

13.2.5 McKay Avenue Bus Only Treatment - Community Engagement

Report Type	Decision
City Plan Theme	Community Placemaking
Report Author	Team Leader Transport, City Assets
Report Summary	This report summarises the community engagement that was undertaken in relation to a proposal to modify the bus only treatment in McKay Avenue, Windsor Gardens.
Attachments	1. Consultation Pack - McKay Avenue, Windsor Gardens - Bus Only Treatment [13.2.5.1 - 4 pages] 2. Mc Kay Avenue Bus Only Treatment Upgrade Proposal - Feedback Summary [13.2.5.2 - 9 pages]

RECOMMENDATION

Council resolves that:

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 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.

Report

At the Ordinary Council Meeting of 9 August 2022, Council resolved as follows:

1. *The report of the Director City Assets titled "Klemzig, Windsor Gardens and Holden Hill LATM Scheme for endorsement" be received and noted.*
2. *That the Klemzig, Windsor Gardens and Holden Hill LATM Scheme is endorsed for implementation from 2022/23 with a total capital budget allocation of approximately \$750k across two financial years with \$500k already allocated in 2022/23 removing*

the McKay Avenue proposed recommendation to allow further community consultation.

- 3. That Administration work with the school and other adjacent stakeholders to consider alternative options to the current “Bus only” closure on McKay Avenue including other speed reduction treatments.*
- 4. Council formally write to the Department for Infrastructure and Transport advocating for the proposed improvements on arterial roads and traffic control devices that require special approvals.*
- 5. Key Stakeholders immediately impacted by a device or treatment be consulted to allow staff to incorporate this feedback, where possible, into the final design.*

This report summarises the outcome of community engagement on a draft concept for the upgrade of the existing bus only treatment on McKay Avenue, Windsor Gardens in response to recommendation (3) of the 9 August 2022 resolution.



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 pictured in Figure 1.

Figure 1: Windsor Gardens Locality Plan and 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 constitutes 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 below.

Roads	Traffic Volume	
	1983	2020
McKay Avenue	1,200	443
Danby Avenue	3,190	1,457

Table 1: 1983 vs 2020 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.

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.

To date, the Council Administration position regarding the bus only treatment has been that it should be retained to protect the amenity and safety for residents and the school community. In line with this position the concept developed for the upgrade to the bus only treatment sought to retain the full time closure to all traffic except buses. The upgrade is targeted at improvements to pedestrian safety adjacent the treatment as well as speed management through the raising of the treatment at either end.

A concept was developed through early discussions with the Avenues College and local Ward Councillors prior to engaging with the general public. The broader community engagement was undertaken during February & March 2023 on the proposed concept. A copy of the consultation package including the letter, feedback form and concept plan is included as **Attachment 1**.

Over 700 letters were distributed to the broader Windsor Gardens area bounded by Pitman Road, North-East Road, Sudholz Road and the River Torrens. The results of the community engagement and discussion regarding the feedback received has been detailed within the Community Engagement section of this report.

Road Closure Options

Based on feedback received from the community, the following options are discussed below.

Retain Full Time Closure (Buses Excepted)

This aligns with the existing arrangement and would legally only permit buses to travel through the treatment as well as provide access to two residential properties (19 & 19A McKay Ave). Traffic survey data collected from within the treatment from March 2020 shows an average daily traffic volume of 228 vehicles per day travel through the 'bus only' closure. This does suggest a level of non-compliance exists as the data shows 140 passenger vehicles (and 88 buses) travelled through the device each day.

Part Time Closure Covering School Hours Only (i.e. 8am – 4pm) Weekdays

Members of the community preferring this option acknowledge the benefit of keeping vehicle volumes low during school hours in the interest of student safety; however, would prefer the flexibility of travelling through the treatment outside of these times to avoid having to use the arterial network. This issue has been further enhanced since the movement required to turn right from North-East Road onto Sudholz Road has been via Blacks Road (since 2015).

Only covering school hours within the closure would enable the Danby Avenue, McKay Avenue, Brecon Street & Pitman Road route to be used as an alternative during morning and afternoon peak periods and on weekends. It would be these times when the 'rat run' would be the most desired/appealing in seeking an alternative route to avoid main road congestion. North-East Road and Sudholz Road carry daily traffic volumes in the range of 50,000 and 40,000 vehicles per day respectively. It would only take a small proportion of this traffic to seek to cut through the local road network for traffic volumes on McKay Avenue, Danby Avenue and Brecon Street to grow to levels far beyond their current volume. Further traffic calming such as road humps may be required along these roads to help manage an increase in volume. Council officers do not recommend the consideration of this option moving forward.

Part Time Closure Covering Peak Traffic, School Hours & Weekends (i.e. 7am–7pm)

This option provides some flexibility for local residents while still protecting the local road network from the periods where the use of the cut through route is expected to be at its worst. Council staff are unable to provide an accurate estimate on what the potential increase in traffic volumes could be, however they would be expected to be less than the 'school hours' only option above.

As has been noted in the full time closure discussion, existing data already shows that 140 vehicles per day on average are illegally using the existing treatment. Moving towards a part time closure arrangement whether it be the school hours only option or the traffic peak and school hours only option would represent a softening in the control which may play on the psychology of motorists who may be more willing to take the risk on travelling through the device during the restricted times as it is considered ok to do it at other times.

Feedback from the public transport section of Department for Infrastructure and Transport indicates they do not have any objection to the consideration of part time restrictions. However, they have indicated a strong preference for it to remain bus only during the day on weekdays but are open to it being unrestricted during evenings and on weekends.

The above options can mostly be considered separate to the physical upgrades proposed as the changes in relation to the times of operation would be managed through signage. Consideration of a passing area within the device may need to be considered should the potential for conflict between two way traffic increase if the device is opened to all traffic part time.

Consideration of further traffic control devices along the other sections of Danby Avenue, McKay Avenue and Brecon Street would need to occur upon the collection of post implementation data should a trial of part time closure restrictions be implemented.

Overall, it can be considered that a majority support was received for retaining the full time closure with buses excepted (refer Table 1 below). However, in acknowledgement of the proportion of the community who are seeking greater internal flexibility within the suburb an option to consider a 12 month trial of a part time closure 7am-7pm seven days per week.

