

13.2.3 McKay Avenue - Bus Only Treatment 12 Month Review

Report Type	Decision
City Vision Goal/s	Thriving Community - A City where people have the opportunity to connect and flourish Places For People - An accessible City where people love to be
Report Author	Team Leader Transport, City Assets
Report Summary	This report provides a summary of the 12-month trial of the part time No Entry (buses excepted) since the completion of the civil works for the modified <i>Bus Only</i> closure treatment in McKay Avenue, Windsor Gardens.
Attachments	1. Engagement Package - McKay Ave, Windsor Gardens - 12 Month No Entry Review [13.2.3.1 - 4 pages] 2. Detailed Feedback - McKay Ave, Windsor Gardens - 12 Month No Entry Review [13.2.3.2 - 7 pages]

RECOMMENDATION

Council resolves that:

1. The report of the Director City Assets titled "McKay Avenue - Bus Only Treatment 12 Month Review" be received and noted.
2. The current times of operation of the 'No Entry' at the traffic control device on McKay Avenue, Windsor Gardens at its intersection with Brecon Street is made permanent with the following road closure status:
 - a) Part time closure from 7am – 7pm seven days per week
3. SAPOL are advised of (2) above and the data collected in this analysis be passed onto them for enforcement purposes.

Report

At its meeting on 11 April 2023, Council resolved as follows:

1. *The report of the Director City Assets titled "McKay Avenue Bus Only Treatment - Community Engagement" be received and noted.*
2. *Council Administration progresses with detailed design for the upgrade to the existing bus only treatment on McKay Avenue Windsor Gardens, based on the proposed concept.*
3. *Council Administration continues to work with directly impacted residents and the school to address their concerns through the detailed design process.*
4. *That the road closure status for the existing bus only treatment on McKay Avenue Windsor Gardens progresses with a 12 month trial based on the following option:*
 - *Part time closure from 7am-7pm seven days per week*

5. Administration brings back a 6 month progress report and a report after the 12 month trial period detailing the effectiveness of the modified bus only closure treatment, including any feedback received from residents and the school community.

Additionally at its meeting on 23 January 2024, a 6 month update was provided as an information report. Council resolved as follows:

1. The report of the Director City Assets titled “McKay Avenue Bus Only Treatment – 6 Month Update” be received and noted.

In accordance with recommendation (5) of the 11 April 2023 resolution detailed above, this report provides a summary of the traffic data and community feedback received during the 12 month trial.

A locality plan of the bus only treatment is provided in **Figure 1**.



Figure 1: Locality Plan

Background

The McKay Avenue bus only treatment along with other nearby road closures were installed as part of a Local Area Traffic Management scheme in the area in 1983. The aims of which were to reduce road crashes and eliminate the high proportion of motorists using the

Windsor Gardens local road network as a bypass to the main roads. The locality plan of the various road closures is shown in **Figure 2**.



Figure 2: Windsor Gardens Road Closures

The traffic management scheme has been reviewed on several occasions in the past with reviews occurring in 1991, 1997 & 2005. Both reviews in 1997 and 2005 were triggered by the receipt of opposing petitions. On both occasions, two petitions were received with one seeking the removal of the road closure scheme and the other for it to be retained. The Klemzig, Windsor Gardens & Holden Hill LATM was the first review of the area since the intersection upgrade of North-East Road & Sudholz Road was completed in late 2015.

To give some context of pre closure conditions in 1983 to current conditions the following comparisons of traffic volumes is shown in **Table 1**.

Roads	Traffic Volume	
	1983	2024
McKay Avenue	1,200	653
Danby Avenue	3,190	1,183

Table 1: 1983 vs 2024 Traffic Volume Comparison

Comparatively looking at the recorded road crashes in the area bounded by Pitman Road (incl.), North-East Road (excl.), Sudholz Road (excl.) & the River Torrens the crash data

shows a significant change. In the three years before 1983, there were 54 crashes compared to the three years before 2022 there were 13 crashes; a 76% reduction in road crashes. It should be noted that there have been a number of factors which would also have contributed to the reduction in crashes including the lower default speed limit (introduced March 2003), and improved safety standards for vehicles.

However, it is undeniable that lower traffic volumes play a significant role in reduced crash risk. To further support this argument the 1991 review which was prior to the default speed limit reduction and modern vehicle safety standards still showed a 63% reduction in crashes in comparison to the pre 1983 value.

The Council report which was presented to Council at the 11 April 2023 Council meeting, discussed various options for the McKay Avenue road closure where it was endorsed to undertake the 12 month trial of the part time closure applicable 7am – 7pm all days (buses excepted).

The reasons for keeping the restriction in place 7 days per week rather than considering a weekday only application are due to the concerns regarding the spike in motorist volumes on weekends as this would still present as a highly desirable route for local and non-local traffic. The current route drivers are required to take on the arterial road network versus the desirable 'cut through' routes in the local streets is shown in **Figure 3**.

