

12.2.6 Draft Manningham, Hampstead, Gardens Hillcrest & Gilles Plains Local Area Traffic Management (LATM) Scheme

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| Report Type | Decision |
| City Plan Theme | Community Placemaking Leadership |
| Report Author | Traffic/Transport Planner, City Assets |
| Report Summary | This report summaries the proposed scheme for the Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie '5086') Draft Local Area Traffic Management Scheme (LATM) and seeks Council endorsement to commence consultation |
| Attachments | <ol style="list-style-type: none"> 1. Letter and Questionnaire [12.2.6.1 - 3 pages] 2. 5086 Feedback Summary Map [12.2.6.2 - 3 pages] 3. Crash History [12.2.6.3 - 1 page] 4. 5086 Traffic Volume and Speed Data [12.2.6.4 - 3 pages] 5. Concept design - Manningham Hampstead [12.2.6.5 - 1 page] 6. Concept plan - Hampstead Rd, Mc Innes Ave, Ian St & Romilly Ave [12.2.6.6 - 1 page] 7. Concpet Design - Gilles Plains [12.2.6.7 - 1 page] 8. Concept Design - Hillcrest [12.2.6.8 - 1 page] |

RECOMMENDATION

Council resolves that:

1. The report of the Director City Assets titled "Draft Manningham, Hampstead, Gardens Hillcrest & Gilles Plains Local Area Traffic Management (LATM) Scheme" be received and noted.
 2. The Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie '5086') Draft Local Area Traffic Management Plan is endorsed for public consultation.
 3. Council Administration consult with the residents and property owners (and the Department of Infrastructure and Transport (DIT) where appropriate) within the study area on the Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie '5086') Draft Local Area Traffic Management Plan.
 4. The results of (3) above be brought back to Council at a future meeting, along with scheme updates as required.
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Report

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

The Manningham, Hampstead, Gardens Hillcrest & Gilles Plains LATM, otherwise known as the 5086 LATM study (focus of this report) commenced in March 2021. The colloquial name of '5086' reflects the postcode applicable to the study areas and has been used in correspondence with residents. This Project delivers on four key suburbs that were identified under the Council wide LATM Program.

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

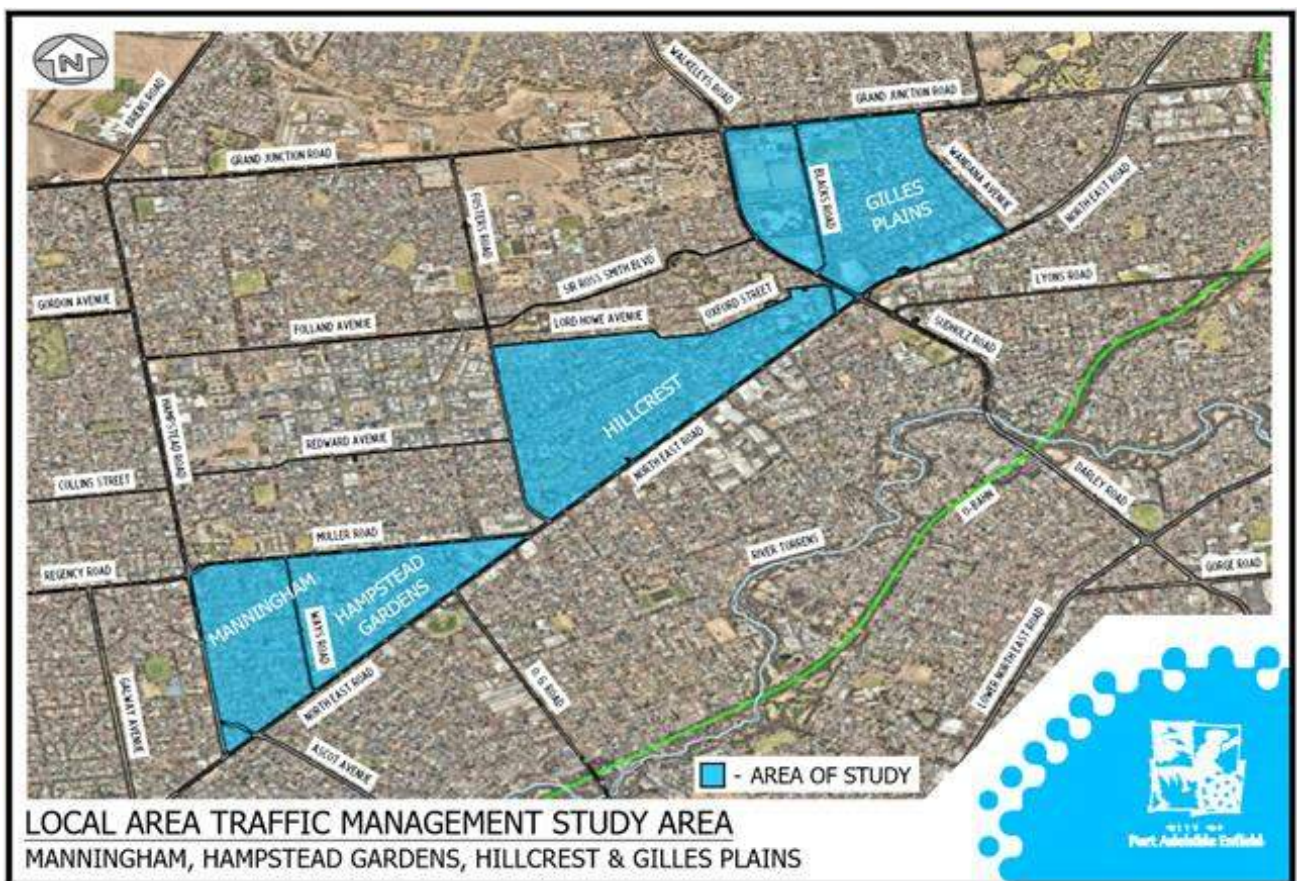


Figure 1 – 5086 LATM Study Area

Background

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

A summary of the eastern LATM schemes is provided below:

- Manningham, Hampstead, Gardens Hillcrest & Gilles Plains (this study)
- Klemzig, Windsor Gardens, Holden Hill (parallel study – LATM scheme currently in development with resident working group – Council report to be provided shortly)
- Greenacres (Construction completed 2021/22)
- Northfield (Stage 1 treatments constructed, 12 month review completed and progressing with Stage 2 devices in 2021/22)
- Enfield South (completed in 2019/20 with final roundabout at Markham/George earlier this year)
- Enfield North/Clearview (LATM scheme endorsed, currently delivering Stage 1 treatments)
- Lightsvue, Northgate and Oakden (LATM by design, no intervention is required).

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

This is a major milestone for Council. Further details of the City's LATM's is included in the 'Local Area Traffic Management Program Review' Council Report, also being considered at the April 2022 meeting.

Community Engagement

Council Administration sent a total of 5,317 letters to residents and property owners within the study area. The questionnaire was designed to collect qualitative data on residents' opinion about traffic related issues on their street and within the study area (**Refer Attachment 1**). Nine variable message sign (VMS) boards were deployed throughout the study area, with three in each of the main study areas. These were located at key entry points and high-volume streets advertising the study and encouraging engagement in the process to help identify traffic management issues.

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

- 337 returned questionnaires
- 55 online surveys.

The survey responses were reviewed by Council Administration and distilled down to a 'Community Feedback Summary Map'. This map visually shows the location and theme of their concerns (**Refer Attachment 2**).

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

There was a higher representation of Working Group members on Ways Road (Manningham / Hampstead Gardens). This was to be expected, as Ways Road is the most sensitive road identified within the study area.

Four meetings were held between the Working Group and Council Administration to consider the feedback and data to develop the Draft LATM scheme. Of which, one meeting only involved the Manningham & Hampstead Gardens members of the Working Group to finalise the draft scheme for that area.

