	Waste of money - put in speed humps - like on Ways Road
OG Road	Klemzig			1	It is just not practical when is 40km/hr, already 40km/hr in school zones. There is no real practicality in undertaking this limit reduction
					Your colourful info-graphic does not seem to agree with many global online statistics. It appears to be significantly skewed towards a fatal outcome. It is well accepted that impact speed is often significantly less than the posted speed limit because people tend to 'hit the brakes' before a collision, which makes the under-described percentages even less useful. Another red flag for me is an absence of any real data. There are no actual figures supplied. 1. How many accidents involving pedestrians have occurred within this precinct within the last 5 years? 2. How many of these accidents have resulted in a fatality? 3. Based on the above data, how many lives/significant injuries (if any) do you expect this new initiative to save? Is there any actual benefit to reducing the speed limit and thus frustrating and stressing motorists further?
William Road	Klemzig			1	
N/A	Klemzig			1	If you want to improve the safety of our streets STOP putting properties into small blocks forcing people to park on the street, making it impossible for people to drive down the street.
	Klemzig	1			Just to change the subject how about a no parking zone at the intersection of Fife St and North East Rd. Can be very congested during peak hour traffic.
Swan Ave	Klemzig	1			
Morns Ave	Klemzig	1			i live at 12 morns grove Klemzig (corner of Harris Rod) our driveway back onto blind spot-on Harris Road which is very dangerous. i have previously reached out to council requesting signage and speed humps or some sort of safety signal due to speeding cars and no visibility.
Wilpena Ave	Klemzig			1	The Road is for cars. We have gone from 60km to 50km. Now you are considering 40kkph. Whats next? the way its going we all may sell our cars and go back to horses and carts!! then people would complain about the manure on the road!! maybe you should teach people how to drive properly!!
N/A	Klemzig			1	We're fine with the current 50km/hr. could you please spend the tax on more useful things. E.G some streets are very dark (dim Streets lamps) get some brighter bolts
Garfield Street	Klemzig	1			A lot of cars come past our street to go to work and tend to speed if they are running late.
					- Wilpena is used as a 'short cut' morning and evening. - At these times there are an increase in foot traffic using the buses and crossing the road which can be dangerous. - At other times primarily Wilpena is used as a speed thru from O.G Rd to the boundary of Fife even motorbikes. Therefore, anything to alert drivers to slow down is warranted. - Bus route needs adjusting.
Wilpena Ave	Klemzig	1			
Ave, Klemzig	Klemzig			1	Lowering the speed limit will add frustration to local residents. particularly as 50km is adequate. No known injuries have occurred in this area to pedestrians or cyclists, warranting no need for change. this city needs to be more progressive. not regress.
Garfield St	Klemzig	1			
Fife Street	Klemzig	1			I absolutely support a 40km/hr speed limit in my local neighbourhood. I reside on Fife St which is regularly used as a cut through from North East Road. Frequently people speed down Fife and with lots of children and several schools locally it would be preferable and safer for a reduced speed limit (which is enforced!)
Fife Street	Klemzig			1	All this does is inconvenience those of us who follow road rules. The hoons and speedsters will ignore it just as they ignore the 50km/hr limit and other rules. Cars are not made to cruise at 40km/hr and with the rises/ steepness of these roads, drivers would be hitting the brakes all the time. There are too many changes to speed limits in the suburbs already, spend your time looking constantly for signs.
N/A	Klemzig	1			There should also be a stop sign and stop bar at the T-Junction of Wilpena Ave and Deepdene Ave Klemzig. There have been s many near misses of accidents because of so much traffic. As well the buses speed up and down Wilpena so d 40km/hr speed is advisable. Wilpena Ave has become a shortcut road now for all traffic from OG Road and from the city.
Victoria Street	Klemzig	1			I agree with the 40km/hr speed especially on Victoria Street. Motorists speed up and down all the time I have already had one car accident and many more near misses. This is due to speeding cars that don't look and because of all the parked cars on both sides of Victoria Street. I believe there should only be parking on one side of this hectic tad. I have reported this previously to council and they did put up 2 hour parking only on one side which helped a little bit, but you will find that cars are still parked there all day.
Third Ave	Klemzig	1			I agree with the 40Km/hr speed as most of the motorists just speed around Klemzig. Third Ave where i live is always dangerous, the speed humps installed make no difference at all.
Thames Ave	Klemzig			1	Relatively wide roads, no need for 50km/hr to be lowered. There is already slower speeds around school zones. Linear Park is very close for kids to ride bikes, play etc.
N/A	Klemzig			1	To many speed changes in Klemzig
Warner Crescent	Klemzig			1	Don't feel it will solve anything.