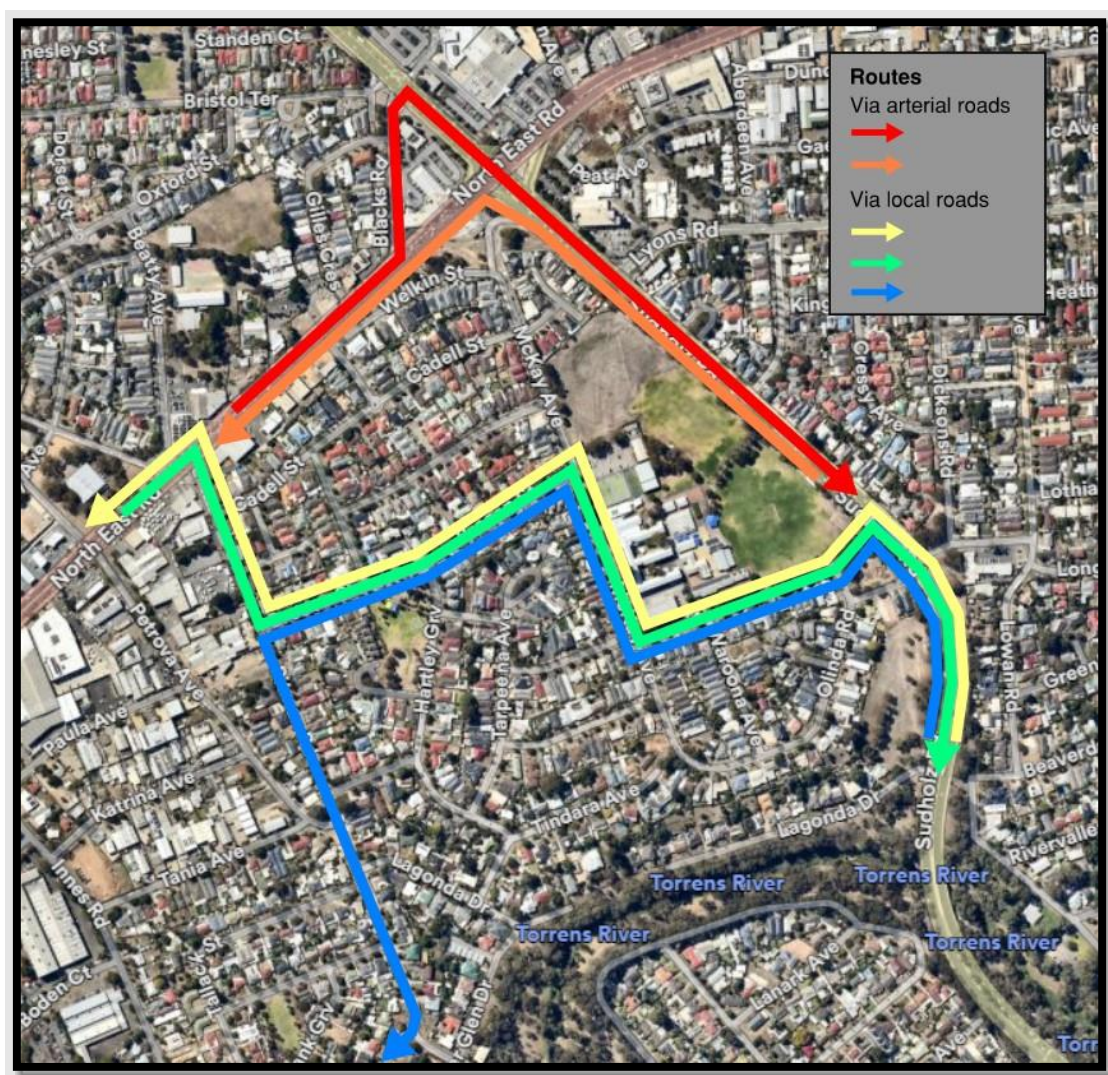


Figure 3: Arterial Route and Desirable Local Road Routes

The local road routes depicted in Figure 3 are desirable to avoid congestion and traffic signals on the arterial road network. In addition the blue route depicted above forms part of an extension to a known cut through in the area which extends from Pitman Road onto McLauchlan Road and Fourth Avenue to get to OG Road and vice versa.

12 Month Trial - Traffic Data Comparison

Traffic survey data has been collected before the civil works for the upgraded treatment, 3 months post completion and 12 months post completion of the civil works for comparison. The following section will present the data to show the changes in motorist speeds at the treatment, overall changes to traffic volumes as well as comparisons to the changes in compliance levels as a result of the change of the 'No Entry' operation times.

Motorist Speeds Within McKay Avenue Treatment

The civil works completed in July 2023 made improvements to the traffic calming treatment affiliated with the 'No Entry' control through the installation of two school (emu) crossings (one within the treatment and one on Brecon Street) and a raised platform where it is narrowed to a single lane to provide a further reduction in speed.

Table 2 shows the measured 85th percentile speeds before and after the completion of the civil works. As shown by the speeds following completion of the works, the upgrade to the physical traffic control device has reduced speeds by 8.5km/hr which is a significant improvement.

Street	Suburb	Location	85 th Percentile Speed (km/hr)*		
			June-23 (pre)	Oct-23 (post)	June-24 (post)
McKay Avenue	Windsor Gardens	Bus Link	40.8	32.9	32.3

Table 2: Speed Comparison Within Bus Only Treatment

*85th percentile speed is the speed at which 85% of all measured vehicles are travelling at or under.

Traffic Volumes

As anticipated the overall traffic volumes have increased slightly due to the relaxation of the full time *No Entry* (buses excepted) control to a part time arrangement of No Entry 7am – 7pm, 7 days per week. The current measured traffic volume is still within acceptable limits. See below **Table 3** for the comparison of vehicle volumes before and after treatment.

Street	Suburb	Location	Weekday Volume (vehicles per day - 24hr)		
			June-23 (pre)	Oct-23 (post)	June-24 (post)
Danby Avenue	Windsor Gardens	Between Waroona Ave and Olinda Rd	1,040	1,086	1,183
McKay Avenue	Windsor Gardens	Bus Link	245	332	361
McKay Avenue	Windsor Gardens	Outside #27 (between Danby and Brecon)	512	596	653
Brecon Street	Windsor Gardens	Between McKay Ave and Hartley Gr	891	959	870

Table 3: Weekday Volume Comparison

Looking specifically at the data collected within the bus link treatment, a peak traffic volume of 38 vehicles in the peak hour (7pm-8pm) (17 northbound and 21 southbound) was recorded in the latest survey. At this volume, the likelihood of conflict between opposing travel directions within the one-way section is still relatively low.

Comparing the volume data for the period between 7pm – 7am when all motorists are now permitted to travel through the treatment this volume has increased from 64 vehicles/day recorded in June 2023 to 141 vehicles/day between 7pm and 7am in June 2024.

Changes in Recorded Non-Compliance with the No Entry Sign

The treatment has historically had an element of non-compliance with the No Entry (buses excepted) restriction. A further breakdown of the hourly volumes of passenger vehicles is shown in Tables 4 and 5, which identifies the non-compliance levels with the No Entry restriction during the 7am – 7pm period. This comparison is useful to understand the changes in the level of compliance between the previous full time No Entry restriction and the part time No Entry (7am-7pm).

Weekdays	Passenger Vehicles		
	Jun-23 (pre)	Oct-23 (post)	June-24 (post)
7:00	8	9	13
8:00	6	7	12
9:00	6	5	7
10:00	6	7	6
11:00	6	8	7
12:00	10	11	7
13:00	6	8	9
14:00	6	8	8
15:00	7	11	11
16:00	14	17	17
17:00	15	15	23
18:00	14	18	22
Total	104	124	142

Table 4: Passenger Vehicle ‘No Entry’ Non-Compliance – Weekdays

Weekends	Passenger Vehicles		
	Jun-23 (pre)	Oct-23 (post)	June-24 (post)
7:00	5	6	9
8:00	10	14	13
9:00	9	22	17
10:00	8	15	19
11:00	10	27	18
12:00	10	21	22
13:00	14	13	12
14:00	17	16	17
15:00	12	14	9
16:00	13	16	14

17:00	15	16	19
18:00	12	28	20
Total	133	204	186

Table 5: Passenger Vehicle 'No Entry' Non-Compliance – Weekends

It can be observed from the volume data in Tables 4 and 5 that the change from a full time *No Entry* to part time has resulted in a minor increase on average to the level of non-compliance. A measured difference of 38 vehicles per weekday and 53 vehicles per day on weekends.

Enforcement & Compliance

Enforcement of the 'No Entry' restrictions (considered a moving violation) are unable to be undertaken by Council Officers as we do not have delegated authority to enforce the relevant sections of the Road Traffic Act. The enforcement responsibility of the 'No Entry' treatment sits with the South Australian Police.

The data collected indicates that the relaxation of the times of operation of the No Entry has contributed to an increase in non-compliance. Further relaxation of the restriction i.e. relaxing the restriction on weekends may also lead to further increases of non-compliance on weekdays.