City Plan Relationship

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

Community - A City that supports community wellbeing by residents saying they feel safe in their neighbourhood or community.

Placemaking - 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).

Legislative Context and Related Policies

Any modification to the existing bus only treatment will be 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

Community engagement regarding the bus only treatment was undertaken by Council Administration through February and March 2023 once school returned to operation in Term 1. Community Engagement activities included the following:

- A letter was circulated to 789 stakeholders within the Windsor Gardens area with detailing some background to the treatment, a concept plan developed for upgrade to the existing device and a feedback form and reply paid envelope. The consultation pack is shown in Attachment 1.
- Information and an online survey were available on Participate PAE under the Klemzig, Windsor Gardens & Holden Hill LATM page. All users who had registered previously to follow the page would have received a notification of the consultation.

- A QR code directing to the Participate PAE page was provided to the school for circulation in any school communications to the school community.
- Feedback from the Department for Infrastructure and Transport (DIT) Public Transport Division was sought noting the public bus route.

A summary of the community feedback is provided below and in Table 1.

Letters sent: 789 | Feedback Received: 83 | Response Rate: 10.5%

Proposal	I Support	I Support with Changes	I do NOT Support
Upgrade bus only treatment – Keep closed to passenger vehicles	41 (49.4%)	22 (26.5%)	20 (24.1%)

Table 1 – Summary of Community Feedback Associated with Modifying the Existing Traffic Control Device in McKay Avenue, Windsor Gardens

In review of the feedback, in the 'I support with changes' category there was a strong theme regarding the criteria for which the resident would be supportive. This change sought was for the bus only treatment to be opened to all vehicles outside of school times or a variation such as 7am to 6pm, or to local residents only etc.

With this in mind it could be considered this proportion of the feedback received would fall the way of the 'I do NOT support' category should no changes be made to the road closure for passenger vehicles. In review of this feedback 15 of the 22 who selected the 'I support with changes' option are seeking a change to a part time closure or exemption for local residents as the change to the proposal. Based on the above analysis, officers are of the view that the below figures would represent the split of for and against the full time closure remaining in place:

Support of Full Time Closure	Against Full Time Closure
48 (57.8%)	35 (42.2%)

The suggestions of exemptions to the closure for local residents is unable to be considered as the conditions of an exception to a restriction such as No Entry is only able to be done by time or a specific vehicle classification such as buses.

The 7 responders within the support with changes category did not raise the full time closure as a concern and had other concerns/suggestions which can be addressed through detailed design that would not fundamentally object to the proposal.

Council staff met with the residents of 19 & 19A McKay Avenue during the consultation period to discuss their concerns further. Overall, the two stakeholders are supportive of the closure remaining in place subject to their ability to access their properties from either approach remains unchanged and the raising of the device does not negatively impact their internal drainage. These two issues can be addressed through detailed design.

A summary of all community feedback received is included in **Attachment 2**. Names and property numbers have been removed for privacy reasons.

DIT Feedback

Feedback from DIT's Public Transport Division provided the following comments:

- *Given that buses are turning right into and left out of this street, the ramps need to be quite shallow to not have too much movement for passengers*
- *Agree that if the emu crossing is moved north then need to allow enough space for the bus so that it does not block Brecon St*

In regard to the street being for buses only, we would prefer that it is kept as bus only during weekdays, we would be happy if it was opened up on nights and weekends when the frequency is much lower. Some data below to show the performance of route 281 through the area.

The feedback regarding the ramps for the raised section can be addressed through detailed design.

Risk Management

The proposed physical upgrade of the bus only treatment to raise the device and provide additional speed management as well as enhancing pedestrian safety through the provision of flagged Emu crossings is anticipated to help improve road safety adjacent the school. Illegal movements through the bus only section is reliant on SA Police enforcement to deter.

Part time opening of McKay Avenue to all vehicles would be expected to have the following impacts:

- Increase in vehicle volumes along Danby Avenue, McKay Avenue and Brecon Street
- May require further traffic management devices to manage increase in traffic volumes
- Possible increase in non-compliance with part time restriction due to the softening of the restrictions.
- Loss of amenity for residents of the above mentioned roads due to increased noise and traffic volumes.

Financial Management

The upgrade to the bus only treatment will be funded through the allocated budget for the Klemzig, Windsor Gardens & Holden Hill LATM. Should further treatments along Danby Avenue, McKay Avenue and Brecon Street be deemed to be required subject to decisions regarding a part time closure, a report would be brought back to Council detailing the costs and funding required through a future LATM budget.

Environmental and Social Impacts

The current full time closure for passenger vehicles requires motorists to travel along the arterial road network which is congested during peak times. Travel times for local residents are impacted by the closure 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 could be as much as 10 minutes per trip during peak periods.

Conversely a relaxing of the road closure restrictions would result in an increase in traffic using Danby Avenue, McKay Avenue and Brecon Street. The convenience for the broader community generated by this connection would be at the expense of the amenity currently experienced by residents of these three streets due to the increase in volume and noise on these roads. Issues experienced can be increased difficulty getting out of their driveway, reduced sleep due to additional traffic noise and general feeling of safety a lower traffic volume provides.



14 February 2023

<Name>
<Street>
<Suburb>

Dear <Name>

Re: McKay Avenue, Windsor Gardens — Bus Only Closure

I am writing to seek your feedback on a proposal we are considering to upgrade the existing bus-only traffic restrictions on McKay Avenue directly south of Brecon Street.

Background

The City of PAE is committed to making our streets safer. As part of our commitment, we developed the Local Area Traffic Management (LATM) plan for the Klemzig, Windsor Gardens and Holden Hill areas, which was endorsed at the 9 August 2022 Council meeting. This proposal arose as part of the LATM process.

The bus-only restriction has been in place since 1983. Its aim is to prevent non-local traffic from cutting through local roads to avoid congestion on arterial roads like North East Road and Sudholz Road. Along with other strategic road restrictions, the bus-only closure on McKay Avenue has successfully reduced both traffic volumes and crashes on local roads.

For example:

- The average number of vehicles driving on McKay Avenue each day dropped from 1,200 vehicles in 1983 to 443 in 2020, while the average number of vehicles driving on Danby Avenue each day dropped from 3,190 in 1983 to 1,457 in 2020
- The volume of traffic on McKay Avenue is 63% less than it was pre-closure in 1983, while the volume of traffic on Danby Avenue is 54% less
- In the three years before 1983, pre-closure, there were 54 crashes, while in the three years before 2022, there were 13 crashes — a 76% reduction in road crashes

What are we proposing?