Garfield Street	Klemzig	1			Safer for the local people
Wellington Street	Klemzig	1			Many vehicles use Wellington St to cut through from OG Road and North East Road to avoid the intersections. Quite often speeding, the introduction of 40km/hr will greatly change the danger that motorists are creating by speeding through the backstreets and having to abide by 40km/hr
Webster Street	Klemzig	1			Yes I think it is a good idea. In Webster St we witness excessive speed late afternoon and evening and throughout the night and early morning. How will this be monitored?
Swan Ave	Klemzig	1			Cars turning left into Swan Ave from Rex Ave and Thomas Ave has several times just missed colliding into me as I reverse out of my driveway. Yellow Road dividing bumps on Thomas Ave entering Swan Ave turning left so we can safely reverse out of driveway without collision.
N/A	Klemzig	1			The reduced speed should make it safer to negotiate the narrower streets with vehicles parked on both sides of the street.
Victoria Street	Klemzig		1		Not sure 40km/hr will slow most drivers in side streets as most people know there are not speed cameras to fine drivers. I would prefer to see speed humps etc in busy side streets such as Victoria street Klemzig as it is used as a short to OG Road with plenty of speeding drivers.
Webster Street	Klemzig			1	People are confused with speed limit now. Why confuse them even more. Just leave things alone when they work.
Bray Avenue	Klemzig		1		I've thought about this a lot while driving recently and, frankly, I can't see the point. We live on Bray Avenue and are rarely bothered by people speeding. We also regularly travel along Fife Street and Harris Road and have never encountered speeding there, either. Those two streets, in particular, are thoroughfares and it would be frustrating to have to travel at 40 km/h. I think you'd find most people wouldn't bother, and it would cost a lot to monitor. I'd also add that if we ever – and it is very rarely – hear a driver putting the foot down and speeding, it is late at night or the early hours of the morning when no-one else is around – certainly not the police! Perhaps residents in some of the side streets in Klemzig might want their limit to be 40 km/h but few are heavily trafficked and most are quite short. So, again, I can't see the point. I'd also be interested to know how many pedestrian accidents there have been in the past 10 years and, importantly, the reason. You can always blame the car.
Betty Court	Klemzig	1			It has become quite hazardous driving in some of our local streets due to the substantial number of vehicles parked both sides of the street as there is no room for multiple cars on the property. We have to stop and start and weave our way to get through. Sometimes the space left for traffic is so narrow large vehicles could not get through at all and smaller vehicles have to go through very slowly eg. 5km/hr a lower speed limit would make it safer.
Wellington Street	Klemzig		1		
Victoria Street	Klemzig		1		
Garfield Street	Klemzig	1			Garfield Street is used morning and evening as a short cut to avoid OG Road/ Main North East Road corner.
William Road	Klemzig	1			
Fife Street	Klemzig			1	I do not support the introduction of a 40km/hr area or any alternative, the area is fine as it is, the footpaths are lined with trees and curbs are in good shape a 40km/hr limit would not prevent the extremely small number of cars/ bikes that go above 40km/hr let alone 50km/hr. I live smack bang in the middle of Klemzig & Vale Park & the thing that is missing is signage & road markings. To make the streets better there should be more signs saying 50km/hr, I have lived here for 2 years and couldn't tell you where one of the is. I would also have better road marking & allow parking on 1 side of the road of smaller streets so that people are weaving through the streets between cars parked in stupid positions. I also think a study on the traffic flow would be beneficial rather than residents complaining about the 1/2 people going above the speed limit. I also don't think I or anyone I know complain about the speed as plenty of people still walk in the area. Also rather than cracked concrete the PAE Council should fix the footpath this causes more injury & pain, I would know as I am about to have ankle surgery & Klemzig footpaths are terrible comparison to more affluent suburbs like Walkersville.
Harris Road	Klemzig	1			Too many speedsters use Harris Road with cars parked, particularly on both sides of Harris Road, vehicle need to give way to each other as two lanes are now restricted. If they don't slow down there is an increased risk of collisions with parked cars and pedestrians.
Swan Ave	Klemzig	1			1. Totally support this change in the Klemzig, Vale Park area we have many senior citizens who use our streets or the Linear Park for their daily walk - some need to use walking aids therefore crossing roads takes time and it is not physically possible to increase their walking speed. 2. As well we have young families with children who are encouraging their children to walk or ride a bike to Vale Park Primary School. 3. As these streets are becoming more built-up, that is 2 or 3 houses/ apartments where once there was a single dwelling the increase in "onstreet" car parking, day and night has increased exponentially making driving more hazardous particularly where there are cars parked both sides of the street.
Boronia St	Klemzig	1			