Feedback During the Trial

Very little feedback was received from the community during the implementation of the trial with the exception of several enquiries shortly after the civil works were complete. These enquiries were to clarify the times of operation of the *No Entry*. The confusion was partly due to an error in signage installed by the civil contractor where the 7am – 7pm sign plate specified Monday to Friday. This error was identified quickly and was rectified within one week of the treatment being opened back up and before the next weekend.

Further details regarding the feedback received as part of formal community engagement undertaken to inform the 12 month review is detailed in the Stakeholder Engagement section of this report.

Site Inspections

Council officers performed site visits on three occasions during the trial to observe the performance of the modified treatment including the operation of the two 'Emu' crossings and general function of the local road network during the afternoon school peak period.

The first visit was completed on Wednesday 26 July 2023 directly after the completion of the works and school return for Term 3, 2023. A second inspection was undertaken on Thursday 30 November 2023 to observe sometime after the changed conditions had settled. A third inspection was completed recently at the beginning of Term 3, 2024 on Monday 29 July 2024.

The first observation was done in partnership with the school where initial feedback was mostly positive and the new crossings were observed to be well utilised.

During the November inspection, use of the crossings was still high. However, a small handful of students still chose to cross away from the formalised school crossings; however the vast majority were observed to use the crossing.

During the second inspection, four motorists were observed to shortcut through the bus only treatment in contravention of the time-based road closure during the PM school peak period.

During the third inspection, utilisation of the crossings was still observed to be high. However, as per the second inspection, some pedestrians still chose to cross on the bend of McKay Avenue and Brecon Street as it was the most direct path of travel for them. One motorist was observed to illegally travel through the treatment during the inspection.

Summary

The McKay Avenue traffic control device has been a polarising treatment since its implementation 41 years ago. This is evidenced by historical petitions on both sides of the argument on access. Due to the polarising opinions, the changes to the 'No Entry' treatment proposed and trialled over the past 12 months were carefully considered to offer additional flexibility while still protecting the integrity of the road closure treatments applied in 1983.

Based on the collected data and community feedback it is considered that the changes implemented 12 months ago to convert the No Entry applicable 24/7 (buses excepted) to be in effect between 7am – 7pm seven days per week (buses excepted) have been successful in achieving the original goal and have not resulted in significant increases in vehicle volumes within the local area.

The community engagement undertaken does indicate there is still a desire from some members of the community (see Stakeholder Engagement Section below) for the 'No Entry' times of operation to be relaxed further, particularly on weekends. The response rate from the engagement undertaken was low with 33 responses received; of which 23 indicated a desire for further consideration of greater access. Overall, this is considered a very small sample size and is not considered sufficient to propose further changes without a more substantial community engagement.

However, it is the recommendation of Council Administration that the part time No Entry which was subject to a trial over the past 12 months remains as it is currently sign posted and is not changed further for the following reasons:

- Feedback from the bus operator is not supportive of further relaxation of the restrictions as this could potentially cause road safety issues with a higher chance of conflict.
- Further relaxation on weekends may also lead to an increase in non-compliance during weekdays as the restriction is viewed with less significance.
- The increase in vehicle volumes from the opening of the roads on weekends is expected to see a more significant increase than the minor increase seen in the recent 12 month trial.

City Vision Relationship

This proposal contributes to the City Vision goals of Thriving Community and Places for People by supporting residents to feel safe in their neighbourhood and community by ensuring that traffic operation is safe within the area.

Legislative Context and Related Policies

The modification to the bus only treatment was designed and constructed in accordance with the following legislation and standards:

- The Department for Infrastructure and Transport's 'Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices' (The Code of Technical Requirements);
- Local Government Act (1999);
- Road Traffic Act (1961);
- Australian Road Rules (1999);
- Road Traffic Regulations (1999);
- Various Austroads Guidelines & Australian Standards.

Stakeholder Engagement

As noted in the body of the report, limited feedback was received during the trial. Associated with the 12-month review, a formal community engagement was undertaken in July 2024 which included a mail out to residents and property owners of Brecon Street, Buckingham Court, McKay Avenue & Danby Avenue, Windsor Gardens. Additionally, feedback was sought from the local member Dana Wortley MP, Avenues College and Torrens Transit (public bus operator).

Dana Wortley MP performed her own letter drop to all residents of Windsor Gardens encouraging them to provide feedback directly to Council. The extents of this letter drop were broader than Council's mail out and captured properties for the Windsor Gardens area. Ms Wortley's letter drop also invited residents to a street corner meeting held on Saturday 20 July 2024.

A summary of the mail out engagement and also the feedback received as a result of Ms Wortley's wider mail out is included in **Table 6** below.

Council letters sent	165
Feedback received from Council mail out	17
Council response rate	10.3%
Supportive of the trial as it is	3
Supportive of the trial with changes¹	12
Neutral²	1
Not supportive of trial	1
Feedback received from Dana Wortley MP mail out	16
Total feedback received	33
Supportive of the trial as it is	6
Supportive of the trial with changes¹	23

Neutral²	3
Not supportive of trial	1

Table 6: Engagement Summary

1. Residents expressed their desire for further relaxation of the No Entry restrictions to give more access for passenger vehicles, especially on weekends.
2. The feedback did not specifically reference whether they were for or against the part time No Entry.

Council's mail out included the distribution of 165 letters to residents and property owners of the streets mentioned above.

A copy of the community engagement material is included as **Attachment 1**

During the consultation period, 33 responses were received. Around half of these were from the broader area instigated by the letter drop undertaken by the local member. A table detailing all feedback received is included as **Attachment 2**. The street and suburb information has been included in the table to give an appreciation of the respondents' residence in relation to the actual treatment.

Of the 33 responses received, 14 were from residents who reside directly on the three identified streets which are directly impacted by the changes (Brecon Street, McKay Avenue & Danby Avenue). A further 3 were received from residents of Buckingham Court who were also captured in Council's mail out.

The feedback received was consistent with past engagements and community views, which is one of mixed opinions. However, there is a common theme amongst the feedback with a proportion of residents who still desire greater access; particularly on weekends, with requests for the 'No Entry' to be made applicable on weekdays only a common request.

Of the residents in McKay Avenue, Brecon Street and Danby Avenue, 9 of the 14 respondents suggested further relaxation of the current No Entry restrictions. Overall, 23 out of 33 expressed a desire for the road closure to be more accessible more often with the weekend relaxation the most common request. Further discussion on the weekend relaxation has been discussed within the report body.

Unfortunately, suggestions of giving exemptions to residents only is not a feasible option as we are only able to sign post an exemption based on vehicle type (i.e. buses, bicycles etc.) and are not able to issue a permit to residents which would exempt them from the No Entry control in accordance with legislative requirements.

Overall, the feedback is supportive that the part time No entry has been a positive change in the area. Of the 33 responses received, only 1 expressed their direct objection to the part-time No Entry arrangement implemented.

Avenues College Feedback

Feedback was sought from the Principal of the Avenues College with the following comments provided:

- Vehicles still driving through the closure during the day when the No Entry is in effect; however, it is still less than if it were open fully.
- The school faces a resourcing issue to staff both crossings installed in July 2023.

- There is still congestion in and around the turnaround area in McKay Avenue directly south of the treatment.
- School staff felt a crossing with flashing lights would be a better option with the road open to all traffic.