The LATM scheme was developed using the information collected which included:

- Community feedback (**Refer Attachment 2**)
- Crash history (2016-2020) (**Refer Attachment 3**)
- Traffic volumes & speeds (**Refer Attachment 4**) noting that the 85th percentile speed is the speed at which 85% of motorists are travelling at or below on a given road.

LATM Approach

Similar to previous LATM Schemes, it is proposed that the treatments be considered in two Stages.

Stage 1 includes all High Priority treatments based on community feedback and technical data. Following the implementation of all Stage 1 devices, a 12 month post implementation review is completed to determine the effectiveness of the treatments.

Stage 2 treatments are considered following the 12 month review should they be deemed necessary. Stage 2 treatments are where a higher level of intervention is required, if supported by the traffic data.

This approach has been successful with recent Council LATM Projects and well supported by the community.

40km/hr Speed Limits

The request for 40km/hr speeds limits was a major theme for the Manningham & Hampstead Gardens Working Group members. Geographically, residents border suburbs with the City of Prospect and Sefton Park where 40km/hr speed limits have been introduced. Members of the Working Group would like these to be further extended within the City of Port Adelaide Enfield area.

Accordingly, it is proposed that staff consult on the 40km/hr speed limits as part of the broader community consultation process on the draft scheme for the Hampstead Gardens and Manningham portion of the 5086 LATM.

40km/hr speed zones were not a strong theme in the first round of consultation, or the working group for Hillcrest or Gilles Plains. 40km/hr speeds zone are consequently not recommended in these suburbs under the 5086 LATM under Stage 1. If there is more community interest from the consultation on the draft scheme for these suburbs, speed limits could be reviewed under Stage 2.

Staff presented a report at the 8 March 2022 meeting reviewing 40km/hr speeds limit proposals more broadly across the City. The above approach is consistent with the resolution, where 40km/hr speed zones can be considered outside of high pedestrian activity centres; noting however that physical devices still remain as the principal method for managing speeds.

Summary of Proposed LATM Treatments

The following information provides the rationale for the chosen treatments and appreciation for the broader 5086 LATM scheme:

Hampstead Gardens & Manningham

The key focus of the LATM in Hampstead Gardens & Manningham is to address:

- Traffic speeds;
- Non-local traffic (i.e. 'rat runs');
- Parking management;
- Improved delineation at intersections.

To view the full plan of the proposed treatments (**Refer Attachment 5**).

Ways Road

Ways Road is a collector road within the study area. It provides a direct 'local road' link between North East Road and Muller Road, which makes it an attractive route through these suburbs. There are no restrictions at the intersections of Ways Road and Muller Road & Ways Road and North East Road.

Ways Road mainly services residential properties, with a small neighborhood shopping strip near the southern end of the road.

Ways Road has an 85th percentile speed of 54km/hr which is higher than the 50km/hr general urban speed limit. Traffic volume is high on Ways Road (but still typical of a collector road) and is in the order of 2500-3000 veh/day.

There are no reported casualty crashes mid-block along Ways Road. Two casualty crashes were reported at Ways Road/Muller Road, and one casualty crash at Ways Road/North East Road. All three of these crashes were a result of motorists failing to give-way. It should be noted that these intersections are under the care and control of the Department of Infrastructure and Transport (DIT).

Traffic volume and speeds were a major theme from the community survey results and further substantiated by the Working Group. The Working Group expressed concerns of 'rat running' on Ways Road, believing Ways Road is used by Lightsview and Greenacres residents who are trying to avoid congestion on the arterial road network.

Stage 1 treatments proposed on Ways Road to address these issues are:

- Inbound timed turn bans
 - o No left turns (7AM to 9AM)
 - Muller Rd to Ways Rd
 - Muller Rd to Cheviot Rd
 - Muller Rd to Melbourne Cres
 - o No right turns (7AM to 9AM)
 - Muller Rd to Ivy Street
 - o No left turns (4:30PM to 6.30PM)
 - North East Rd to Ways Rd
 - North East Rd to Page Rd

- Outbound timed turn bans
 - o No right turns (7AM to 9AM)
 - Ways Rd to North East Rd
 - Page Street to North East Rd
 - o No right turns (4:30PM to 6.30PM)
 - Ways Rd to Mullers Rd.

As part of the timed turn bans to treat 'rat running' on Ways Road, several of the nearby side streets also require times turn bans. If these side streets were not treated, it is highly likely that traffic would divert to those streets to ultimately access Ways Rd, rather than using the arterial road network.

It should be noted that the timed turn bans along Ways Road are subject to approval from the Department of Infrastructure and Transport (DIT) as these intersections are under their care and control. A formal request has been submitted to DIT, but Staff have not received a response at the time of drafting this report.

- Raised intersection platforms at the junctions of:
 - o Ways Road and Orlando Avenue
 - o Ways Road and Benjamin Street
 - o Ways Road and Birkinshaw Avenue

- Minor linemarking/improved delineation:
 - o Formalised parking area at neighbourhood shopping strip

- Pavement bars (and associated no stopping restrictions) to assist with delineation at the intersections of:
 - o Ways Road and Birkinshaw Avenue
 - o Ways Road and Romilly Avenue
 - o Ways Road and Benjamin Street
 - o Ways Road and Welwyn Road
 - o Ways Road and Orlando Avenue

Benjamin Street

Benjamin Street is a local road within the study area. It provides a link between Ways Road and Hampstead Road which makes it an attractive route for traffic movements within the study area. There are full traffic movements at the unsignalised intersections of Ways Road/Benjamin Street & Benjamin Street /Hampstead Road. Benjamin Street is one of the preferred access points into the local area, likely due to the protected right turn bay on Hampstead Road.

Benjamin Street services residential properties, with a small commercial building on the corner at Hampstead Road.

Benjamin Street has an 85th percentile speed of 52km/hr which is higher than the general urban speed limit. Traffic volume is high on Benjamin Street and is in the order of 900 veh/day.

Traffic volume and speeds were a major theme from the community survey results and as substantiated by the Working Group.

Stage 1 treatments proposed on Benjamin Street to address these issues are:

- Flat Top road humps at the following locations:
 - o No. 2A Benjamin Street
 - o No.12 Benjamin Street
 - o No. 26 Benjamin Street
 - o No. 36 Benjamin Street

Orlando Avenue (including Elgin Place extension)

Orlando Avenue is a local road within the study area. It provides a link Ways Road and Elm Street for east-west traffic movements.

Orlando Avenue services residential properties and a Church at the junction of Falcon Avenue.

Orlando Avenue has an 85th percentile speed of 53.9km/hr which is higher than the general urban speed limit. Traffic volume on Orlando Avenue is in the order of 450 veh/day.

Traffic speed along Orlando Avenue was a major theme raised by local residents through the community survey. This was also a concern to the working group, along with the potential for more traffic to be diverted to Orlando Avenue due to the proposed treatments on Ways Road.

Stage 1 treatments proposed on Orlando Avenue to address these issues are:

- Raised intersection platforms at the junctions of:
 - o Orlando Avenue and Ways Road (also included in Ways Road treatment schedule)
 - o Orlando Avenue, Ivy Street, Falcon Avenue and Eglin Place
 - o Orlando Avenue and Tabard Street

It is expected that the Stage 1 treatments proposed would be sufficient to address the elevated 85th percentile speed of 53.9km/hr. The Working Group felt a full series of road humps would be unnecessary and didn't represent value for money.

If Stage 1 treatments are not sufficient, the Stage 2 treatments proposed on Orlando Avenue are:

- Flat Top road humps located at the follow:
 - o No. 2A Eglin Place
 - o No. 6 Orlando Avenue
 - o No. 28 Orlando Avenue
 - o No. 40 Orlando Avenue

Dyott Avenue

Dyott Avenue is a local road within the study area of over 800m in length. It services mainly residential properties, Doley Reserve, and some businesses on North East Road have rear access to their properties from Dyott Avenue. Dyott Avenue is a long residential road that has priority over the minor side road.