We are proposing to improve upon the existing bus-only restriction on McKay Avenue. Council officers have undertaken some preliminary engagement with The Avenues College who are supportive of the targeted outcomes. Our proposal includes:

- Adding a new Emu (flagged school) crossing on Brecon Street
- Adding a new Emu crossing within the bus-only closure
- Raising the bus-only section to provide speed management
- Providing legal access to properties #19 and #19A from the southern section of McKay Avenue

Please see the enclosed visual concept for more information.

CIVIC CENTRE

163 St Vincent Street,
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Port Adelaide SA 5015

COUNCIL OFFICES

Enfield Library
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Greenacres Library
2 Fosters Road, Greenacres

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Why are we proposing this change?

In addition to the safety benefits of the bus-only restriction outlined above, McKay Avenue and Danby Avenue are directly adjacent to The Avenues College. We are committed to improving pedestrian access for students while at the same time keeping young people safe.

Why not reopen McKay Avenue?

We understand that the bus-only restriction can be inconvenient for local residents. However, reopening McKay Avenue will result in a significant increase in traffic re-entering the local road network via Danby Avenue and McKay Avenue directly adjacent The Avenues College. With the increase in traffic will come an increased likelihood of crashes, a reduction in pedestrian safety and loss of amenity for local residents.

For these reasons, we believe that the safety benefits of the bus-only restriction outweigh any potential benefits from reopening the road.

How can I provide feedback?

Your feedback is important to us and will assist us in the decision-making process. Let us know your thoughts by completing the enclosed feedback form or online survey on which you have selected your preferred option:

- **Option 1 — I am supportive** of the proposal
- **Option 2 — I am supportive** of the proposal, but with the following changes
- **Option 3 — I am NOT supportive** of the proposal

Please complete the enclosed form and return it to us either:

- Complete the survey at <https://participate.cityofpae.sa.gov.au/klemzig-windsor-gardens-holden-hill-traffic-management/mckay-avenue> (or use QR code)
- Complete and return the enclosed feedback form
- Email us at service@cityofpae.sa.gov.au



The closing date for feedback is **Wednesday 15 March 2023**. Please complete one survey per household.

Next steps

At the end of the consultation period, we will consider all the feedback that we have received and then report it to Council.

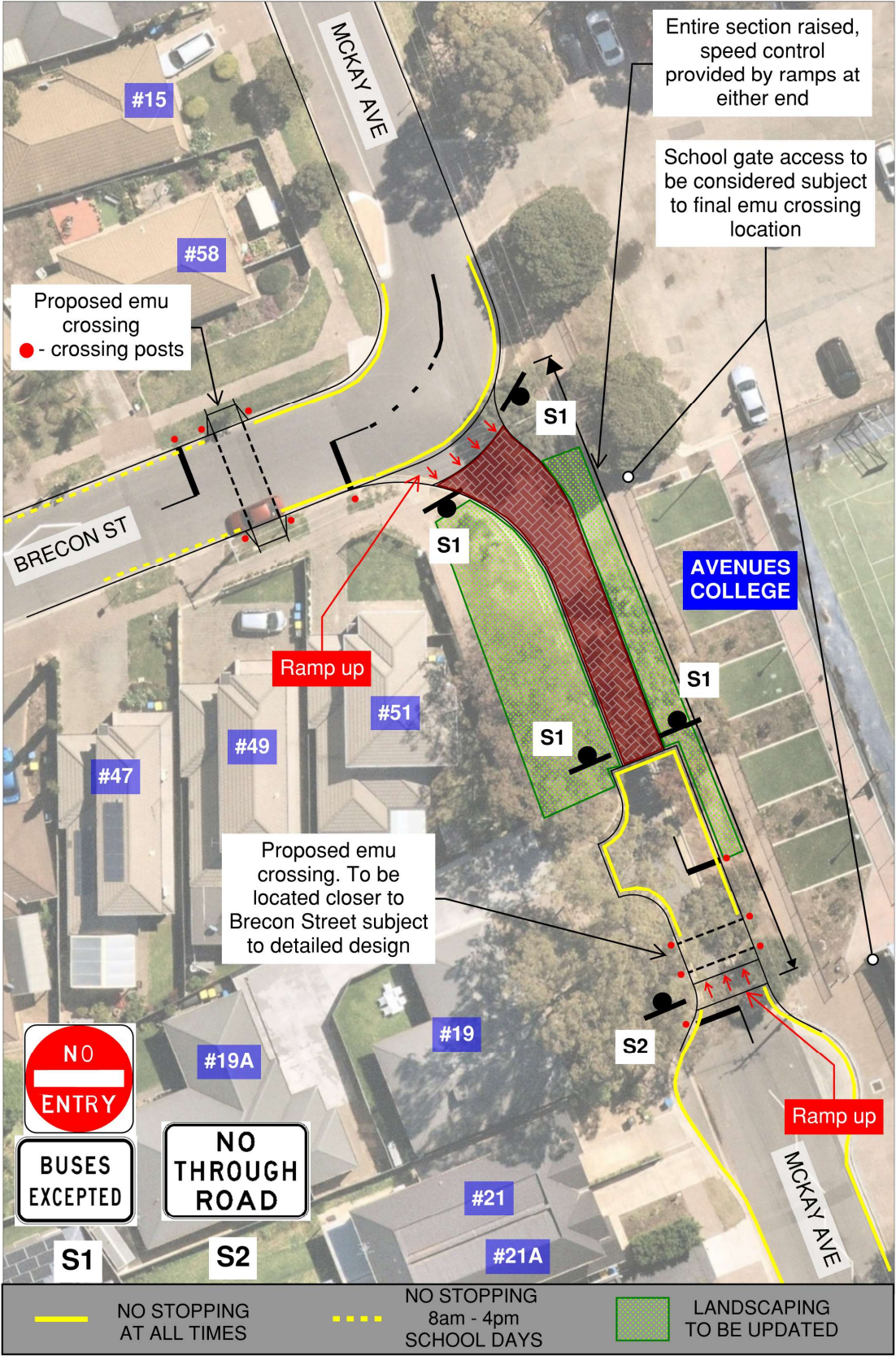
Please don't hesitate to call me on 8405 6600 if you have any further queries or concerns.