ATTACHMENT 13.2.1.2

Wilpena Ave	Klemzig				I feel it is unnecessary & very inconvenient for residents who drive on these roads multiple times per day. I believe the money should be spent on more important areas of concern.
Deepdene Ave	Klemzig			1	
Garfield St	Klemzig	1			Increased safety for all road users.
Fife St	Klemzig	1			
Webster St	Klemzig	1			
Rex Avenue	Klemzig	1			I support any move that enhances the safety/ vehicular/ pedestrians
Morris Grove	Klemzig	1			1)Morris Grove is on a blind corner with Harris Rd 40km/hr is safer. 2) There are many cars parked o the streets 40km/hr is safer. 3) There are many elderly people with mobility issues in our area. 4)Many people walk the streets to access the park
Webster Street	Klemzig			1	no point with all the cars parked on the street and cross roads lucky to do 30kmh let alone 40 or 50kmh. those that currently ignore 50 will ignore 40
Joyce Ave	Klemzig	1			i support the proposal if it will stop Hoons using Joyce Ave as drifter, needs a speeding hump to reduce speeding.
Webster St	Klemzig	1			there is couple of local mechanical businesses (Thame Ave and Boromia St) and it seems that sometimes they like to use my street and others for noisy, fast test runs for vehicles (unless they're actually just local idiots) not that I'm sure an official 40 zone would change that behaviour.
OG Road	Klemzig			1	50km/h is already slow enough.
Rex St	Klemzig	1			40km Speed limit in these areas are essential for the safety of pedestrians and cyclist.
Barry Ct	Klemzig	1			Married couple, both 81 years old we both still ride electric bikes, so reducing the speed limits as proposed would be a good step to safer conditions for older people and make those residential areas somewhat quieter.
Wilpena Ave	Klemzig			1	I feel its unnecessary expenses, have there been any issues? the park already has fencing for safety. I'm unsure why this would be unsafe and need 40km zone
Tregoweth Court	Klemzig	1			It's a bit Traffic between those local streets to cross the road. and also, sometimes I can see students or neighbours walking on the street they are a bit afraid of the 50km/h when a car drives pass. I feel it's not safe for them and for me as well as I'm living in Klemzig suburbs.
Wellington St	Klemzig			1	1) I'm not aware of any pedestrians being struck in my, or surrounding streets in the 45 years I've been here. 2) the occasional hoons on Wellington St wont care about the speed limit. 3) the last advice from you was a proposed hump at corner of wellington, Garfield & Victoria Streets. presumably that is to reduce speed, because it certainly doesn't fix main problem- congestion. imposing 40km limit is overkill.
Deepdene Ave	Klemzig			1	
Bray Ave	Klemzig	1			Please exempt Harris road.
Joyce avenue	Klemzig	1			Any measurement to improve safety is supported.
Wellington St	Klemzig		1		
Warner Cre	Klemzig			1	
Rex Avenue	Klemzig	1			Full agreement. Frequently we have vehicles (cars & Motorbikes) traveling at speed past our homes more so at night. i have also noted vehicles traveling at speed along Fife Avenue while walking my dogs. the only difficulty i can see will be policing the new speed limit.
Thames Ave	Klemzig	1			Have my business here in Klemzig since 1990 and the amount of speeding cars coming down Thames Avenue is amazing, there have been many accidents and plenty of near misses, since the No Standing signs have been removed from the Thames Ave and Wellington Street T junction in the last 12 months you have created a blind corner when cars are parked there, there is no visibility and with the motorist speeding and using Thame Ave as a cut thru to avoid traffic lights to go to Main North East Road or O.G Road it has been very dangerous. Cutting the speed limit hopefully will deter vehicles using Thames
Warner Crs	Klemzig			1	
OG Road	Klemzig		1		
Fife Street	Klemzig			1	
Harris Rd	Klemzig			1	50km/h is fine, however keeping motorist to this (instead of higher) is the challenge. more speed cameras instead?
OG Road	Klemzig	1			Sppeed is a factor in the side streets. 40km/h will assist in keeping children safe.
Swan Ave	Klemzig			1	There is no reason to reduce the speed to 40km in these zones. there changes are needed if there are accidents or injured pedestrians. there has been none in the 20+ years i have lived here. leave things the way they are.
Swan Ave	Klemzig	1			I believe a 40km/hr limit is appropriate for the proposed areas because they are predominantly residential in nature with many young families with children, who are regularly seen walking along footpaths. a 40km/hr limit would enhance safety for those families and other residents.
OG Road	Klemzig			1	Just more opportunities for speed fines to be implemented. Do Not Agree
Bray Avenue	Klemzig	1			
OG Road	Klemzig	1			This speed limit is necessary to curb the high amount of speeding around local side streets.
Hutton St	Klemzig			1	Walkerville to instead divide their commute area and make the alternative at Ascot Ave. Don't divide Klemzig into 2 zones.