Dyott Avenue has an 85th percentile speed of 50km/hr which is equal to the general urban speed limit. Traffic volume is in the order of 500 veh/day.

The long length and frequency of vulnerable users (children visiting the reserve) were identified as issues from the community survey and supported by the Working Group.

The Stage 1 treatment proposed on Dyott Avenue to address these issues are:

- Raised intersection platform at Dyott Avenue and Leroy Street (at Doley Reserve).

Currently there are no proposed Stage 2 treatments on Dyott Avenue. It is expected that a single raised intersection at Dyott Avenue and Leroy Street will create a suitable threshold

treatment when entering this precinct. Its proposed location near the reserve is targeted to calm traffic where there is a higher potential concentration of vulnerable users, such as children.

Hampstead Road

The Department of Infrastructure and Transport (DIT) have designed intersection improvements at Hampstead Road, Romilly Avenue, Ian Street and McInnes Avenue. Full details of this design are included (**Refer Attachment 6**). DIT had previously consulted on this scheme, but no State funding had been committed to the construction.

This proposal includes:

- Extending the raised concrete median. This will restrict:
 - o Right turns in and out of Romilly Avenue;
 - o Right turns out of Ian Street.
- Pedestrian ramps and median break to assist with pedestrian movements across Hampstead Road;
- Closing of the direct access of McInnes Avenue and Ian Street for motorists. Bike access only.

This proposal also impacts McInnes Avenue and Ian Street residents within the City of Prospect.

It is recommended that we advocate DIT to consult on and construct these improvements. If DIT are unable to fund these works, Council may consider a contribution of funding as part of the LATM

Other Considerations

Other considerations for minor treatments to improve traffic operations within the study area but do not require the construction of major physical devices include:

- Separation line and associated no stopping controls at the following intersections to improve delineation:
 - o Hampstead Road and Welwyn Road;
 - o Hampstead Road and Benjamin Street;
 - o Hampstead Road and Templewood Avenue;
 - o Hampstead Road and Lorraine Avenue.
- Administer the recommendations from the *Narrow Streets Access and Parking Policy* for any street less than 7.2m wide within this study area. These streets include:
 - o Cheviot Road;
 - o Keith Avenue;
 - o Lincoln Avenue;

- o Elgin Place;
 - o Flint Street;
 - o Lawton Lane.
- Install 'No Truck' signs on Dyott Avenue between Elm Street & Poole Avenue
 - Complete on-street parking review with consideration for parking bans / timed parking areas along the following streets:
 - o Dyott Avenue;
 - o Poole Avenue;
 - o Elm Street.
 - Construct a DDA compliant kerb ramp at the commercial precinct near Mullers Road and Poole Avenue to assist with safe pedestrian movements at this location

Stage 2 Treatments

A series of Stage 2 Treatments have been recommended to address the potential for traffic movements if they significantly redistribute traffic within the study area based upon Stage 1 treatments. The primary considerations are that Ways Road traffic may divert to Gambia Avenue & Benjamin Street traffic using alternate side streets along Hampstead Road.

Stage 2 treatments proposed are:

- Raised intersection platforms at:
 - o Welwyn Road and Ryder Road
 - o Welwyn Road and Marie Road
 - o Romilly Avenue and Willow Avenue
 - o Birkinshaw Avenue and Arthur Avenue
- Roundabouts at:
 - o Gambia Avenue and Fleet Street
 - o Gambia Avenue and Frome Avenue

Gilles Plains

The key focus of the proposed LATM treatments in Gilles Plains is to address:

- Traffic speeds;
- Parking management;
- Two-way traffic improvements at intersections;
- School traffic.

For a full plan of the proposed treatments (**Refer Attachment 7**).

Gilles Plains already has existing traffic calming measures throughout the suburb which have been effective at managing general traffic. This LATM scheme builds upon the existing infrastructure to create a safer road environment for the local community.

Blacks Road

Blacks Road is a collector/distributor road within the study area. It provides a link between Grand Junction Road and Sudholz Road. There are full traffic movements at the signalised intersection at Sudholz Road and full traffic movements at the unsignalised intersection at Grand Junction Road. Blacks Road is also a bus route which services public bus routes 434 and 930.

Blacks Road services a wide variety of land uses which include:

- Residential properties;
- Wandana Community Centre;
- Tafe SA;
- Royal Society for the Blind;
- Gilles Plains Shopping Centre;
- St Pauls School (R-12); and
- SA Health SAHMRI PIRL site.

Blacks Road has an 85th percentile speed of 54km/hr which is higher than the general urban speed limit. Traffic volume is high on Blacks Road and is in the order of 4000-5000 veh/day, with an increase to 7000 veh/day adjacent to the shopping centre. But is considered a major collector road to the Gilles Plains area.

Blacks Road has 3.5m wide travel lanes, on-road bike lanes along both sides, along with indented parking bays. It is recommended that no treatments are installed as part of the LATM scheme given the role as a collector road. Furthermore, land use changes are expected in the medium term, namely the SA Health site (to the west of Blacks Road) being rezoned for residential development.

As part of the redevelopment considerations, we will work with the developer and review the function of Blacks Road to better inform treatment options. Installing treatments now could be prohibitive to any future development or may require significant rework that will be costly at a later stage.

Developer contributions will be sought for any future treatments along Blacks Roads.

Wandana Avenue

Wandana Avenue is a sub-arterial road within the study area. It provides a link between Grand Junction Road and North East Road. There are full traffic movements at signalised intersections at both ends. Wandana Avenue is shared between PAE and Tea Tree Gully Council with the boundary running along the centre of the road. Wandana Avenue is also a bus route which services routes 506, 506AH & 560A.

Wandana Avenue is a sub-arterial road that services:

- Wandana Mosque;
- Wandana Primary School;
- Child care centre;
- Commercial uses near the North East Road.

Wandana Avenue has an 85th percentile speed of 52.6km/hr which is higher than the general urban speed limit. Traffic volume is high on Wandana Avenue and is in the order of 6000-7000 veh/day but like Blacks Road is a collector road to the local Gilles Plains area.

A number of traditional traffic calming treatments are not appropriate for Wandana Avenue due to the traffic volumes, land use and design vehicles (buses). Wandana Avenue has a higher function in the broader road network, along with providing efficient access for the current land uses and developments.

It is proposed to consider formalising the on-street parking lanes along Wandana Avenue as this will assist in speed management by constraining the available road width.

Hawker Avenue

Hawker Road is a local road that links between Lurline Avenue and Wandana Avenue. Hawker Avenue carries approximately 600 veh/day with an 85th percentile speed of 49.9km/hr.

It is proposed to treat Hawker Avenue with road humps as the traffic volumes are high for a local road, as well as further reducing speeds for vulnerable users (school children). The higher traffic volumes would be attributed to the proximity to the school, along with direct access to the traffic lights at Wandana Avenue, making right turn manoeuvres easier for motorists.

- Watts Profile road humps are proposed at the following locations:
 - o No. 2 Hawker Avenue
 - o No. 12 Hawker Avenue
 - o No. 21 Hawker Avenue

To improve the delineation at Hawker Avenue & Lurline Avenue and Hawker Avenue & Wandana Avenue, either raised concrete medians or pavement bar medians are proposed.

Lurline Avenue

Lurline Avenue is a distributor road that currently has a combination of raised plateaus and seagull intersection treatments. Lurline Avenue traffic volumes range from 900-1500 veh/day, with recorded 85th percentile speeds less than the general urban speed limit.

It is recommended to treat the intersection of Lurline Avenue and Swanson Avenue with a raised intersection due to the high traffic volumes at this intersection and will further assist with traffic calming on the approach to the sweeping bend on Lurline Avenue. This intersection is one of the few intersections along Lurline Avenue that hasn't been treated.