Kind regards,

S. de Waal

Shaun de Waal
Team Leader, Transport





FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) SCHEME Klemzig, Windsor Gardens & Holden Hill	 CITY OF Port Adelaide Enfield
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Feedback form - McKay Avenue, Windsor Gardens

1. Resident's Details

Surname/Family Name 	Unit/Street No. Street
Given Name/s 	Suburb Postcode
Email 	*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.
Phone Number 	

2. Please CROSS or TICK most preferred option

I am supportive of the proposal	☐
I am supportive of the proposal, but with the following changes (please detail below)	☐
I am NOT supportive of the proposal	☐

3. Please tell us more about any concerns you have, or any proposed changes, please be as specific as possible:

(If no further suggestions write N/A or leave blank)

4. Any other comments:

(If no further comments write N/A or leave blank)

5. Signature & Date

	/ /
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OFFICE USE ONLY

Attention: Shaun de Waal

ATTACHMENT 13.2.5.2

Address		Decision			Comments	
Street	Suburb	I am supportive of the proposal	I am supportive of the proposal, but with the following changes	I am NOT supportive of the proposal	3. Tell us more about any concerns or proposed changes	4. Other Comments
McLauchlan Rd	Windsor Gardens				This proposal doesn't attempt to solve any of the issues facing local residents - the only way out of our suburb is via OG or Northeast roads. We are constrained by this McKay Ave bus closure and the river torrens. This makes it very inconvenient to access paradise interchange in order to use public transport to get into the city. I understand that it's a safety measure to keep this traffic closure in place but it's very inconvenient for people having to get anywhere.	
					I have been unable to attend meetings related to this project, but I understand that there are concerns about traffic management in Windsor Gardens. I have been unable to find any information on your website as to why it is not possible to have signage restricting access during peak/school times? For example, No thoroughfare 7am-7pm Monday to Friday? I live in Windsor Gardens and am unsure why the restrictions remain in place 24/7. Can you please provide further information on why this approach has not been discussed?	
Tindara Ave	Windsor Gardens	1				
Cadell St	Windsor Gardens		1		With the changes to the Sudholz Rd and North East Rd intersection and the continuing increased traffic flow on the North East Rd egress from the area of Windsor Gardens is becoming more difficult; if you need to travel South East on Sudholz Rd towards the Paradise intersection and beyond. Allowing residents to exit in as South East direction on McKay Ave would be beneficial. Vehicles travelling North West would remain restricted to buses.	If egress is permitted buses will have right of way and the access can be out of school rop off & pickup times. Signs at the Brecon St / McKay Ave entrance can easily reflect this.
McKay Ave	Windsor Gardens	1				
Knox St	Windsor Gardens		1		1. Allow students and parents with disability to enter school in vehicles. 2. Allow residents to use busway to access residence. 3. Provide cyclists and pedestrians more maneuverability on both sides of street	Providing bike lanes will encourage cycling which will be beneficial to area
Tindara Ave	Windsor Gardens		1		Resident north of Pitman Rd should be granted legal access to travel through McKay Ave during 'off-peak' hours. If the bus only closure was to prevent non-local-traffic from cutting through to avoid congestion, then this congestion would only occur during peak times. I propose the bus only closure be active during 'peak time' only, allowing local residents to use McKay Ave at all other times.	
Seymour Ave	Windsor Gardens	1				
Seymour Ave	Windsor Gardens	1				
					I would like the road opened to all traffic except for school time and open all weekend this should be done for local residents	Residents use extra fuel have to detour along North East Rd to get to Shultz Rd and create other problems
Danby Ave	Windsor Gardens	1				
Brecon St	Windsor Gardens	1			1. Is it possible to upgrade the buses as they are too noisy every time they pass by? 2. Can you also mark line as the picture (green lines) for "No Stopping 8am - 4pm "School Days"" as well? Will be very appreciated, cause when it is off school time, really hard to drive in/ out of the house when parents parking in front of my house.	Question? If any parents against the Emu Posts, where can I complain to? Thanks.
McKay Ave	Windsor Gardens		1		Legal access extended from #19 to #29 McKay Ave on the Southern section of McKay Ave ie up to Danby Ave. Local Residents accessing North East Rd, via Danby Ave now have to cue up to 3-4 sets of traffic lights due to significant increased school traffic, since the Junior School moved to this Senior Campus. Residents already tolerate limited restricted parking outside their properties due to increased school traffic and parking, with the re-location of the Junior Campus joining with the Senior Campus. More parents collect their children from Junior School as they are younger and very few catch the bus, as Senior School students do. This has a significantly impact with congestion, delays and safety to local residents on McKay Ave, from Danby Ave to the cut through.	