ATTACHMENT 13.2.1.2

Joyce Ave	Klemzig		1		
William Road	Klemzig	1			The bend of William Road, Klemzig near Bray Ave, Klemzig is a racetrack! the yellow crumble rocks on William Road near Bray Ave are always being hit by cars @speed. Bray to William Really Need a slow point to slow cars cars down. i dont think the 40Km/h speed zone will make a difference.
N/A	Klemzig	1			
OG Road	Klemzig	1			Safety Reasons
William Road	Klemzig	1			Long overdue. My wife and i have lived and built the property on the T Junction of Broy Ave and William Road. Both of us have witnessed on many occasions of vehicles trying to negotiate this Junction at speed in some cases losing control of their vehicles. we have lived in the area for the last sixty (60) years,
Harris Road	Klemzig	1			Much traffic in this area, speeding and side streetcar parking is very prevalent which is best navigated at a 40k/h speed limit. mentoring of compliance is vital if this suburb plan is implemented.
Garfield St	Klemzig	1			
East Road	Klemzig			1	Reducing speed limit is not going to stop idiots. all its going to to do is cost rate payers more money, there is no evidence to show that its reduces incidents in areas that reduce speed limit.
Wellington street	Klemzig	1			Many cars will use wellington street and Thames Avenue (General Areas) as a way to by pass the traffic lights at OG Road and North East Road intersection. During rush hour in the morning , the cars speed up Wellington Street and makes it very difficult for us to exit the driveway safely. in our previous suburb, this implementation of 40km/hr zone made the road a lot safer for users
Thames Ave	Klemzig	1			In theory an excellent ideal sometime ago, the council sought information from residents are the provisioners of speed humps Etc. Some streets to slow. hopefully your proposed will be better policed.
Wellington St	Klemzig	1			Anything to help with less accidents.
Bray Ave	Klemzig	1			our street is used as a throughfare between OG Road. Ascot Terrace + Drivers do tend to speed. Narrow Street with bends - and not enough care taken. 40kkpm would better suit this residential area.
Wellington ST	Klemzig	1			In the 32 years since i brought my home in Klemzig i have seen a major change in population density, inevitable so clos to the CBD. As a now elderly pedestrian i am aware id increased parking in narrow streets and of the danger of speed in a busy area, so i welcome the possibility of lowering the speed limit.
Swan Ave	Klemzig	1			
Swan Ave	Klemzig			1	
Morris Grove	Klemzig		1		Near my street speed is not the issue its the number of cars parked on the road. Both sides. I do understand the lower speed limit though.
N/A	Klemzig	1			Cars go well above 50km down/up Webster st we live in on the corner of Willoughby & Webster. we are concerned that one day a car will go through our lounge window.
Wilpena Ave	Klemzig			1	there are too many different speed zones already. Harris Rd and Ilford St are regularly policed with cameras and changing the limit would just add to the cash grab.
Yarrlin Ave	Klemzig	1			I agree that reducing the speed limit by 10km/hr makes the streets safer for motorist, cyclists and pedestrians.
Berry Ct	Klemzig	1			Watching out of school children and mothers and babies using area. There are many business in the Klemzig area causing increased traffic. There is also a busy church on Thames Street with many cars and pedestrians. Lowering speed limit will help with safety.
OG Road	Klemzig	1			The area designated is one i use regularly, as a driver and pedestrian. I believe reducing the speed limit in this zone, will be beneficial to road users and residents. May i suggest council look at the street parking in Fife St, from N.E Road, especially at that top corner. Cars are often parked on both sides, severely restricting road uses both ways in Fife St and its particularly dangerous at night.
Wilpena Ave	Klemzig	1			So it keeps people safe.
Wilpena Ave	Klemzig			1	We are extremely happy with this change in speed
East Rd	Klemzig			1	I would support 50km but not 40km in only event those that break the law will not comply, responsible drivers will comply.
Fife St	Klemzig	1			Cars speed down Fife St constantly well over 50km some humps and more roundabouts also would slow them down. At night some are well over 70km passing out house (speed camera?)
Thames Ave	Klemzig	1			I am keen o have a 40km/hr zone because drivers speed through our streets to avoid traffic lights on OG road and Main North East road. they often cut through using our corner at speed and I would like it to stop or frequency of cut-through reduced.
Boronia St	Klemzig	1			
Wilpena Ave	Klemzig	1			We have people speeding down Wilpena Ave which is very dangerous
Wellington st	Klemzig	1			\$0 Km/hr zones are becoming more prominent safer for everyone.
Bray Ave	Klemzig	1			It would be more sensible to make down to the river to include Bray Ave and William road.
Fife St	Klemzig			1	- Pedestrian & driver in attention and distractions are the cause of low/ high seed incidents - This action does not address this.