Other minor works, such as extending parking controls at the existing seagull treatments to improve sight distance and safe traffic flow through these devices are also proposed along Lurline Avenue.

Swanson Avenue

Swanson Avenue has approximately 750 veh/day and an 85th percentile speed of 48.3km/hr. This provides one of two east-west connections from Blacks Road, which is why this has more traffic than a typical local road.

It is recommended to treat Swanson Avenue with road humps, which will assist with any rat-running, along with regulating speeds along this local road.

Accordingly, Watts Profile road humps are proposed at the following locations:

- o No. 6 Swanson Avenue
- o No. 14 Swanson Avenue
- o (raised intersection at Swanson Avenue and Lurline Avenue)

Glenroy Avenue

Glenroy Avenue has approximately 1500 veh/day and an 85th percentile speed of 49.1km/hr. This provides a key east-west connection to/from the shopping centre, which is why this has more traffic than a typical local road.

Accordingly, it is proposed to treat Glenroy Avenue with rubber speed cushions, which will discourage 'rat-running', along with encouraging lower speeds along this local road at the following locations:

- o No. 1 Glenroy Avenue
- o No. 13 Glenroy Avenue
- o No. 33 Glenroy Avenue

Dally Road

Dally Road has approximately 250 veh/day and an 85th percentile speed of 40km/hr. This road has already been treated with flat top road humps.

With expansion currently occurring at St Pauls College, they are looking to facilitate pick-up and drop off movements for older students along Dally Rd. To support this, it is proposed to build a footpath along the northern side of Dally Road, where this is currently an unsealed verge. Existing uncontrolled on-street parking will be signposted as 'no parking' during school drop off and pick up hours (ie 'kiss and drop' area) in consultation with the school.

Accordingly, Stage 2 treatments proposed for Dally Road include partially indented parking 'kiss and drop' bays. This will assist with two-way traffic if volumes increase along Dally Rd and the school can successfully shift pick-up and drop off movements to this location.

St Paul's College School Traffic

There are several opportunities to improve traffic flow and parking management at the school. The school generates very sharp peak traffic events at pick-up and drop-off times, with little traffic issues outside of these times.

To improve traffic at the school, treatments and investigations will include:

- Review of all parking controls around the school;
- Assist the school with internal changes to their car park to improve circulation ;
- Work with School and Way2Go Program (DIT led) to identify improvements within the walking and cycling network, specific to the school catchment;
- Construct a footpath on Dally Street (northern side) to facilitate this as a pick-up and drop off location (as included in the Dally Rd treatment schedule);
 - Stage 2 recommendations are to construct partially indented kiss and drop bays on Dally Road if this becomes a well utilised location.
- Other minor works in collaboration with the school.

It is noted that the school is intending to submit a planning application for further expansion, which will include a kiss and drop on Lurline Avenue and car park modifications. As such, no treatments are proposed in Lurline Avenue as part of this LATM, as this will be addressed in the planning application.

Other Considerations

Other considerations for minor treatments to improve traffic operations within the study area but do not require the construction of major physical devices include:

- Separation line and associated no stopping controls at the following intersections to improve delineation:
 - Dally Road and Feature Court
 - Dally Road and Fulton Street
 - Hawker Avenue and Carona Avenue
 - Hawker Avenue and Kanowna Street
 - Kanowna Street and Karratta Street
 - Kopoola Crescent and Corana Avenue
 - Kapoola Crescent and Grant Avenue

- o Wandana Avenue and Karrata Street
 - o Wandana Avenue and Kopoola Crescent.
- Undertake the recommendations from the *Narrow Streets Access and Parking Policy* for any streets less than 7.2m wide within this study area. These streets include:
 - o Lewis Court
 - o Lee Street
 - o Union Court
 - o Marcia Avenue
 - o Burman Avenue
 - o Feature Court
 - o Powell Street
 - o Brookdale Close
 - o Edward Close
 - o Lynton Avenue.
 - Footpath duplication on Milbank Avenue to service the local reserve and playground.
 - Complete on-street parking review with consideration for parking bans / timed parking areas along the following streets:
 - o Near St Paul's College (various school parking improvements)
 - o Lynton Avenue (near Gilles Plains Shopping Centre)
 - o Mosque Friday Prayer parking catchment
 - Facilitate ~10m breaks in parking to allow for two-way passing movements.

Hillcrest

The key focus of the LATM in Hillcrest is to address:

- Traffic speeds
- Parking management
- Two-way traffic improvements at intersections.

For a full plan of the proposed treatments (**Refer Attachment 8**).

Hillcrest already has existing traffic calming measures throughout the suburb which have been effective at managing general traffic. This proposed LATM scheme builds upon the existing infrastructure to create a safer road environment for the local community.

Patricia Avenue

Patricia Avenue has approximately 1300 veh/day and an 85th percentile speed of 47.5km/hr. Patricia Avenue is sub-collector road within Hillcrest and provides connection to North East Road.

The proposal includes:

- Raised concrete pedestrian refuge;
- Rollover kerb parking bays;
- Pavement bar medians at Patricia Avenue and Oxford Street;
- Painted median and turn lanes at Patricia Avenue and North East Road;
- New footpath link.

There is an existing shared use path through Delhi Reserve which terminates at Patricia Avenue, before joining the shared use path through Flinders Road Reserve.

Due to the high traffic volumes along Patricia Avenue and usage of the shared use path, it is recommended to provide a raised concrete pedestrian refuge at this location. This will also assist with traffic speed as this will constrain the available road corridor, while providing a safe crossing point for pedestrians and cyclists. Some minor tree removal is required; however these trees are in poor condition, where their removal will support the growth of adjacent healthier trees.

There is a high concentration of parking activity at the southern end of Patricia Avenue. This is generated by residential parking, along with North East Mitsubishi car dealership. To improve access along the southern section of Patricia Avenue, on approach to North East Road, raised rollover parking bays are proposed on the eastern side of Patricia Avenue. Parking bays are considered a cheaper option than indented parking in this case.

Patricia Avenue intersects with Oxford Street to the north. This is a busy 'local' intersection where these two sub-collector roads meet. It is recommended to extend the current pavement bar medians on Oxford Street to include this intersection to assist with two-way traffic movements and prevent parking and associated conflicts within this intersection.

A painted median and turn lanes are recommended at the Patricia Avenue and North East Road intersection, to assist with intersection approach movements. This intersection is under the care and control of DIT and will require their approval.

A new footpath link is recommended between the existing shared use path in Delhi Avenue reserve and the post box on Patricia Avenue (eastern side). This will be designed with permeable pavers which will provide a secondary benefit to the existing trees. Some minor tree removal is required, however these trees are in poor condition, where their removal will support the growth of adjacent healthier trees.

Oxford Street

Oxford Street has approximately 1200 veh/day and an 85th percentile speed of 48.5km/hr. Oxford Street is a sub-collector road on an east-west alignment through Hillcrest. The street is currently treated with several existing roundabouts.

The proposal includes:

- Pavement bar medians at Patricia Avenue and Oxford Street (also included in the Patricia Avenue treatment schedule)
- Pavement bar median at the Oxford Street bend
- Pavement Bar medians at Patricia Avenue and Bristol Terrace
- Pedestrian refuge near Sussex Court (Stage 2).

Patricia Avenue intersects with Oxford Street to the north. This is a busy 'local' intersection where these two sub-collector roads meet. It is recommended to extend the current pavement bar medians on Oxford Street to include this intersection to assist with improved delineation and prevent parking at and on approach to this intersection.

Patricia Avenue terminates at Bristol Terrace to the east. This route provides access to Sudholz Road for traffic movements throughout Hillcrest. To assist with traffic calming and two-way traffic movements, pavement bar medians are recommended on the bend and at the Patricia Avenue and Bristol Terrace intersection.

Traffic speeds are within acceptable limits (85%ile less than the general urban speed limit) for a local road, which also serves a higher order as a sub-collector road. The community raised concerns of 'hoon driver' behaviors along this road will be reported to SAPOL for enforcement.