In response to the feedback provided by the school, Council administration will continue to work with the school to discuss their concerns further. Staff have reached out to the Principal to organise a meeting onsite to discuss this further. Regarding the concerns of congestion, this is symptomatic of the school peak period and is typical around most schools for a short period in the morning and afternoon periods.

The consideration of higher order flashing light school crossings (ie Koala Crossings) are not considered warranted by Council staff and are usually installed on higher order roads.

Torrens Transit Feedback (Public Bus Operator)

Council administration sought feedback from the bus operator to understand if there were any issues or concerns resulting from the change from a 24/7 No Entry (buses excepted) to the part-time operation. Their feedback was as follows:

“We have not received any reports of major issues at this location, some cars are still going through illegally at ‘bus only’ times, however this has always happened during the previous ‘24-hour bus only’ set-up (as indicated by your traffic surveys in previous years).”

I think that because the ‘single lane’ section was shortened significantly and made a ‘raised platform’, and with roadside shrubbery removed it has improved visibility from both ends, also the marked school crossings at both ends also serve to highlight the need for everyone to approach and proceed with caution.

Our drivers were advised at the commencement of the trial to be alert and proceed with extreme caution at all times.

Having said that, we would not like to see any extension of the current ‘public use’ times. I know there was some community feedback wanting it opened to the public ‘full time’, however this would cause problems at school times and busy times during the day when buses are more frequent. It would also likely lead to general traffic ‘rat-running’ through these quiet residential streets to avoid the busy Holden Hill intersection. I think that the current set-up is a reasonable compromise between bus operations and community expectations.”

Risk Management

The installation of two Emu crossings and the addition of a raised platform within the bus only treatment on McKay Avenue has improved pedestrian safety for vulnerable road users and a reduction in motorist speeds within the treatment.

The increase in traffic volumes was anticipated with the relaxation of the *No Entry* restriction; however is still considered relatively low. A minor increase of traffic during weekdays from 7am-7pm period was recorded. There is a small change in compliance during the morning school peak with an increase of 6 motorists illegally travelling past the No Entry sign, a slight increase of 4 motorists was recorded during the afternoon school peak period.

Financial Management

The upgrade to the bus only treatment was funded through the allocated budget for the Klemzig, Windsor Gardens & Holden Hill LATM.

Professional Fees and Contractor Costs

Costs associated with data collection for the monitoring of the treatment during the trial has cost a total of \$2,000 and has been funded through our regular traffic surveying budget in the Hazardous Locations Capital Traffic Management Budget.

Environmental and Social Impacts

The restriction for passenger vehicle access between 7am – 7pm, 7 days per week, requires motorists to travel along the arterial road network to get from one side of Windsor Gardens to the other during those hours. Travel times for local residents are impacted and can lead to more time spent in traffic which would have minor environmental (pollution) and social impacts. It is estimated this additional travel time is as much as 10 minutes per trip during peak periods.

The change of the road closure restrictions to a part time operation applicable between 7am-7pm has led to a slight increase in traffic volumes in McKay Avenue, Brecon Street and Danby Street. Consequences of higher volumes can include an increase in difficulty getting out of property driveways, speeding, reduced amenity, reduced sleep due to additional traffic noise and reduction in pedestrian safety. So far, the measured increased volumes have not resulted in reports of the potential consequences detailed.



4 July 2024

Name
Address Line 1
Address Line 2

Dear

McKay Avenue, Windsor Gardens – Part Time No Entry Treatment – 12 month review of operation

I refer to my previous correspondence to you regarding the upgrade of the bus only treatment on McKay Avenue, Windsor Gardens. At the 11 April 2023 Council meeting, approval was given to undertake a 12-month trial converting the full time No Entry (buses excepted) into a part time No Entry (buses excepted).

We are now approaching one year since the upgrade of the traffic calming treatment and beginning of the part time No Entry trial and as part of this process, we would like to ask for your feedback.

What was changed 12 months ago?

A 12-month trial was implemented in July 2023 which changed the existing full time No Entry (buses excepted) to a part time No Entry (buses excepted) and upgraded the existing treatment to be more conducive to lower speeds with a raised threshold and emu crossing introduced. The part time No Entry has still been applicable from 7am – 7pm and applies on all days.

This means all traffic has been permitted to travel through the McKay Avenue treatment between the hours of 7pm to 7am on any day of the week for almost 12 months. Over this period traffic data has been collected which is shared with this letter for your information.

Next steps

Your feedback as well as feedback from the bus operator and traffic data we have collected at various stages before and during the trial will help us evaluate the impact of the changes to the access restrictions at the treatment on McKay Avenue.

This feedback and traffic data will be reported to Council at the 13 August 2024 Council meeting for a decision to be made on times of operation of the No Entry restriction moving forward. Following the meeting, you will be further advised of the outcome.

Feedback on this proposal will be accepted until **Thursday 25 July 2024** and can be submitted via post using the enclosed reply-paid envelope or via email to service@cityofpae.sa.gov.au

If you have any further queries or concerns please don't hesitate to call me on 8405 6600 or email me at service@cityofpae.sa.gov.au

Kind regards

S. De Waal

Shaun de Waal
TEAM LEADER – TRANSPORT

Encl. Feedback form and reply-paid envelope

Street	Suburb	Location	Weekday Volume (vehicles per day - 24hr)		
			June-23 (pre)	Oct-23 (post)	June-24 (post)
Danby Avenue	Windsor Gardens	Between Waroona Ave and Olinda Rd	1,040	1,086	1,183
McKay Avenue	Windsor Gardens	Bus Link	245	332	361
McKay Avenue	Windsor Gardens	Outside #27	512	596	653
Brecon Street	Windsor Gardens	Between McKay Ave and Hartley Gr	891	959	870

Table 1: Weekday volume comparison

Weekdays	Passenger Vehicles		
	Jun-23 (pre)	Oct-23 (post)	June-24 (post)
7:00	8	9	13
8:00	6	7	12
9:00	6	5	7
10:00	6	7	6
11:00	6	8	7
12:00	10	11	7
13:00	6	8	9
14:00	6	8	8
15:00	7	11	11
16:00	14	17	17
17:00	15	15	23
18:00	14	18	22
Total	104	124	142

Table 2: Passenger vehicle no entry non-compliance – Weekdays

Weekends	Passenger Vehicles		
	Jun-23 (pre)	Oct-23 (post)	June-24 (post)
7:00	5	6	9
8:00	10	14	13
9:00	9	22	17
10:00	8	15	19
11:00	10	27	18
12:00	10	21	22
13:00	14	13	12
14:00	17	16	17
15:00	12	14	9
16:00	13	16	14
17:00	15	16	19
18:00	12	28	20
Total	133	204	186

Table 3: Passenger vehicle no entry non-compliance - Weekends

Feedback Form

McKay Avenue, Windsor Gardens
Part-time No Entry Trial Review



CITY OF
Port Adelaide Enfield

1. Resident's Details

Mr ☐ Mrs ☐ Ms ☐ Other

Surname/Family Name

Given Name/s

Email

Phone Number

Business/Association/Group (if applicable)

Unit/Street No. Street

*

*

Suburb Postcode

*

*

Postal Address (if different from above)

***Please complete 1 feedback form per property and include the property address.** Forms without completed address details and additional forms received will be considered informal. Information obtained is for the purpose of this matter, however Councils obligations under the Freedom of Information Act 1991 remain.