ATTACHMENT 13.2.1.2

Fife St	Klemzig	1		We have a lot of speeding motorists and motorcyclists who use Fife Street
Fife St	Klemzig	1		We have a lot of speeding motorists and motorcyclists who use Fife Street
Warner Cr	Klemzig	1		We use Fife St and Harris Rd regularly and driving between cars on either side of the road along these streets can be hazardous. Most on coming drivers are courteous and careful. Speed restrictions will ensure safety for all.
Thames Ave	Klemzig			As a mum of 3 kids the change in speed limit will add to stress of all the school pick ups, drops off, sport runs and work duties. It will just make families speed more to get from A to B. The streets are already congested with car parked on the sides of the streets because of all the town houses going up so we are already going slow to play dodgem cars and stopping to allow cars to get through in the other direction. It is just silly proposal that will just add to peoples frustration and unnecessary stress. In the 15 years we have lived here i have never seen an accident in the area or a pedestrian being hit. If you wanted to reduce the speed limit I would suggest providing us with the data of accidents, fatalities etc, so we can make our decision based on proof and evidence. Please let us as families just live in the area without all this pressure to leave earlier, jump in cars, drive from A to B.... Life is stressful enough.
Swan Ave	Klemzig	1		
OG Road				If you choose only to change one area to 40km/hr you might of well change everywhere which is not practical
Wilpena Ave		1		Wilpena Ave is the 281 close route, it is connecting road between OG road and Walkerville as s Harris rd. My road is sometimes used as a race track, NOT appropriate, but have not seen accidents along these road any of the quieter streets. Plenty on Ascot Ave/ Harris Rd corner, a main intersection, even though traffic lights are there. I would prefer traffic lights on Wilpena Ave/ OG road corner and parking on the one side only on fife st where it joins Main North East rd. I do not think 40kn/hr is necessary in Vale Park/ Klemzig area. Have lived here for over 30 years.
N/A		1		We don't have any problems with the traffic doing 50km/hr. Why speed so much money on new infrastructure for little benefit.
Victoria street		1	1	I am glad this is being considered. The street I live on is fairly unsafe for children and elderly residents with vehicular traffic coming down the narrow street at high speeds with no traffic bumps or restrictions imposed.
Wellington st		1	1	Wellington st, is a relatively high thoroughfare as people use it as a short cut to get from OG rd to north east road and vice versa. Cars especially speed approx 70kmph plus during peak hour and throughout the 24 hours of each day. So unless it is monitored or policed, change of limit will still have motorists speed above the speed limit. I've seen such circumstances in Norwood 40 zones everyday. While I believe it slows people down you may now see people doing 60 in a 40 zone. An improvement yes, still poor behaviour from motorists will continue based on my observations.
East Rd		1		I don't believe that there are enough crashes (not only pedestrians impacts, even side swipes or right angle crashes) happening to warrants a reduction in speed in these suburbs. Travelling through these roads in a day to day basis, I barely even come close to 50km/h due to parking on both sides and of the road and other traffic calming instances. I strongly believe that this will be an opportunity for the law enforcement agencies to increase their income in these economically troubled times, and there would be no long term benefits to the community.
Wellington St		1	1	Very Happy with Council and if speed limit reduced.
Fife St		1		Please Supply statistics for the Suburb of Vale Park and Klemzig section mentioned. 1. Fatality and Injuries 2. Accidents reported to SA Police. 3. Speeding fines. 1 If it shows that people are driving too fast i will change to yes.
East Rd		1		It is the Councils fault - for allowing smaller properties and increasing more tenants/ owners. Smaller properties / More people. I believe it is a Council Grab for more income. rates. Our Streets are wide enough to accommodate 50KMph. Apart from you allowing more density why! I have grown up all my childhood in Klemzig, which is good. Progress. I think you are going backwards. Be for the people you already have don't keep chasing the Dollar\$
Fife Street		1	1	Fife Street is a high speed high volume traffic problem. It is dangerous and cilters/ oress?? to my house is dangerous. The noise of speedy traffic is extremely challenging as in the speed - they use Fife Street to cut out O.G. Road as by pass. Put in speed humps and roundabout - It is a horrible road to have on - very noisy with speedy cars.
Fife Street		1	1	While a reduction of the speed limit is a good start I believe it needs to be reinforced with physical barriers such as slow points, speed humps or roundabouts in streets such as Fife St., Wilpena Ave. or Harris Rd to force all traffic to slow.
Wilpena Ave		1		
William Road		1	1	We are sick and tired of hooligans speeding up to 60-80kmph down and up our street which contains many elderly people and young children who often cross the road. Especially coming around the corner of Barry Avenue at High Speeds. We would be very grateful to be able to live in a safe street and not be afraid to be hit by these fast cars.