Stage 2 Treatments

A pedestrian refuge is recommended as a Stage 2 treatment on Oxford Street, near Sussex Court. This will provide a mid-block device between the existing roundabout and will also provide for a pedestrian / cyclist link between Roy Amer Reserve and the Delhi Avenue Reserve.

Douglas Avenue

Oxford Street has approximately 600 veh/day and an 85th percentile speed of 49.9km/hr. The traffic speeds are within acceptable limits, and Douglas Road provides a key link to and from Fosters Road.

The community was concerned with two-way traffic movements at the Douglas Avenue and Fosters Road intersection, noting that other junctions with Fosters Road have been treated with raised concrete medians. Delineation is recommended at this intersection with either a raised concrete median or pavement bar median.

Hillcrest Primary School

As part of the LATM, staff contacted the school and tried to arrange meetings to work through specific traffic concerns, however they were difficult to get hold of. Accordingly, the school will be invited to provide further feedback as part of the broader consultation on the draft scheme.

Other Considerations

Minor treatments to improve traffic operations within the study area, but do not require the construction of major physical devices include:

- The reporting of 'hoon' driver activity to SAPOL for enforcement:
 - o Oxford Street
 - o Hawkins Avenue
 - o County Street
 - o Macquarie Avenue

- Administer the recommendations from the *Narrow Streets Access and Parking Policy* for any street less than 7.2m wide within this study area. These streets include:
 - o Norman Street
 - o Napier Street
 - o Culgoat Street
- Review parking controls on Fosters Road near Oakden Medical Centre, due to sight distance obstructions on side roads.

City Plan Relationship

This report was prepared considering the following items from the City Plan:

- A City that supports community wellbeing by residents saying they feel safe in their neighbourhood or community.
- A City where people love to be by residents saying that they can easily access places and services across the city (or within their neighbourhood).
- A City confident in its leaders by residents saying that Council delivers value for the rate dollar.

Legislative Context and Related Policies

The report is in alignment with relevant considerations of the relevant traffic policies of the State and Council. Any changes will be designed in accordance with:

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

Stakeholder Engagement

This LATM project aims to improve the road safety and amenity within the road network as a pedestrian, cyclist or motorist.

Questionnaires and online surveys were made available to people who are interested in providing their feedback. The plan was developed with assistance of residents living in the study area. This report seeks Council's endorsement for Council Administration to undertake public consultation with stakeholders within the study area on the Draft LATM Scheme. A further report will be provided once the consultation feedback has been collated and a clear direction of the support or otherwise for the implementation of the scheme from 2022/23.

Risk Management

Through the data collection and community engagement feedback, it has been identified that there are certain road safety 'clusters' within the study area that suffer from parking, traffic management and speeding issues. Implementation of the proposed LATM plan is anticipated to go some way to addressing the identified traffic/parking issues and improving road safety in the project areas.

Financial Management

Design for the proposed treatments has not been finalised and costs are yet to be determined. Preliminary cost estimates for the various treatments range from \$1.3-\$1.5M, with \$600k allocated in the 2022/23 Capital Budget. Accordingly, the Stage 1 treatments would need to be staged over two financial years (ie Stage 1 A and Stage 1B).

The allocation of costs per suburbs for Stage 1 treatments are in the order of:

- Hampstead Gardens / Manningham - \$700k to \$900k
- Gilles Plains - \$480k
- Hillcrest - \$150k

It was expected that Hampstead Gardens / Manningham would require greater funding allocation as there were no historical LATMs in these suburbs, unlike Gilles Plains and Hillcrest.

More detailed cost estimates will be provided post community consultation as treatments are subject to change as part of the subsequent suburb wide and micro-consultations.

Environmental and Social Impacts

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

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

XX March 2021

XXX Name
XXX Address 1
XXX Address 2

Dear XXX Name

**LOCAL AREA TRAFFIC MANAGEMENT (LATM) PLAN
MANNINGHAM, HAMPSTEAD GARDENS, HILLCREST AND GILLES PLAINS**

As part of our ongoing commitment to making our streets safer and improving amenity in our local community, we will commence an ambitious Local Area Traffic Management (LATM) study for the suburbs of Manningham, Hampstead Gardens, Hillcrest and Gilles Plains.

The study area, covering the entirety of all four suburbs, is bounded by North East Road to the South, with other boundaries being defined as:

- In the case of Manningham and Hampstead Gardens, their extent are further bounded by Hampstead Road to the west; and Muller Road to the north.
- In the case of Hillcrest, its extent is further bounded by Fosters Road to the west; Lord Howe Avenue, Oxford Street and Bristol Terrace to the north; and Blacks Road to the east.
- In the case of Gilles Plains, its extent is further bounded by Sudholz Road to the west; Grand Junction Road to the north; and Wandana Avenue.

The study area can be seen in relation to the broader road network on the enclosed plan.

The LATM study is being undertaken as part of Council's LATM program. The LATM program is aimed at improving local traffic, pedestrian and parking issues. Common concerns raised in the area include:

- speeding, traffic volume and traffic safety issues,
- non-local traffic 'rat-running' through the area,
- difficulty crossing particular roads.

How can you participate?

Written submissions - we would like to invite you to share your traffic related experiences or concerns on your street and within the study area with us.

Please complete and return the enclosed questionnaire and mail it back to us before **16 April 2021** (folding it as per the instructions on the reverse of questionnaire). Alternatively, you may wish to complete the questionnaire, scan and email it to us via service@cityofpae.sa.gov.au. Please complete one questionnaire per household. All representations will be considered.

Resident advisory group – We will form a local stakeholder advisory group to include community views throughout the project. This small group would consist of residents/stakeholders with local knowledge of traffic issues within the study area. It is

expected that each suburb would have a fair number of representatives based on their size and any complex issues. The group will assist us with the conceptualisation of the LATM plan. If you are interested in becoming part of the group, please ensure that you tick 'Yes' for question 5 of the Questionnaire.

Next steps

Following the conclusion of community engagement, all community feedback will be assessed and compared with the technical information (speed data, traffic volume data and on-site observations). This analysis will form the basis of developing a draft LATM action/treatments list. Following this, there will be a further community engagement on the draft LATM plan actions/recommendation.

For more in-depth information, please visit the Manningham, Hampstead Gardens, Hillcrest and Gilles LATM page on the Have Your Say section of our website
<https://haveyoursay.cityofpae.sa.gov.au/>

On this webpage, data relating to traffic volumes and speeds, vehicle crashes, demographic information, extent of property subdivision, public and community bus networks, footpath network and locations of local activity centres (retail precincts and schools) will be displayed on interactive maps for your viewing. You may find this information useful when providing larger-scale feedback in the study area and may also enhance your understanding of the local area.

This initiative will result in a better and more functional road network for our local community, backed by safer traffic conditions. I thank you in advance for your participation. If you require additional information, or would like to discuss this further, please contact me on 8405 6978 or by email to transport@cityofpae.sa.gov.au.

Yours faithfully



Bradley Wallace
CITY ASSETS TRAFFIC ENGINEER



Manningham, Hampstead Gardens, Hillcrest & Gilles Plains LATM Study Questionnaire



Please complete and return this questionnaire by Friday 16 April, 2021. This survey form converts into a reply paid envelope when folded and stapled/sealed as marked on the reverse side (no stamp required).

Alternatively this form can be emailed to service@cityofpae.sa.gov.au

1. Contact Details

Address: _____

Name: _____

Phone Number: _____

Email: _____

Resident Business Operator

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

Yes No

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

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

Other (specify): _____

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

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

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

1. _____

2. _____

3. _____

4. Suggestions to solve the traffic/parking problems

Do you have any suggestions to overcome the traffic problem?