ATTACHMENT 13.2.5.2

Buckingham Ct	Windsor Gardens		1	As a resident, the inability to turn right onto Sudholz Rd from North East Rd now adds 10 minutes to trips. I don't see why allowing local traffic through in off peak times (EG 6pm-7am and on weekends) would decrease safety, as the main issues occur due to school/ work peak traffic.	Allowing local traffic through the bus only section in off peak times (EG 6pm-7am and on weekends) would maintain current safety benefits and increase resident satisfaction (our 6 year olds attends the Avenues so we support the continued restriction during school peaks)
Brecon St	Windsor Gardens		1	The area is congested as it is during school pickup & dropoff times. Also with buses entering & exiting makes it worse. Why only 19 & 19A get direct access to their property? What about the other surrounding houses? I have experienced numerous times where cars have parked directly in front of my driveway blocking me from enteigng & exiting my own house. I have reported to Council but no response.	This new Emu Crossing proposal will make traffic more congested than it needs to be. Also having the 'BUS ONLY' entrance has maybe slowed down vehicles entering but it has not stopped. Still plenty cars going through without any policing or consequences.
Brecon St	Windsor Gardens	1		Parents parking on left hand side of McKay Ave too lazy to get out of car and walk students across or could allow them to pull into staff carpark drop off and drive out. Parents parking too close to corner of Brecon St & McKay Ave. 1. Also there needs to be a crossing? from Hart St to Park in Brecon St Many times i have seen children run out on the road. People speeding in Brecon St, only time will tell of a death. 2. Drivers from North East Rd cutting through service station to get into McKay Ave. To access the service station is bad enough but those extra cars cutting through make it down general for traffic behind them and pedestrians walking to the corner to cross at the lights.	What about vistiors & work people to McKay Ave next to school? (yellow Lines) When sport is on should be NO PAKING on Sudholz Rd blocking whole lane park in staff car park off McKay Ave.
Seymour Ave	Windsor Gardens	1			
Oliinda Rd	Windsor Gardens		1	Why should there be an Emu Crossing on Brecon St when there is some on Sudholz Rd? There are also Children on the Sudholz Rd leaving the bus. We support emu corssings, the more the better. Please consider another one on Sudholz Rd. We support the Bus - Only closure as less traffic, but we don't support any upgrade of the bus-only section. This would be over the top. Can Canbrate??? an emu corssing only. The average number of vehicle are more, as you measured it in 2020, we had COVID and school closures.	There is no need for an upgrade for the bus-only lane as most parents dropping off and picking up their school children. There is a lot of traffic on Danby Ave which causes a lot of congestion, specially after 3pm for pick up. Traffic light management should be improved on Danby Ave t let residents leave the area more easilly as many of us work late shifts and parents blokcing the street in front of traffic lights. Buss have no issues, hardly from used.
Tarpeena Ave	Windsor Gardens	1			
Tindara Ave	Windsor Gardens	1			
Brecon St	Windsor Gardens		1	Allow all traffic to use this section outside of schooltraffic hours. Eg Closed 8am -9am and 2pm - 3pm except for buses.	
Tindara Ave	Windsor Gardens	1			
Danby Ave	Windsor Gardens	1			
Cadell St	Windsor Gardens		1	Have you considered the amount of traffic that drop chldren then use Brecon St t exit the area. And the amount of cars using Brecon St to drop off children. I travel on Brecon St by bus to Paradise and it is traffic jam every morning.	Since he school became a rec-12 there are many more children and parents & cars every morning. More thought needs to be done before spending money so unwisely.
Tindara Ave	Windsor Gardens		1	We agree with the proposal as it is logical and a safe approach. However, as residents living in this area we should be given the rights to access McKay Ave by car in case of emergencies. There was a time when Pitmas Rd was closed due to road works and ther was no way out. Some people use McKay and Danby Ave as a thoroughfare, who do not live in the nearby streets, so exceptions should be given to local residents as we, pay our council rates and can still be fined if we were to use these streets. The fairness in this should be considered for local residents.	
Waroona Ave	Windsor Gardens	1		Construction including safety to workers	Clear Visable signage.
Tindara Ave	Windsor Gardens		1	1. Children leave the school and walk in all directions. The Emu Crossing within the bus only closure should be moved south towards Danby Ave. 2. Having a rasied section within the bus only closure is a waste of money, as cars that go through, against the ruling will not slow significantly. This money could be better spent on more urgent works that are required in the council area. 3. Resident who live at #19 & #19A, should not be penalised for living there. They should be legally allowed to access their driveway from either direction.	

ATTACHMENT 13.2.5.2

Buckingham Ct	Windsor Gardens	1				
Brecon St	Windsor Gardens				We all know that there is little or no brain power or common sense at Pt Adelaide so put simple for you people open 1 McKay Ave so we can get to Sudholz Rd and Paradise without going via the outback.	Thank you for the traffic bottle neck at McKay Ave & Brecon St and Seymour when school is coming out more no common sense.
Seymour Ave	Windsor Gardens				1 Increase traffic significantly on Pitman Rd, Brecon St etc.	Ramp is very unnecessary and a complete waste of money
Cadell St	Windsor Gardens	1				
Tindara Ave	Windsor Gardens	1				
Manunda	Windsor Gardens			1	I am want to change traffic for local residents or near to that lane because, it we want Sudholz Rd. It we go by McKay Ave and it's take 30 min but if we go by north east Rd, it takes minimum 20 mins and so much traffic during peak hours same time it takes 30 mins, so we can save time & money & petrol by changing in the proposed.	
Brecon St	Windsor Gardens				1 Raising the bus only section- NO. Adding the Emu (flagged school) crossing on Brecon St - NO. Adding a new Emu Crossing with the bus only closure - NO.	
McKay Ave	Windsor Gardens				1 Appreciate that traffic numbers are down however for local traffic it's a nightmare getting out to North East Rd. I have waited at the traffic lights at Danby & Sudholz up to 15 minutes in the morning often making me late.	Either consider making the wait time at the lights faster or allow local traffic access past the school (Via speed type camera) or install a turn left with care option at the lights.
Welkin St	Windsor Gardens				1 Local residents need an option to access Danby Ave through to Sudholz Rd (or an alternative to Danby Ave/ Sudholz Rd) open other streets that can access Sudholz Rd, e.g. Minion St, Manunda Ave, Tindara Ave, Lagonda Dr. Allow local residents access through bus only on McKay Ave on weekends or After 4pm school ends.	The Bus only access on McKay Ave does not/ has not stopped illegal drivers speeding through.
McLauchlan Rd	Windsor Gardens	1			Keep McKay Ave closed to all traffic but buses. It is important to ensure that safety of the school children and residents and keep through traffic to a minimum.	
Brecon St	Windsor Gardens				1 Traffic being pushed further back down Brecon St/ Parking Backed up. Would like the bus route changed, continue 281 to North East Rd > Pitman. I catch it most days but the change would make Brecon St much easier. Is raising required? The bus needs to slow down for the corner > the emu crossing will also slow the bus seems not needed to raise up more inconvenience.	In Avenues college all those trees planted looks like a mess it would have been great to open that up as a school drop off from McKay Ave and Brecon St. - Get this fixed up - Looks like a wasteland and now can't be maintained.
McKay Ave	Windsor Gardens			1	I own the property XX McKay Avenue and have the following concerns as to your proposal. "Adding a new Emu crossing within the bus-only enclosure" – As this area is already restricted and generally policed when students are going to and leaving school (which would be the purpose of the crossing) the only traffic I have observed is buses. This measure to me is an unnecessary use of money providing minimal benefit. A Emu crossing near the bus stop on McKay Avenue would be more appropriate considering it is open to traffic doing school drop offs and pick ups. "Raising the bus-only section to provide speed management" – My concern here is that my property and also my neighbour in 19A are below the present street level. This means that all storm water drainage from our properties is in a wet system and at present exits to the street on your proposed raising a section. What consideration has been made regarding stormwater from our properties in this proposal. I have already had to repair my storm water due to tree roots blocking my drain due to finding water and breaking into my pipe work on the council nature strip. I can only see if this area is raised and the flow of storm water is restricted such problems will only be exacerbated. Considering this section is marked for Buses Only a speed bump (ramp style) on the northern intersection would be sufficient. "Providing legal access to properties #19 and #19A from the southern section of McKay Avenue" – I object to this proposal, at present we have access to our properties from either direction, only allowing access from the southern section adds an inconvenience which considering the amount of traffic we contribute to this section is minimal and rarely when students are present seems an unnecessary and burdensome restriction. If one of the trees lost a branch blocking the southern section of the road this would mean legally I could not leave or enter my property. In my time here I would say I have entered and exited about 50-50 north to south.	