ATTACHMENT 13.2.1.2

Swan Ave	1			1	
OG Road	1	1			
Wilpena Avenue	1	1			I live in Wilpena Avenue and traffic usually takes alternate route to Ascot Avenue from OG Road via Wilpena Avenue--Harris Road. Cars and bikes most of the times fly off creating too much noise and nuisance. There should be speed breakers on Wilpena Avenue and Harris Road as well.
Berry Court	1	1			I think it's a great idea. We are situated in a small court and walk the surrounding streets on a regular basis. People use the streets around us as a cut through to OG road and go far too fast. There are many young families in the area and children walking from local schools so it would be much safer.
Thames Avenue	1			1	There is NO reason to reduce the speed limit in these areas. There have been so issues with dangerous traffic in the area and you are trying to fix a problem that does not exist, to the detriment of residents in the affected areas. If Walkerville Council wishes to make changes, let them do it in their own council areas. The proposed changes will probably result in residents receiving unnecessary speeding fines as residents are accustomed to driving 50 kmh, and there are often speed cameras placed on Harris Rd.
Boronia Street	1			1	In my lifetime I have seen speed limits reduced from 60 km/h to 50 km/h, and now this proposal will bring limits down to 40 km/h. Where will this reduction in limits end? What's next - 30 km/h? I'm very concerned that once the limits are reduced, they will never be lifted despite many other improvements to road safety. The proposal at the very least should be time bound and should require a regular review as safety is improved through other measures. This inane fixation on lowering speed limits is so frustrating! 50 km/h is slow enough and it will contribute to increased congestion on main roads! Congestion leads to much greater safety outcomes despite traffic being slower. I'm absolutely livid that the roads are deteriorating and not being maintained properly while silly issues like this are consuming time and money! How about fixing the quality of road surfaces instead of patching them to create artificial speed bumps which ruin cars? I have at least 3 potholes in my street - no attention whatsoever! God I long for the days of decent roads like they have in Perth. I hate the roads here in SA and I hate the fixation on irrelevant, pissant, little issues by governments here in SA! Where's the vision for an efficient, flowing, clean, attractive city?!
Deepdene Avenue	1			1	I do not agree with dropping the speed limit, as there hasn't been any major incidents in this area that I've heard of. And Cars have become a lot safer with forward collision detection etc. There is no need to drop the speed any further than 50km/h.