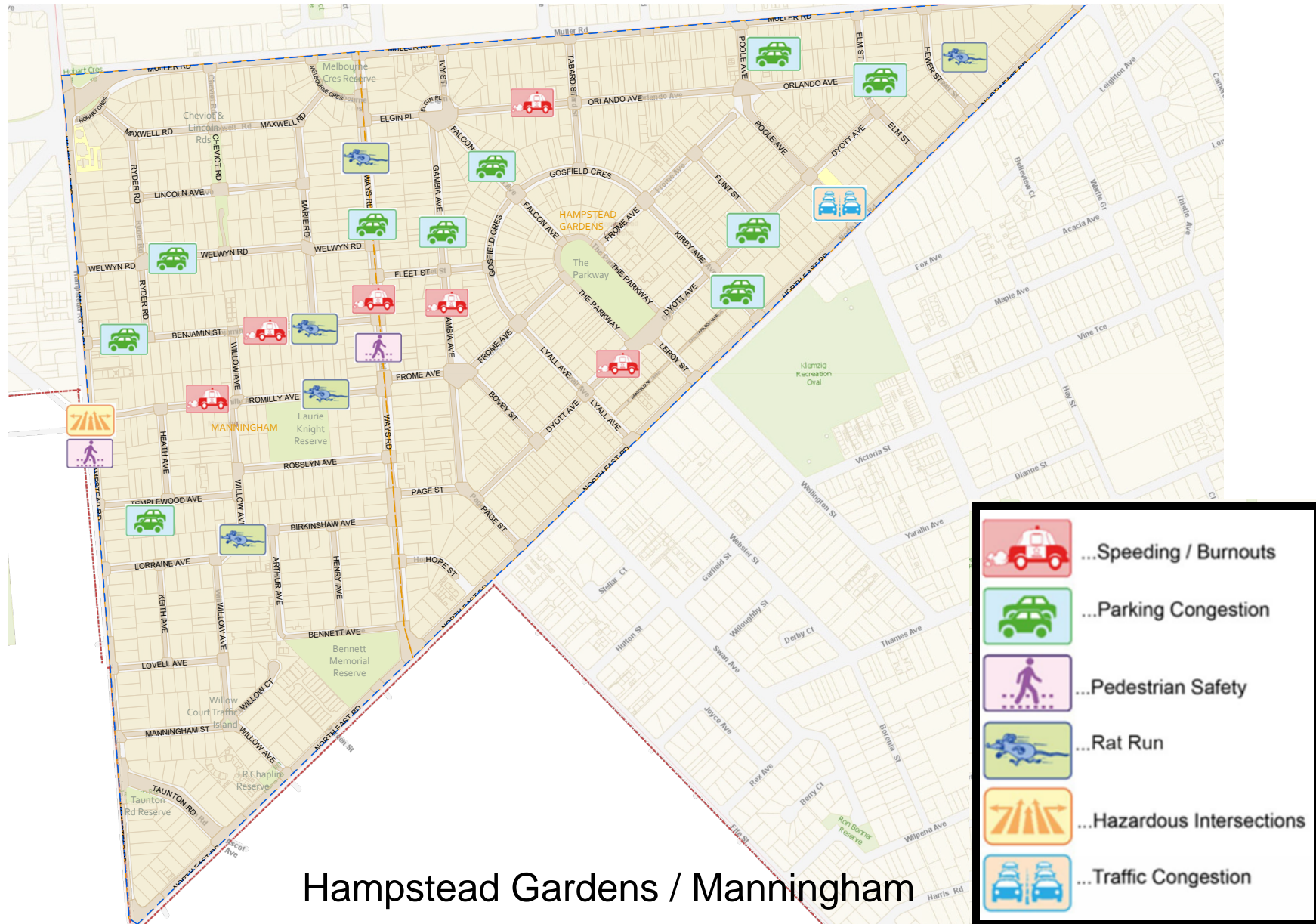
(a) In your street: _____

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

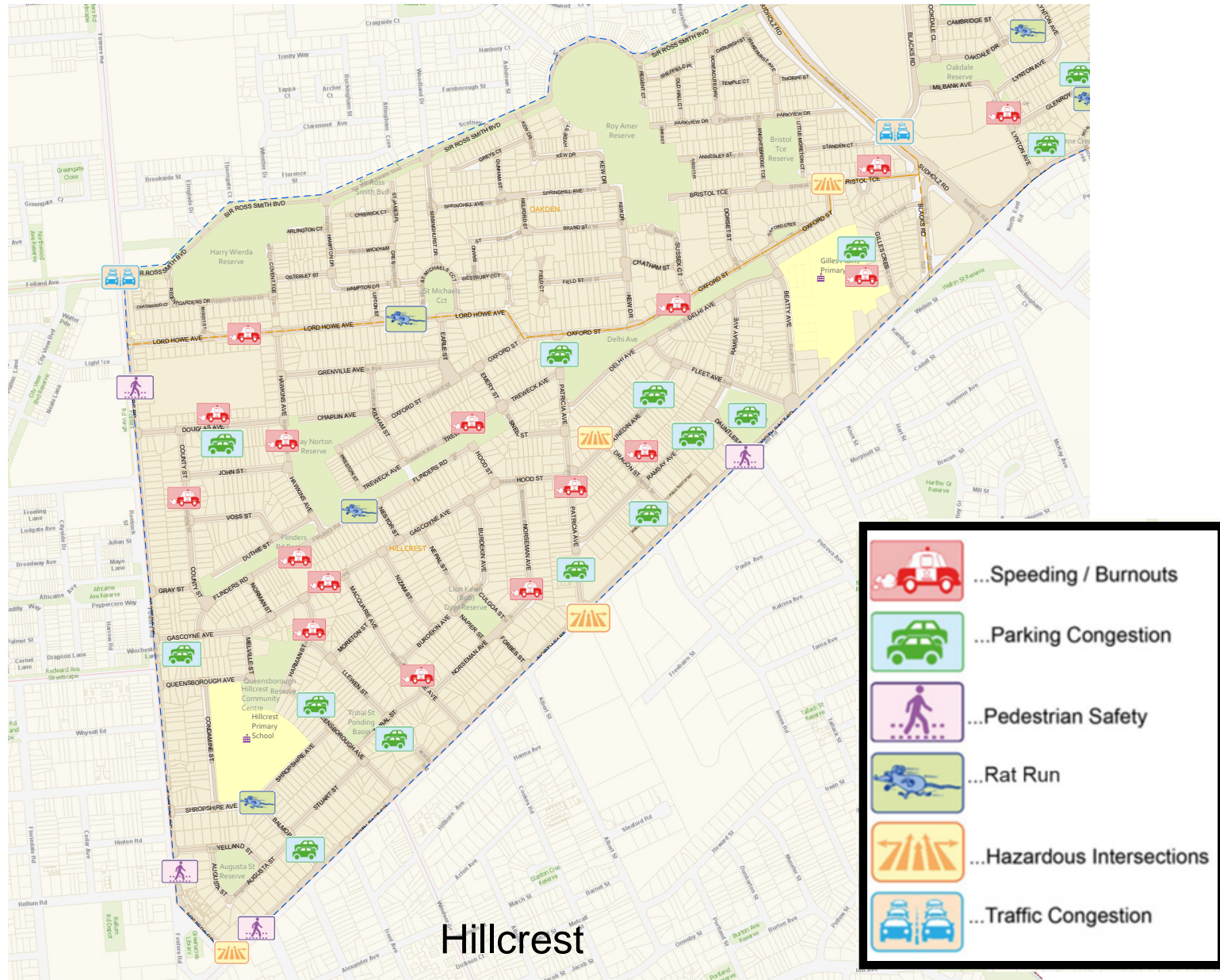
5. Do you wish to nominate as a community volunteer on the Working Group?