McKay Ave	Windsor Gardens	1	Regarding the proposal for development on McKay Avenue I provide you with the following feedback: My husband and I own XX McKay Avenue located at the rear of the property and as such believe the proposals complicate the access to our driveway and do not allow us the opportunity to "come and go" unobstructed. Your proposal states that should this go ahead, we will be restricted in access to our property through the Southern section of McKay Avenue only. This complicates matters and does not alleviate any bottle neck, but simply moves and restricts our access. In times of leaving and/or returning to our property during peak periods, your proposal means we are restricted with access and are required to enter via the most populated area. This increases the risk of accidents and does not reduce safety. The raising of the "bus-only" section may reduce speed, however, this may not allow for appropriate drainage for our property. Currently, all drainage from storm water exits onto McKay Avenue, and should your plan go ahead, the raising up of the "bus-only" zone could impede our drainage. What measures will be taken to allow for the continuous drainage of our property and does not cause a "back-flow" onto our property. Currently, McKay Avenue in front of our property is a designated "Bus Only" Zone. How will your proposal change the current vehicles which use the zone? It appears that the proposal does not impact the flow of traffic, but simply offers a cosmetic appearance with added Emu Zones. Cars will still be able to "illegally" drive through the zone and therefore does not impact on traffic flow. The proposed emu work in the bus zone is a waste of money as it is meant to make it safer for children to cross, this is contradiction as if there isn't meant to be traffic going through why is it needed and also it is a total of 3 large steps and your from one side to the other. (Plus parents dont use the bus way only part of the street during this time for fear of being fined so it seems pointless) and would be better of being put closer to the Bus shelter further down McKay ave where there is a lot of traffic at school times. I also have many family/friends who visit from regional centres of South Australia and require access to our property. The development of the proposal further restricts their access. Any one coming into 19 or 19a McKay Avenue must be able to come and go legally from both sides without fear of being fined by the police. We are now often pulled over by the police for either entering or leaving this area and we find it an inconvenience having to prove to Police who we are and why we are there. It is already a worry that the wrong Police Officer may not accept this and fine us. We wont to be able to leave and enter from both North and South entries as no access via the North side means a huge inconvenience to us and it adds many extra km to daily activities. We brought this property knowing that this was something we could do and we wont to continue to do so without the fear of fines and restrictions. Due to the works which are being proposed, and the development of a raised bus zone, what steps will council provide if structural	I am concerned that the proposal does not support better traffic flow, nor mitigate risk, but is a cosmetic approach in which to stem the flow of traffic and does nothing more than inconvenience residents and visitors to 19 and 19a McKay Ave.
			With the potential for road works occurring, poor drainage due to the proposed development, are Council willing to undertake a property inspection and should any issues arise from the development provide compensation due to damages caused?	
Cadell St	Windsor Gardens	1		
Brecon St	Windsor Gardens	1	We do not agree with the Emu Crossing on Brecon St, it should be on McKay Ave. A crossing on Brecon will impede the bus route and traffic flow. Removes parking space for houses at the end of the street. Parking is already limited at the end. Do not believe the emu crossing on Brecon is required.	Survey on line doesn't work on IOS? Why is the crossing not proposed for McKay Ave?
Cadell St	Windsor Gardens	1		
Oliinda Rd	Windsor Gardens	1		
Manunda Ave	Windsor Gardens	1		
Manunda Ave	Windsor Gardens		My reason for not supporting the proposal is that myself and my husband are retired pensioners and we need to go to the doctors frequently. The time taken to back track to pitman road wait for slow lights and then to traverse around the corner wait again at the light just to pass Danby st. My husband is terminally ill and I find the reason you provided is not applicable in other school areas.	many other schools have passing local traffic and speed restrictions the number of cars still going through the bus only lane is ridiculous. I hope that you will allow after school hours local traffic utilise Danby St.
Tarpeena Ave	Windsor Gardens		Your just moving the traffic problem to a residential street corner that will impact those with housing on that corner of 1 Beacon & McKay. Traffic will be building up on that corner where streets are already not wide enough.	The time it takes to get onto Sudholz road exiting from Pitman Ave is 5-10 mins at least. This is a lot of time especially longer in peak hour. Us residents are all trapped in knowing that there is another exit straight onto Sudholz Road that is blocked off.