2. Comments:

3. Signature & Date

/ /

OFFICE USE ONLY

Attention: Shaun De Waal

ATTACHMENT 13.2.3.2

Street	Suburb	Comments	Support for Trial
Brecon Street	Windsor Gardens	Over the time of the access for the 'no through road' I have witnessed many people (some at speed) using it after 7am as I go to work. The speeding down Brecon Street appears to be also worsened. A large section of the community from work men in large vans to the general public sometimes the bus. There is a park in the street with many times young children running across the street from Hart St without looking. Even though I work everyday, the early morning to evening traffic appears to have risen. Another issue that I believe is related is people cutting through the service station after turning right heading to the City. They turn hard left to turn into the area where they can drive straight through to McKay, this is very dangerous. I believe many are accessing the school to pick up students. I have also witnessed people cutting the corner going the other way at speed, cutting the corner to head to the city. I use the back access to go to work as attempting to come out at Pitman Road can take some time.	Neutral
Brecon Street	Windsor Gardens	Open up that bus only section to all traffic. Get rid of that stupid unnecessary roundabout in Brecon Street that is a nuisance for all buses and other vehicles traversing Brecon Street. I have been driving for 68 years and that roundabout is the most stupid thing thats not needed in a side street that I have ever encountered. Bus drivers also will say that. Give way signs on Tindara Avenue is all that is needed.	Support with changes
Buckingham Court	Windsor Gardens	Have like having this option to use No Entry within the stated hours. Would be good if able to have extended hours during school holidays and public holidays too.	Support with changes
Brecon Street	Windsor Gardens	The part time No Entry from 7am - 7pm (buses excepted). We believe this part time no entry treatment has been very beneficial. The hours are acceptable 7am - 7pm Busonly & 7pm - 7am part time No Entry. The only recommendation we have is no trucks during 7pm - 7am, due to high volume of residence, children going to sleep & with trucks it can be very noise/distracting.	Support
Tindara Avenue	Windsor Gardens	We are overseas but wanted our voices heard regarding the possibility of opening up of McKay ave. We are in Tindara ave and have a Neighbour who grew up in the street being hit by a car and also seeing another kid be hit by a speeding car both using our part of the suburb as a thoroughfare. We strongly oppose reopening a thoroughfare to sudholz road.	Neutral. Oppose further opening.
Coral Avenue	Windsor Gardens	I write to provide feedback as a resident of Windsor Gardens for access to McKay Ave. It would be preferable as a resident to uphold the bus only access to 7am – 7 pm but on Mon-Fri only. This is for the safety of the children attending the school, and also reduce work day traffic in residential streets. At the commencement of the trial, the sign stated it was for Mon-Fri only. Access outside of these hours (after 7pm and before 7am) and all day on weekends would enable residents greater access and does not pose a safety risk at these times. Access in the trial has provided better convenience and reduced times having to access NE road otherwise.	Support with changes
Danby Avenue	Windsor Gardens	To whom it may concern, Regarding the above part-time closure of McKay Avenue. I believe it is working well and I would be quite happy for it to continue in its present form.	Support
Tindara Avenue	Windsor Gardens	Thank you for your letter giving an opportunity for local residents to provide feedback on the McKay Avenue Traffic Treatment Trial. My initial feedback about this was to highlight that the PAEC put the 'no access' restriction in place to prevent non-local traffic from cutting through to avoid congestion on Sodhulz & North East Roads during 'peak times'. The 7pm to 7am 'All Traffic Entry' should be relaxed further to work around the 'actual peak time' periods. My recommendation for 'All Traffic Entry' change is; 6pm to 7am (Monday to Friday only) Weekends & Public Holidays - All hours Thanks again for this opportunity to provide feedback.	Support with changes
River Glen Drive	Windsor Gardens	I write with feedback regarding the Mackay ave bus trial. I am in full support of this becoming an ongoing change and would suggest the hours are altered for school times only I.e the exclusion time be between the hours of 8am and 5pm only with weekends no restriction. Thanks for the opportunity to feedback	Support with changes
Buckingham Court	Windsor Gardens	We appreciate the decision to open the No Entry between 7pm - 7am. However we would like to request the No Entry to be completely open on the weekends and public holidays.	Support with changes
Brecon Street	Windsor Gardens	I know I am writing to air as no-one acknowledged my last response. However, I will continue. 7am - 7pm is ok but I do not understand why everyday of the week. Should only be weekdays not including weekends. Traffic/school is substantially less and should be reconsidered to 7am - 7pm weekdays only.	Support with changes

McLauchlan Road	Windsor Gardens	Firstly, thank you for the opportunity to provide feedback on the McKay Avenue Busway treatment in Windsor Gardens. I implore Council to not make any further changes such as opening up the McKay Avenue "Bus only" section to all traffic at all times. We need to be making our communities and streets safer for pedestrians and local residents and not prioritising the movement of cars and what is a mild inconvenience to locals who have to go around to access Sudholz Road (particularly given the big trade off of more rat runners). As a resident of McLauchlan Road, I am acutely aware of the rat-running and the often deplorable behaviour of these drivers in what is an otherwise beautiful area to live in. The situation is getting worse each day - it's even making our family consider a move elsewhere. I am frequently tailgated by rat-runners and it's quite obvious they are not local with the way they impatiently tailgate and follow me all the way to OG road or North East Road when I have the audacity to drive with due care through my local streets with my daughter sitting in the back seat. Any further lessening of restrictions on McKay Ave would make the rat-running throughout Windsor Gardens so much worse than it already is. PAE Council should be considering more road treatments that reduce rat-running, not reducing these restrictions. Once again, thank you for your time	Neutral. Oppose further opening.
McKay Avenue	Windsor Gardens	1. The traffic that goes through the cut-through no longer speed dangerously (so they don't get caught) as a resident it feels much safer in the street. 2. It could be improved by making the ban from 7am - 7pm, only on school days so the signs could read No Access from 7am - 7pm on school days - except buses. As the data shows, cars will continue to breach the ban so safety is the highest priority for residents and school children hence only ban vehicles during school hours is the optimum option.	Support with changes
Brecon Street	Windsor Gardens	I live right on the corner of Brecon & McKay. I haven't noticed any significant traffic increases at all with the changes. I would like to suggest the road be open to all traffic except during school hours perhaps. This action poses no danger to the children and offers major convenience to local residents. Thank you.	Support with changes
Tindara Avenue	Windsor Gardens	I make the following submission relative to the letterbox drop by local MP Dana Wortley recently. I am in favour of making the trial period changes to McKay Ave, Windsor Gardens permanent with perhaps the lifting of restrictions on the weekend. Perhaps extend the trial a further 12 months with unlimited weekend access? In reference to Council Report Extract – April 2023: "13.2.5 McKay Avenue Bus Only Treatment - Community Engagement" I won't bother repeating the statistics in this report. They speak for themselves. Few can boast such significant reductions in accidents. Of course these reductions come at the cost of the convenience of a few, who seem happy to increase the risk to the public (mostly children), in order to get from A to B a fraction sooner. The Avenues College has significantly increased in size and capacity over the years. This increase is mostly R-6 students only just learning about road safety and awareness. The complete opening of McKay avenue would be disastrous! "Rat Runner's", with no children to drop off, would travel through this area posing significant risk to students being dropped off by parents. I have already witnessed children walking out onto McKay and Danby Avenue into the path of traffic and also witnessed parents stopping in the middle of these roads to allow children to disembark. The area operates slowly during school drop off and pick up times which other motorists find frustrating; but the reduction in speeds does assist in overall safety. If the numbers of motorists are increased back to 1983 levels or higher, I can see the potential for serious accidents as more frustrated motorists try to push through the area at speed. I have heard residents also talking about re-opening Manunda and Tindara Avenues as well. Some have given up on trying to have McKay re-opened and are turning their attention on Manunda and Tindara ave. I am aware of a report written by an ex-pae member (I think Goode was his surname) that effectively "put to bed" any notion of re-opening any of these three roads which I fully support. A child was struck by a car on Tindara ave and a motor cyclist decapitated when this road was open. It's inevitable that accidents would increase proportionally with the increase in traffic with the opening of any of these roads. I'd be interested in seeing the fresh data from the trial period to see how many more vehicles used McKay area legally outside of the 7am – 7pm restrictions.	Support with changes