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

Yes No

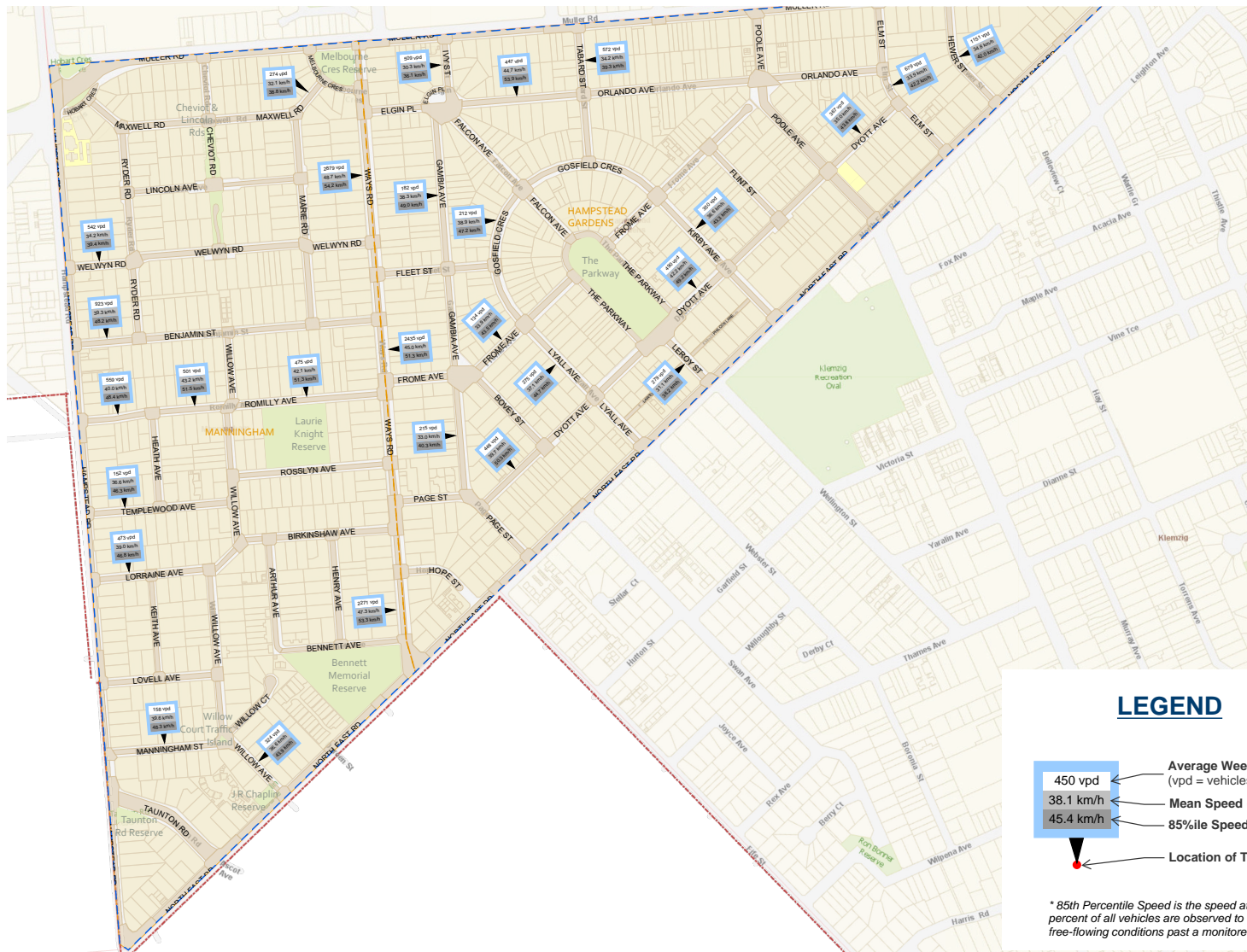


Hampstead Gardens / Manningham

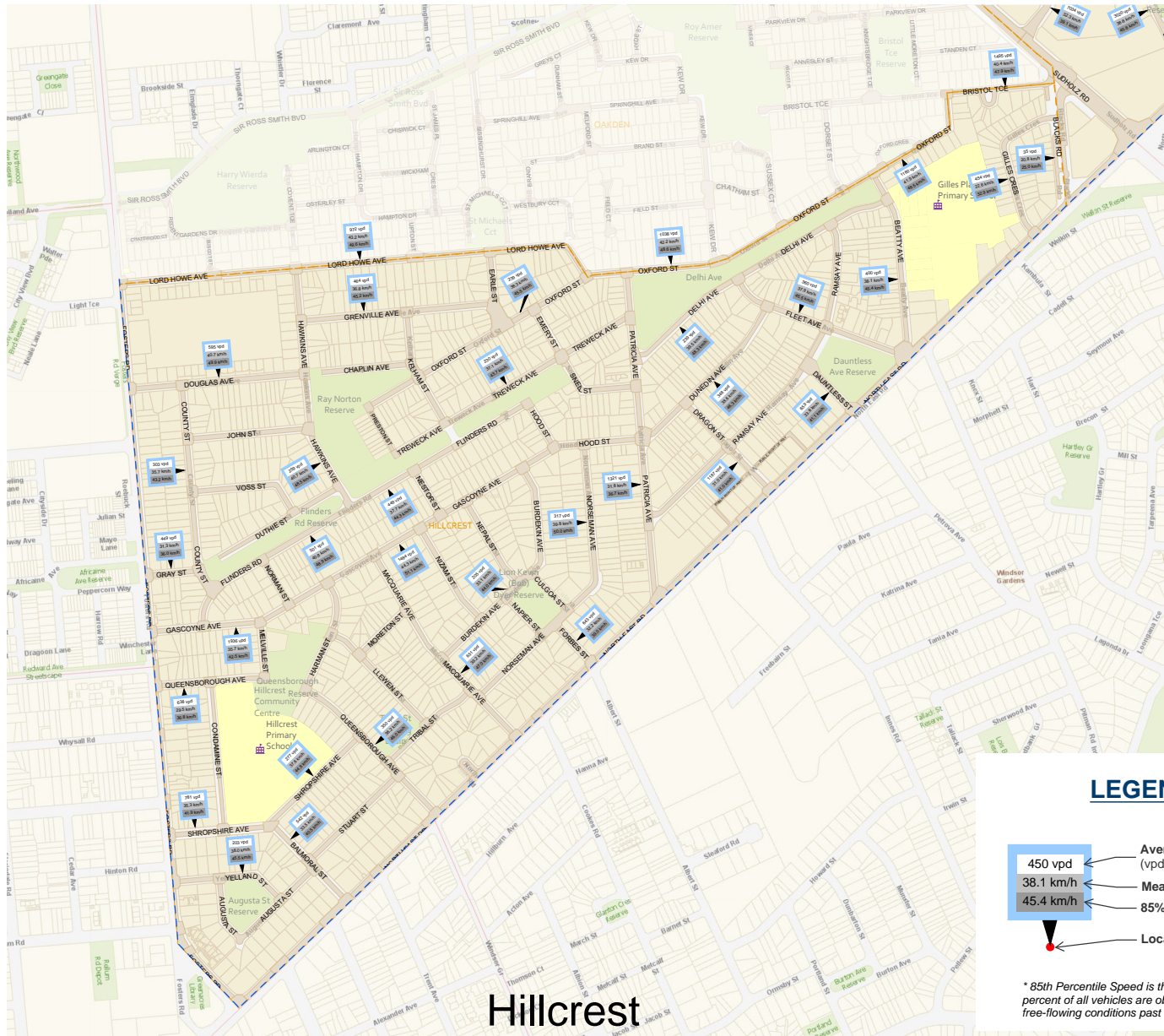




source: Location SA Map Viewer



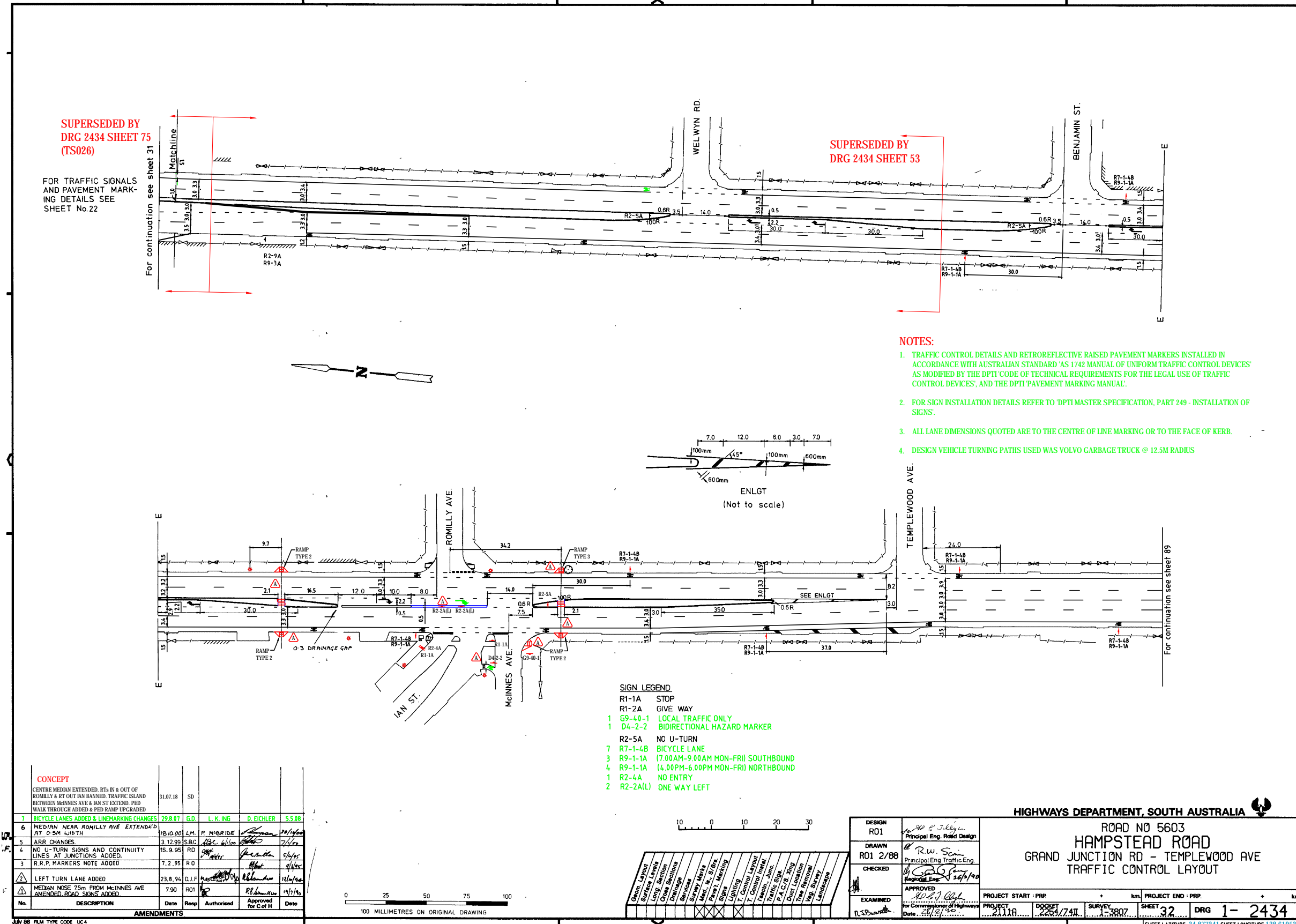
Hampstead Gardens / Manningham



LEGEND

- 450 vpd ← Average Weekday Traffic Volume (vpd = vehicles per day)
- 38.1 km/h ← Mean Speed (km/h)
- 45.4 km/h ← 85%ile Speed* (km/h)
- ← Location of Traffic Survey

* 85th Percentile Speed is the speed at which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point



FOR TRAFFIC SIGNALS
AND PAVEMENT MARK-
ING DETAILS SEE
SHEET No.22

SUPERSEDED BY
DRG 2434 SHEET 53

NOTES:

1. TRAFFIC CONTROL DETAILS AND RETROREFLECTIVE RAISED PAVEMENT MARKERS INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARD AS 1742 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS MODIFIED BY THE DPTI CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES, AND THE DPTI PAVEMENT MARKING MANUAL.
2. FOR SIGN INSTALLATION DETAILS REFER TO 'DPTI MASTER SPECIFICATION, PART 249 - INSTALLATION OF SIGNS'.
3. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINE MARKING OR TO THE FACE OF KERB.
4. DESIGN VEHICLE TURNING PATHS USED WAS VOLVO GARBAGE TRUCK @ 12.5M RADIUS

| No. | DESCRIPTION | Date | Ramp | Authorised | Approved for C of H | Date |
|----------------|---|----------|--------|------------|---------------------|----------|
| CONCEPT | | | | | | |
| | CENTRE MEDIAN EXTENDED RT IN & OUT OF ROMILLY & RT OUT IAN BANNED, TRAFFIC ISLAND BETWEEN MCINNES AVE & IAN ST EXTEND, PED WALK THROUGH ADDED & PED RAMP UPGRADED | 31.07.18 | SD | | | |