Swan Ave	1			1	To Whom It May Concern, I have lived here for more than 65 years, In all that time , with all due respect , I have never heard of an accident (open to correction) involving a pedestrian in the streets that have been selected. You are proposing a 20kmh reduction in speed coming off a 60kmh zone on North East Rd, surely it would need to be stepped down through a 50 zone initially. Road management groups need to understand that our drivers are not educated enough on road etiquette and controlling a vehicle, prior to issuing licenses and if they don't take the steps to rectify it , they'll be left with no alternative but to push for 20 kmh streets. It's only my opinion but we have to stop putting band-aids on the end product . when we should be addressing the root cause of these problems Regards, R
Joyce Ave	1	1			Streets are becoming more congested with parked cars due to development and there are periods of high vehicle and pedestrian traffic due to the proximity of the primary school. A slower limit will improve the safety of all road users given the pressures described above.
Yaralin ave	1			1	40 is ridiculous, excess speeding will happen regardless
Bray Avenue	1	1			With many motorists using cutting through side streets a reduction with speed is a great step forward. Also need to put parking restriction times on side streets off OG road due to O'Bahn clients cars being parked on both sides of a street all day and causing congestion. thankyou
Trent Ave	1	1			Really disappointed this is / was not suggested for the other part of Klemzig (north of OG Rd). It has never been given as an option for residents there (such as me) even to the LATM committee. There are 3 schools in this area, two for hearing impaired children / teens (and their parents) and slowing the traffic is even more important.

Speed Limit Review Process

Council does not have the delegated authority to set or alter speed limits and is required to request approval from the Commissioner of Highway – Department for Infrastructure and Transport (DIT).

The 'Speed Limit Guidelines for South Australia' documents the speed limit review process. This process requires the following information to be submitted for assessment:

- Resolution from Council endorsing the proposed speed limit change;
- The collection of speed data on 'relevant' streets (i.e. those streets longer than 250m) to meet required DIT criteria;
- Details of consultation completed with impacted stakeholders;
- Indication of support from the local State Member of Parliament;
- A site plan accurately indicating existing speed limit signs, location of proposed speed limit signs, local roads, distances and any other relevant information, such as details of roadside development, parking controls, traffic signals, and existing and proposed physical speed control treatments or traffic calming devices;
- A traffic impact statement.

Implementation

Approval must be granted from DIT and the Commissioner of Highways before a road authority can install, alter or remove a speed limit sign. Installation, alteration or removal of a speed limit sign without proper authority is an offence under section 21 of the Road Traffic Act 1961.

The implementation of new speed limits may also require the following measures to maximise effectiveness:

- Local media campaigns to reinforce/raise awareness of changed speed limits;
- Liaison with SAPOL to ensure appropriate enforcement;
- Use of variable message trailers for a short period of time.