ATTACHMENT 13.2.3.2

Otway Street	Windsor Gardens	I attended the street meeting with Dana Wortley this morning ref. the McKay Ave. Intersection. It was cold and wet but interesting. I have been in favour of opening it up to all traffic for a long time. I live in Otway Street, Windsor Gardens and it would be considerably shorter for me to go to Target at Newton and other places in that direction. I heard some comments which related to car drivers who would not give way to buses at the intersection with Brecon St. My opinion is that the constriction caused by the roadworks that have been installed are causing more problems than they solve. Particularly for articulated buses. It is almost a blind junction when approached from Brecon St. I think it should be widened to remove the intrusion with the trees, and to allow normal 2-way traffic. Obviously, there is another major problem surrounding the school. There is no drop off / pick up area and drivers are standing / parking in the road which restricts access to traffic trying to get through. Over the last 20 years there are more houses that have been built in the area, so more cars. The School has changed its intake to include younger children, most of whom are delivered by parents / carers in cars. There seems to have been no government recognition or action to alleviate the problems. Something needs to be done and I think there seems to be plenty of room directly in front of the school to take 3 metres and widen the road to allow room for drop off / pickup and bus parking. Another option would be to stagger start & finish times, but that would be harder to do to make any real difference. Finally, another comment was that there is a bottleneck at the Danby Road / Sudholz Rd intersection particularly at School time. The solution would be to provide a left turn at any time with sufficient room for passing cars waiting at the lights. Also to provide 2 right turn lanes or have a longer time on the green light.	Support with changes
McKay Avenue	Windsor Gardens	This email is in reference to 'bus only thoroughfare'. My opinion is that the current hours it is open are suitable. The problem is that motorists usually SPEED through outside of these hours which means that McKay Avenue and Danby Avenue are race tracks. The number of cars parked on these roads make it virtually impossible to get through for residents. Personally, I don't drive(unless absolutely necessary) during school pickup/dropoff because it takes so long to exit Danby Avenue. Even Olinda avenue is a nightmare! Thank you,	Support
Dunbarton Street	Windsor Gardens	I'd like to see this traffic entry available on weekends. I understand not wanting people to use it around school and as a shortcut during the week but don't see the need to block it off during weekends.	Support with changes
Tindara Avenue	Windsor Gardens	I would like to report that this traffic restriction works well at 7 pm to 7 am on weekdays. I also think it would be advantageous due to the number of traffic lights to pass through to get to Newton, Campbelltown and Windsor Gardens medical (4), to please consider a non-restriction period for local home owners on the weekend. This will save a lot of fuel and carbon emissions for local people travelling in this direction.	Support with changes
Brecon Street	Windsor Gardens	Pull your heads out of the ground and open McKay Road to all traffic because it is easier to get to doctors and grandkids school. Going the way you have made it I am going past 6 or 7 sets of traffic lights. Going along McKay I am going past 2 sets of traffic lights. Close McKay during 8am - 9.30am and 2.30pm - 3.30pm for the kids at school is the only reason McKay should be closed. Also fix the McKay & Brecon St school crossing it is dangerous, cars parked both sides of McKay & Brecon St don't see if kids are at the crossing until last minute.	Support with changes
River Glen Drive	Windsor Gardens	I am writing to provide feedback on the 12-month trial regarding the Part-Time No Entry (buses excepted) restriction on McKay Avenue. As a local taxpayer, I believe it is essential for car traffic to continue to have access to this road alongside buses. The current arrangement, allowing access between 7pm and 7am, is beneficial for many residents, particularly those with early morning work commitments and late-night returns. It provides a necessary route and convenience for our daily commutes and overall mobility. I hope you will consider my feedback and the needs of the local community in your decision-making process. Thank you for your attention to this matter.	Support
Waroona Avenue	Windsor Gardens	We were very happy when the traffic conditions were changed last year as we hoped it would make our lives a little bit easier. However, although it's comfortable to be able to drive through McKay Avenue after 7 p.m., these measures are not enough. Our daughter goes to St.Pius X primary school in Windsor Gardens, we live in Waroona Avenue, also in Windsor Gardens. Due to the traffic regulations, we have to drive detours to pick her up from school around 5 o'clock. For us, that means crossing the traffic going South on North East Road, going all around Blacks Road, passing the Gilles Plains shopping centre as we can't turn right on North East Road. At this time of the day, that often adds more than 15 minutes to our way, something you really do not want when you come home from work and have to provide dinner for the family. (picture attached) In the morning, it's a little bit better, but still highly inconvenient as we have to wait very long periods at the traffic lights on Danby Avenue, turning left onto Sudholz Road in order to drive South. Both would not be necessary if residents were allowed to drive through McKay Avenue before 9 a.m. and from 4 p.m. I totally understand that not everybody should be allowed to drive through, but for us residents it makes a big difference. Thank you for your consideration,	Support with changes