| 7 | BICYCLE LANES ADDED & LAMARKING CHANGES | 29.8.07 | GD | L. KING | D. EICHLER | 5.5.08 |
| 6 | MEDIAN NEAR ROMILLY AVE EXTENDED RT 0.5M ALIQUOT | 18.10.00 | LM | P. MORRIS | | 20/10/00 |
| 5 | ARR CHANGES | 3.12.99 | SBC | ABC Wilson | | 7/1/00 |
| 4 | NO U-TURN SIGNS AND CONTINUITY LINES AT JUNCTIONS ADDED. | 15.9.95 | RD | | | |
| 3 | R.R.P. MARKERS NOTE ADDED | 7.2.95 | RD | | | |
| 2 | LEFT TURN LANE ADDED | 23.8.94 | D.J.F. | | | 12/1/94 |
| 1 | MEDIAN NOSE 75m FROM MCINNES AVE AMENDED ROAD SIGNS ADDED | 7.90 | RD1 | | | 19/7/90 |

- SIGN LEGEND**
- R1-1A STOP
 - R1-2A GIVE WAY
 - 1 G9-4.0-1 LOCAL TRAFFIC ONLY
 - 1 D4-2-2 BIDIRECTIONAL HAZARD MARKER
 - R2-5A NO U-TURN
 - 7 R7-1-4B BICYCLE LANE
 - 3 R9-1-1A (7.00AM-9.00AM MON-FRI) SOUTHBOUND
 - 4 R9-1-1A (4.00PM-6.00PM MON-FRI) NORTHBOUND
 - 1 R2-4A NO ENTRY
 - 2 R2-2A(L) ONE WAY LEFT

HIGHWAYS DEPARTMENT, SOUTH AUSTRALIA

ROAD NO 5603
HAMPSTEAD ROAD
GRAND JUNCTION RD - TEMPLEWOOD AVE
TRAFFIC CONTROL LAYOUT

| | |
|-------------------|--|
| DESIGN R01 | <i>[Signature]</i> Principal Eng. Road Design |
| DRAWN R01 2/88 | <i>[Signature]</i> Principal Eng Traffic Eng |
| CHECKED | <i>[Signature]</i> Principal Eng |
| EXAMINED | <i>[Signature]</i> Principal Eng |
| APPROVED | <i>[Signature]</i> Principal Eng |

PROJECT START : PRP km PROJECT END : PRP km

PROJECT : 21118 DOCKET : 2254/741 SURVEY : 1-3807 SHEET : 32 DRG : 1-2434

Date : 28/12/18

SHEET LATITUDE 34.877241 SHEET LONGITUDE 138.619534