Waroona Ave	Windsor Gardens				I am not in support of the proposal because it would block me in and is unsafe for me. I live at X Waroona Avenue a street in a small pocket of streets behind The Avenues College. Currently the only exits from my area are via the traffic lights at the intersection of Danby Avenue and Sudholz Road and McKay Avenue. The lights at this intersection already take an extended amount of time to change from Red to green at various times throughout the day. Add to this pedestrians crossing and the line up of cars trying to exit Danby Avenue and you can miss the lights a couple of times, this adding an extended time to your travel time. I am 65 years of age. If I want to make a quick trip to the petrol Station on the corner of North East and Sudholz Roads which I do frequently, to return home I have to travel further along NE Road to find a place to perform a U Turn which can be quite dangerous during busy times throughout the day Whereas going along McKay Avenue is a safer option for me and as you infer in your letter, this is all about safety so I would assume my safety is of equal importance as everyone else's. The map/plan you included in your letter does not adequately show the area where I live. Might I suggest you obtain a larger map or come and see where we are and you will note how we will be blocked in by your plan. If you can provide legal access to properties 19 and 19A on McKay Avenue, could you not also provide access along McKay Avenue for those of us that live in the pocket of houses behind the college that will be compromised by your plan?	I am sure you are aware There are a lot of stakeholders in this situation not just the Avenues college. I would argue that contrary to your assertion that the traffic is from drivers cutting through to avoid congestion on arterial roads, it is actually from non-residents dropping of and collecting students. I appreciate the safety of students is paramount but so is the residents and I don't believe you are taking into consideration our needs as in your letter you brush off "the inconvenience for local residents" with a "can be". As you say the measures you have already taken have demonstrated a significant decrease in both volume of traffic and number of crashes so why not leave it as it is and not inconvenience those of us behind the college any further. Whereas the planting of trees is good for our environment maybe the Avenues College could have put the land at the end of their college between Sudholz and McKay Ave to better use for a pick up and drop off drive through area for students that would have helped reduce the traffic through our streets and allowed the council to spend our money on fixing up the road surfaces in our streets. I am aware that your request for feedback on this "proposal" is merely a formality and this project is already going to go ahead but I wanted to express my lack of support for future reference.
Hart St	Windsor Gardens	1				
Brecon St	Windsor Gardens		1		You should introduce a roundabout at the intersection of McKay Ave and Brecon St and reopen the bus-only section for all the local traffic. Best example is roundabout introduced at East Marden Primary School.	If you open the road to the public, many people can benefit financially, save time, reduce environment pollution, anxiety etc. As we use the normal route towards Magill at least we are wasting out time around 10-15 mins during peak time as we have to pass extra 5 colour lights to pass end of the Avenue, college fence towards (Magill or Campbelltown) usually Sudholz Rd.
McKay Ave	Windsor Gardens	1			The residents of the area Danby, Olinda and part of McKay Ave have only 1 point of entry/exit. With the number of cars coming through the "bus-only" road it takes several changes of lights to exit. This is not exclusively at school pick up/drop off. With parking permitted on both sides of Danby it can be impossible to drive home as signage is ignored. Last week I counted 40 cars and 1 bus waiting to exit Danby to Sudholz. Ridiculous. Maybe the resident of this area could be given an exemption to "bus only" roadway. There is a steady flow of non resident through this area at any time.	
Brecon St	Windsor Gardens	1			House let to D.F.H, so not really going to worry me.	
Tindara Ave	Windsor Gardens	1				Yes when doing a right hand turn from Mewell St to Pitman Rd windsor gardens. It's difficult to see on coming traffic because of the hedge on the right hand corner or Newell St. This street already has a stop sign on the left hand side of the road so has a large volume of traffic on Pitman Road.
North East Road	Windsor Gardens	1				
McKay Ave	Windsor Gardens		1		1) Move the proposed school crossing to the northern end of the chicane (closer to Brecon St). 2) Install some traffic bumps in and around the Brecon St turn 3) Support the school with the connection of paths and fencing to aid the safe flow of human traffic (is this part of the proposed landscaping?) 4) Widen existing turn circle out the front of the school.	Can the council assist with the installation of an off street 'kiss and drop' zone to remove the congestion on the chicane.

ATTACHMENT 13.2.5.2

Hartley Grove	Windsor Gardens		1	I believe the proposed emu crossing on Brecon St is too close to the corner of McKay Ave. The corner is already difficult to navigate with the chicane added on McKay Ave, near the Brecon St corner, causing motorist turning left from Brecon St to have to adjust their path, when facing oncoming traffic, due to the road narrowing .	Motorists making illegal left hand turns onto Brecon St from the 'bus only' section on McKay Ave, often do so at speed, which could potentially cause pedestrians using the proposed emu crossing to be at risk of being hit.
Tindara Ave	Windsor Gardens	1			Opening up McKay ave would be a grave mistake for our suburb. If opened up - the through traffic that uses McLauchlan/pitman etc will increase exponentially. Our whole suburb will be a thoroughfare. The reason it isn't used by absolutely everyone is the fact that it splits people back on to NE road - so people try, and fail (I witness at least 10 a day in our street) and with any luck - they learn that they can't get through. Hopefully don't bother doing it next time. Realistically - going up to north east road, and getting on to sudholz road the 'long way' only adds a couple of minutes to the trip while discouraging every man and his dog from zooming through our already packed full of parked car streets!
Minion Street	Windsor Gardens			Support the emu cross - unsure why outside of school hours residents are unable to use the bus only entrance. Raising it would be great and then say from 7pm to 7am is open during the weekdays and then open on the weekends. People are using it now during the times stated above and we have had so many near misses because of this. Let's make it safer for residents. Also near misses due to buses due to lack of space and them thinking we give way to them when they enter 1 or exit onto mackay.	
Parkview Drive	Oakden		1	The proposed emu crossing in the current turning circle would hold up busses and traffic. If the crossing was at the other end of the chicane it would be better also more students cross there. Need to slow traffic on corner of Mackay and Brecon by possibly using raised humps .	Please make this happen ASAP before a student is killed. This is not a joke and gas already taken too long
Hartley Gr	Windsor Gardens	1			My property is adjacent to Brecon st, there are large vehicle passing by in the morning. Although I see there is signage at the entry, but still are that I can feel from the noise. Hopefully there can be more method to help restrict the large vehicle. Thanks.
McKay Ave	Windsor Gardens	1			Many cars still drive through the Bus Only pass. I would suggest to install a CCTV camera to monitor this traffic
Tindara Ave	Windsor Gardens			1 Life in adelaide is slow enough I don't need any buses in the back streets or speed limiters or zebra ie striped crossings	Surely it's time to redone parts of Windsor gardens residential and remove the industrial section. That can now be out at Edinburgh given we no longer have a holdens factory there. The real estate is too close to the city to be full of crash repairers.
Torrens Ave	Klemzig	1			
Tarpeena Ave	Windsor Gardens		1	I support the proposal and I don't have any concerns at all; however, I'd like to propose that the Bus only restrictions is lifted or given access to local residents in the early hours of the day before school hours and late. An idea would be open between 5am to 7or 8am only and late Open between 7pm till 7am Or perhaps during weekend and public holidays at times that there are not much traffic?. Just an idea. I personally will benefit from the above . Thanks	No
McKay Ave	Windsor Gardens	1			It might be easier and cheaper to put a remote controlled boom