Tindara Avenue	Windsor Gardens	In response to your letter with relation to the subject matter, we'd like to offer some feedback. We have been very happy with the change and would welcome the continuation of the bus only no entry being available between the hours of 7pm and 7am. Furthermore, we would love to see this applied to all hours on weekends also. With the cumbersome route change at the North East Rd/Sudholz Rd intersection a few years ago, having the bus only no entry available at least at some times of the day has made a big difference when we are trying to get to the Paradise area and beyond. Thank you for your time,	Support with changes
Cadell Street	Windsor Gardens	Thank you for allowing residents to provide feedback and concerns at the meeting held by Dana Wortley on July 20th in Windsor Gardens. It sounds like there are some significant issues surrounding traffic congestion and access restrictions in the area, particularly related to school hours and local residents' needs as well as the Part Time No Entry zone. My proposal is for opening up access from Brecon Street and McKay street intersection into the Part Time No Entry zone, especially during peak school drop off and pick up times, as well as allowing weekend access for locals at all times. This is a practical suggestion to alleviate congestion. The idea of implementing fines for non-local drivers outside of designated hours could also help in enforcing the restrictions effectively. Regarding emergency service vehicles, it's essential to ensure that they have unimpeded access when needed. This should be a crucial factor in any decision regarding road closures or restrictions to ensure public safety and accessibility. I only learnt recently that my neighbours' husband died because she believe that the ambulance did not come in time, because it came "the long way around" her words. I don't know if this was because the ambulance drive could not or did not know if they could go through the NO ENTRY back then. She is still very bitter about this today, and raised it again on Saturday 20th July to Hannah. I felt that the majority of people at the meeting were advocating for a more practical and holistic approach to traffic management in the area, taking into account the needs of these residents (who live directly opposite the school on Danby and McKay) school traffic, and also emergency services, ambulances and also consideration of bus drivers. Also there needs to be better road markings and signalling for smoother traffic flow, and the removal of the children pedestrian flags over weekends (especially if no children are present- the flags were still up during the school holidays). Attention to these details will overall be for the betterment of the community. Also I felt that there was not enough time for residents to be involved in the feedback of this trial as we only received notices in our letterbox from Dana Wortley, whose team worked hard to get info out there. There was nothing from the PAEC to us residents. This is poor effort from PAEC. If it were not for Dana, Hannah and the team from Dana's office no residents would have been aware of the trial ending. Is it possible to consider a voting paper for the local residents as a result of this feedback from the trial? This would give ALL residents a say by way of a preferential voting system that is transparent and fair in what we would like to see happen in our local community, eg. No Entry, Part Time Entry, Local Residents Only, etc. etc. It seems that the elderly neighbours who implemented this closure over 25 years ago are no longer around, moved out of the area, or in nursing homes etc. and the closure was based on material fact that a Deaf Child was killed in a car accident in either Danby or McKay Streets, and that the elderly residents could not reverse out of their driveways due to school traffic cars parked on the road. These are just some of the comments I heard that may have been the justification (at the time) to make the road NO ENTRY 25 years ago. Does this mean that anywhere there are sad incidents such as a death or restrictions on movement due to street being blocked with school traffic, that roads are partially closed off to locals or limited to buses only? Also I heard that it appears that it is not residents / locals using this No Entry before it became part time, who were "rat running" – their terminology – and taking short cuts. I am not sure how they would even know who the speeding cars belonged to, without any data being collected. Even if this was true, I feel that it is unfair and unjust that local residents are punished for not having access to a road because of others. The locals who live across from the school on both roads are feeling these restrictions even more than I am who is not impacted by school traffic.	Support with changes

Brecon Street	Windsor Gardens	I would like to express my concerns and preferences for this future operation. I live on the corner of McKay Avenue and Brecon Street and I am in a prime position to see the effect of the changes and the problems associated with the bus only entrance and it have a very big impact on my daily life. As I am north of the restricted area, for me to travel to Danby Ave/Sudholz Rd corner, it can take 20 minutes (average) to get to those lights on Sudholz Road, I have to go through 4 sets of Extra traffic lights. In peak or busy conditions this is a big undertaking as it takes only 1 minute (max) to drive to the same lights if I can use the 50m of exclusive bus road. I rarely travel after 7pm or before 7am so the changes recently were not of any benefit to me or most of the other residents in this area. This affects any travel to anywhere East or South from Brecon Street. I personally travel that direction several times a week. Obviously this affects all the local traffic on this side of the restricted area. Since the changes in this past year there has been very little change to the traffic load on this corner. I do not believe it would have affected the bus drivers very much either, if at all. Local residents would definitely give way to any bus if they encountered one and are only are unlikely to speed through that area for worry of being caught. However, I think drivers are much less likely to speed through there if they are not concerned about being caught and fined. I would like to suggest the following be considered as suggestions; 1.road be open to all traffic 24/7, perhaps except peak school hours, and/or 2.restricted to 15 or 25kms. 3.harsh speed bumps will certainly slow drivers down around the school. It was commented that speed bumps don't work. I strongly disagree. If the speed bumps are harsh enough, e.g. the one in the Gilles Plains shopping centre near the service station, slows down all traffic because you have to or lose the bottom of your car! However, the one recently installed on Pitman Road, I would say, is all but useless because you do not need to slow down to go over them, a waste of tax payers money for sure, and may in fact, encourage joy riders to fly over them at high speeds. 4.Residents Only identification so if we are pulled over by the police we can identify ourselves as true residents and are allowed to use the restricted area. 5.Widen that section of road back to its original so buses are not fighting amongst themselves or with other drivers to get through. 6.Remove weekend restrictions 24/7. There are very few buses on the weekend and I have rarely seen a conflict between buses and drivers at this end. I have however seen bus drivers fight amongst themselves even at 10pm at night, blaring horns and arguing. I am aware residents on the other side of this section are having traffic problems of their own but I don't think having that section open will worsen these problems they may alleviate them to some extent.	Support with changes
		Thank you for your valuable time the other day, sharing the opportunity to understand the various point of views with regards to McKay Avenue's entry restrictions. I request to keep the entry open for everyone with priority to the buses and keeping the safety measures in place. I would like to bring below points to everyone's attention to be considered. •The inconvenience caused to the local (Windsor Gardens residents) due to entry restrictions Brecon Street is one of the most affected streets with restrictions in place. Access to Paradise interchange, Holden Hill and Gills Plain shopping centre is extremely inconvenient because of following factors. 1.Taking right turns to North East is time consuming specially in pick hours. 2.The Pitman Road to North East road signal opens after long interval. 3.There is no straight right turn at Sudholz cross road, so have to go to slip lane, another signal, right turn, another signal. (North East road to Paradise interchange)	