ATTACHMENT 13.2.5.2

Hartley Grove	Windsor Gardens	1				
Wattle Grove	Klemzig	1				
Teloepa Drive	Athelstone	1				Probably highly unlikely to be able to setup, maybe some kind of deterrent for cars who disobey "No entry" bus zone. As a parent who has to cross the road with my child there has been many incidents with cars ignoring the signs and speeding through. Pedestrians are expecting busses and assume all clear but cars will zoom through still.
Olinda Rd	Windsor Gardens	1				Install cameras a deterrent for people using the bus-only closure. At all hours people speed through, while the ramp may help, they speed through McKay Ave and Danby
Seymour Ave	Windsor Gardens		1		Make it no entry during school days/hours eg. Mon-Fri 0700 - 1700. This will ensure the safety of the children and it will be more convenient for local residents during the weekend and commute to and from work outside of school hours.	
Danby Avenue	Windsor Gardens	1				I strongly recommend NOT to open the bus only restrictions on the Mackay Ave.
Bradey Road	Windsor Gardens				Keeping the Danby/McKay section closed inconveniences local residents far more than opening it increases safety concerns IF there are restrictions in place. For example, the McKay section could be closed during normal Clearway times (7am-10am) + (3pm-7pm) OR 7am-7pm.	
Brecon Street	Windsor Gardens			1	Why hasn't this approach been considered?	
Olinda Road	Windsor Gardens				I have lived here for so many years, and this has been a real big inconvenience. I feel as if us residents here in this corner should have the same legal access as properties #19 and #19A. The light at Danby Ave & sudholz road has made it difficult for my own school pick up, due to only staying open for a short amount of time, meaning there is such a pile up of cars waiting. If you do not open the bus only restriction, you need to at least fix this light opening issue. I sat at the lights for 4minutes the other morning trying to take my grandson to school.	
Lagonda Dr	Windsor Gardens	1				
Tindara Avenue	Windsor Gardens	1				I am supportive of the upgrade. I am also very supportive of Tindara, Manunda and Minion remaining closed. I have lived in Tindara Avenue for 46 years and was hit by a car when I was 7 out the front of my home. The number of cars coming up and down Tindara Avenue back then was crazy. I can't imagine how many would cut through if it was reopened.

ATTACHMENT 13.2.5.2

Tindara Avenue	Windsor Gardens	1				Mckay avenue, along with Tindara and Manunda Avenues and Minion Street MUST remain closed for the safety of school children and good amenity of residents in this area. The traffic figures show a 3-4 times decrease in traffic travelling and accidents in this area once the roads were closed. Given the population increase and densification of the housing in this area, a reopening of McKay Avenue and/or Tindara, Manunda and Minion would see an increase in traffic closer to 10 times that of 1982. Given the ages of the children now attending The Avenues, a re-opening of McKay avenue would dramatically increase the risk of a serious vehicle versus pedestrian accident, as well as dramatically increase the volume of traffic using this area as a daily rat-run. I am fully supportive of the McKay Avenue upgrade proposal.
Buckingham Court	Windsor Gardens					I believe it should be open to all traffic. Wouldn't road crashes be down in general since the 80s due to many factors: urban speed reduction from 60kmph to 50kmph in '00's, safer cars (ABS made mandatory in '03), better driver education, stricter road rules and penalties - including for drink driving which has decreased significantly, etc? Access as a 'cut-through' into the suburb is still possible and happens via entry through Shell on corner of Sudholz & NE Rd. Additionally, nothing physically stopping people from using the bus way illegally (and those who take that risk would be more likely to take other potentially unsafe risks, such as speeding). My suggestion is that reducing the speed to 40mpkh and introducing speed humps, in addition to the raised crossing would perhaps be as effective without inconveniencing those who live here. This is particularly important for those who have a disability/elderly and are unable to walk to the other side, and instead would have to pass through 5 traffic lights to get there - which I feel is unfair. Not to mention, Police resources currently used to monitor car access via the bus only section could be better used on other, busier roads, helping to make our community safer - especially when this is being policed outside of school hours (e.g. School holidays at 9pm or Sundays at 9am (I have actually seen them waiting and catching people at these times))
Pitman Road	Windsor Gardens					How is this road and the traffic concern any different to Windsor Grove or Lyons Road which passes St Pius and Kildare College schools. Both of these roads have buses operating along with large volumes of other traffic users by non residential persons to avoid traffic lights at the OG&NE road and Sudholz&NE intersections. By limiting a normal flow of traffic through this road only increases flow elsewhere including Pitman&NE intersection which is a huge bottleneck between school drop off and pick up times and traffic through the shell service station which is now seeing a deterioration of its road surface. To think by restricting access to buses only with signs actually stops vehicles using this road is pretty naive. If the concern was safety related why not limit bus only usage to school drop off and pick up times during school semesters. How can the PAE council justify having this section of road bus only 24hrs a day when buses don't actually use this route 24hrs a day and then suggest there is a safety concern.
McLauchlan Road	Windsor Gardens	1				If this maintains the current bus-only treatment along the Avenues High School! I am all for it. Great work City of PAE. There is far too much rat-running through Windsor Gardens. If anything, we need more "bus-only" treatments. One near McLauchlan Road for starters.
Scenic Drive	Windsor Gardens			1		Maybe the school entrance gates could be relocated to an area that would not lead directly onto the street frontage or all traffic be restricted during the hours of 8am - 9.30am and 3.00pm to 4.30pm. Making McKay and Brecon roads through roads it would cut down on local traffic using NE Road. I know this may cause more non-local traffic flow but not many non-locals would have need to use this route.
Trent Ave	Klemzig	1				

ATTACHMENT 13.2.5.2

Otway St	Windsor Gardens				Alternatively - join up the 2 halves of Lagonda Drive. Roads in area have been redesigned since 1983, cars improved. Drivers training improved. 1 Suggest a trial for 3 months to see impact.	Alternatively open up Lagonda Drive - join 2 halves.
Tania Avenue	Windsor Gardens			1	Additional speed restriction devices should be considered. There are many which would not interfere with comfort for passengers on buses as they are narrow, but vehicles would be slowed down. For example, there are many of these devices on Darlington Street, Enfield. Also, the children cross closer to Brecon Street, so the school crossing would be most beneficial at the Brecon Street end	