Brecon Street	Windsor Gardens	4. Kindly take the time, money (Fuel price) and energy in the account. The fuel prices are one of the important as well. Trust me it never takes just 6 mins to reach Paradise interchange as there is NO right turn at Sudholz. In 6 minutes, I'm not even on North East road from Brecon Street. Most welcome, if someone wants to try it. Same applies to go to any area of Holden Hill and Gilles Plain. • All the taxpayers should have an equal opportunity to the government facilities, and it must not be restricted to few residents. • As these restrictions are in place for decades, it's time to change now. I understand change is not acceptable for many of us however, with growing world, changes are inevitable. • As a state we are growing, so does the Windsor Gardens suburb is growing. The increase in traffic is more of locals (residents of Windsor Gardens only). • Someone already is travelling from North East road, won't be interested in choosing short cut. Moreover, for other residents (Other than Windsor Gardens i.e. Hillcrest, Klemzig, Greenacres) Klemzig interchange already is available. • For above mentioned community don't need to use this short cut to go to the Holden Hill or Gilles Plains. • Only people who need to access this entry are Windsor Gardens residents. • If "Rat runners" are the issues, the better solution is to have a speed camera installed. It will not only increase the safety but also increase the revenue. • I strongly believe that people (other than Windsor Gardens residents) won't use it as short cut as it's not convenient to leave the main road and to drive on inner suburb roads with speed restrictions and slow-moving traffic with multiple give ways and roundabouts. Safety first: • I appreciate the safety concerns for our locals. However, allowing other locals will not create any safety hazards. • There is no recent fatal event had happened. I'm sure McKay Avenue is not the only road with safety hazards. People are not safe on footpaths now days. • Restricting other locals to access the convenient road is simply NOT FAIR. • I'm honestly paying my taxes, council rates and other invoices on time and I have my rights to access facilities for my ease. • Everyone gives priority to the buses on McKay Avenue, it should be continued like that and allowing people to access the road not for the fun but for the convenience. 5. No right turn available at Sudholz Road	Support with changes
Hart Street	Windsor Gardens	Dear Dana and Shaun, Thank you for the opportunity to provide feedback on the McKay Avenue trial. I fully support No Entry between 7am to 7pm (buses excepted) as it keeps non-local traffic from speeding through our local streets, namely Brecon Avenue. I live on Hart Street and often walk to Hartley Grove Reserve with my toddler son. There's been a few occasions where I've seen cars turn onto Brecon Street from Pitman Rd and speed towards McKay Avenue. These motorists are usually the ones who disobey the No Entry sign and speed through to get to the other side of McKay Ave. I fear that if the restriction is removed then the traffic will increase along Brecon Street with speeding motorists. Over the past several years I have noticed so many "rat runners" who drive from OG Rd along Fourth Ave, Windsor Grove, McLauchlan Rd, and Pitman Rd to get back out onto North East Rd. If the No Entry restriction is removed or relaxed then so many of these rat runners will inevitably divert onto Brecon Street and pose a safety risk to the people/children walking to the park. My vote is to keep the No Entry 7am to 7pm (buses excepted) 7 days per week. The restriction has been there for so long and I think it works well.	Support
Brecon Street	Windsor Gardens	I am writing to request the removal of the part-time no entry restriction on McKay Avenue, Windsor Gardens. As a nearby resident, this restriction significantly inconveniences my family, adding 10 extra minutes to our travel to Sudholz Road. If McKay Avenue were open full-time, we could reach Sudholz Road in just one minute. Allowing not only allowing me to get to work without a hassle of dealing with traffic but also saving fuel and money. The additional travel time increases our fuel costs and vehicle wear, and redirects traffic to streets not designed for such loads, potentially creating safety hazards. Additionally, the current restriction can delay emergency services' response times, which poses a serious risk to the safety and well-being of residents in urgent situations. Furthermore, it is unfair that bus drivers are permitted to pass through McKay Avenue at any time while residents are restricted. This double standard exacerbates the inconvenience and seems inequitable to those living adjacent to the street. Opening McKay Avenue full-time would alleviate these issues, improve traffic flow, and enhance community convenience. I urge you to reconsider the restriction for the benefit of local residents. Thank you for your attention.	Support with changes

ATTACHMENT 13.2.3.2

Danby Avenue	Windsor Gardens	I am writing to express my profound disappointment regarding the council's recent decision to allow traffic through the previously designated no-access road between 7 PM and 7 AM. Now that the trial period has concluded, I must emphatically state my opposition to this change, as it has significantly degraded the quality of life in our neighborhood. Firstly, I must challenge the council's assertion that there has been minimal increase in traffic volume. The data shared by the council appears to be at odds with the daily experiences of residents. We have observed a substantial surge in traffic, not only during the permitted hours but also during the supposed no-entry times. This blatant disregard for restrictions is deeply concerning and highlights the ineffectiveness of the current policy. The increased traffic has led to several serious issues: 1. Safety Concerns: The surge in vehicles has created a hazardous environment for pedestrians and cyclists, particularly during evening and night hours. 2. Parking Difficulties: Residents are now hesitant to park their cars on the road due to the increased risk of damage from the heightened traffic flow. 3. Noise Pollution: The constant flow of vehicles, especially those with loud exhaust systems during nighttime hours, has severely disrupted our sleep and overall peace. This is particularly distressing as it directly impacts our health and well-being. 4. Inadequate Enforcement: The police presence in our area is both inconsistent and ineffective. Their approach seems to be based on meeting a quota rather than addressing the ongoing issue comprehensively. If they maintained a consistent presence, they could potentially issue hundreds of tickets daily, highlighting the scale of the problem. I urge the council to reconsider this decision and reinstate the no-access restriction for the following reasons: 1. Community Well-being: The increased traffic and associated noise are negatively affecting our quality of life, sleep patterns, and overall health. 2. Environmental Impact: The surge in vehicles contributes to increased air and noise pollution in our residential area. 3. Property Values: This change may potentially impact property values due to the increased traffic and associated nuisances. 4. Safety: The risk of accidents has significantly increased, especially during nighttime hours when visibility is reduced and some drivers may be operating vehicles recklessly.	Objection
Brecon Street	Windsor Gardens	Changes have had very little impact on me. Traffic in Brecon Street around morning and afternoon school pick up appears lighter with less cars parking in the street. Very little change to 'hoon' type habits regarding speeding along Brecon Street as drivers enter and leave the roundabout as they head towards the No Entry section. Is it a possibility to consider a 10am - 2pm local traffic only arrangement along with the 7pm - 7am arrangement already in place? Current arrangements for car drivers in this enclave, to access Sudholz Road is not a simple feat.	Support with changes
Buckingham Court	Windsor Gardens	Would prefer if restrictions were only for Mon - Fri. i.e. no restriction on weekends.	Support with changes
Seymour Avenue	Windsor Gardens	This resident called and gave their feedback verbally to the Team Leader - Transport. The resident is supportive of the current arrangements and would be happy for it to be kept as it is currently. They have been in their property since 2022 and while they understand a further relaxation of the restrictions would be more convenient for residents they did not want the road to be fully opened up and lead to an increase in traffic volumes. They felt the current restrictions are a good compromise which balances competing demands.	Support
Olinda Road	Windsor Gardens	I live on Olinda Rd, Windsor Gardens. I'm writing to comment on the Brecon St/McKay Ave intersection No entry trial. It's been great to be able to access a different entry to my street, between 7pm-7am. I hope that the part-time entry hours can continue. While, I understand that the safety of students at Avenues College is paramount. I would like to suggest that the Part Time No Entry hours be expanded to allow access through weekends and school holidays. When that no entry spot was first introduced – motorists would have still been able to turn right at the Sudholz Rd-North East Rd traffic lights. Coupled with the numerous no through roads in Windsor Gardens, if I leave my sister's house on Pitman Rd in Windsor Gardens, I have to go through Oakden to get back to my house. There are constant bottlenecks of traffic at the end of the school day, which often makes turning onto Danby Ave to get to the traffic lights virtually impossible. I welcome the opportunity to discuss this further with you,	Support with changes