

# Medindie Transport and Parking Plan

Final

Consolidated Report



Prepared by: GTA Consultants (SA) Pty Ltd for The Town of Walkerville

on 7/04/2020

Reference: S157070

Issue #: A

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### Quality Record

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A	07/04/2020	Final	Joy Yu Greg Pollard	Paul Froggatt	John Devney	

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# EXECUTIVE SUMMARY

## Key Findings

The Medindie Transport and Parking Plan was conducted with a review of the existing conditions for traffic, transport and parking infrastructure in the suburb, a series of site inspections and community consultation with an online survey (115 responses), 14 email submissions, several key stakeholder meetings and a community drop-in session (119 comments from over 100 attendees) held in February and March 2019. This background review and assessment of the transport and parking issues for Medindie and the consultation activity provided a list of key issues for the residents, businesses, school and wider community to be addressed in this study. The study objective was to prepare a priority list of key initiatives to address the traffic and parking issues in Medindie with recommendations for projects that would likely be viable and practical to implement in the short term. Potential options or solutions that would require more planning, concept design and detailed cost estimates are identified for future consideration by Council.

A summary of the key findings from the community and stakeholder consultation and from site inspections is provided as follows under three categories:

### Traffic volume and speed

- Unwanted through traffic routes along Hawkers Road, Dutton Terrace, Robe Terrace, Elm Street, Avenel Gardens Road, Tennyson Street and Victoria Avenue
- Speed and volume of unwanted through traffic through the suburb
- Speed and corner cutting of right turn vehicles into local streets from Main North Road, Nottage Terrace and Northcote Terrace
- Congestion and safety in Hawkers Road and the surrounding streets at pickup/drop-off times for the Wilderness School

### Parking

- Non-residential cars parked on streets around School and businesses
- Commercial vehicles unloading cars on local streets
- Cars parked on both sides of narrow streets – Briar Avenue, Avenel Gardens Road and Elm Street
- Cars parked too close to bends/corners – Avenel Gardens Road and Elm Street, Briar Avenue and Willyama Avenue
- Cars parked too close to driveways
- Cars parked on-street on Robe Terrace Service Road instead of the marked bays
- Buses parked in bus zone for Wilderness School obstruct driver sight distance to 25 km/h signs

### Others

- Confusing entry/exit points on Robe Terrace Service Road
- Right turn into James Street is perceived as dangerous (no right turn from Northcote Terrace onto Stephen Terrace)

- Pedestrian access and safety
- School crossing and access activity for Wilderness School extends well beyond the 25 km/h zone to informal crossing points

## Recommendations

From the assessment of the 33 proposed initiatives developed to address the issues with traffic, transport and parking in Medindie, the top-ranking initiatives are recommended for consideration for implementation or more concept planning and detailed design and costing as relevant. These high priority initiatives with an assessment score **greater than five** are provided in Table E.1. Initiative NW1 is also included in this priority list for the Town of Walkerville to lobby DPTI for improved pedestrian crossings of Main North Road, but it would not be a project for Council to undertake.

**Table E.1: Priority Initiatives to Address Issues with Traffic, Transport and Parking in Medindie**

Label	Precinct or Locality	Road or Street	Option
SW3	Suburb wide	Multiple Streets	Review signage and line marking throughout Medindie
NW5	North West	Tennyson Street/ Victoria Avenue	Extend footpath or pavement treatment across Tennyson Street at Victoria Avenue
NW6	North West	Tennyson Street	Review parking management in Tennyson Street for businesses and residents
AG3	Avenel Gardens	Avenel Gardens Road	Implement yellow line marking to indicate no standing next to junction corners
RT4	Robe Terrace	Robe Terrace side road	Install parking signage and line marking
WS3	Wilderness School	Hawkers Road	Relocate 25 km/h sign so that buses are not blocking sightlines
SW2	Suburb wide	Avenel Gardens Road/Victoria Avenue	Implement bike sharrows along the proposed bicycle network in Medindie
WS4	Wilderness School	Hawkers Road	Extend 25 km/h school zone
SW1	Suburb wide	All internal streets and laneways	Implement a 40 km/h wide speed limit throughout Medindie
DT3	Dutton Terrace	Dutton Terrace/ Victoria Avenue	Improve pedestrian access across the roundabout in Dutton Terrace at Victoria Avenue
DT5	Dutton Terrace	Dutton Terrace	Review the parking management in Dutton Terrace west end with residents and businesses
RT3	Robe Terrace	Robe Terrace	Close off access point or install KEEP CLEAR treatment; Closure of access point requires consultation with residents and DPTI
NW3	North West	Victoria Avenue	Adjust the build-out areas on Victoria Avenue
NW4	North West	Victoria Avenue/ Nottage Terrace	Build median at Victoria Avenue/Nottage Terrace and consider brick-paved entrance
AG1	Avenel Gardens	Daphne Street	Driveway entry to Daphne Street (Avenel Gardens Road) end or close completely

Label	Precinct or Locality	Road or Street	Option
AG2	Avenel Gardens	Glenfield Court, Acacia Street Medindie Lane and Daphne Street	Rebuild a continuous footpath Glenfield Court, Acacia Street Medindie Lane and Daphne Street
RT1	Robe Terrace	Robe Terrace	Improve cycling connection across Robe Terrace linking to shared path next to Medindie Road
WS5	Wilderness School	Hawkers Road	Reconfigure Edwin Terrace and Buckingham Street at Northcote Terrace
NW1	North West	Main North Road	Lobby State Government to improve the Main North Road and Nottage Terrace intersection



# 1. INTRODUCTION

## 1.1. Background

The Town of Walkerville undertook this Transport and Parking Plan for the suburb of Medindie as an action identified in the Town of Walkerville Movement Management Plan 2017-2022 prepared by AECOM and finalised in May 2018. The previous Movement Management Plan was a comprehensive transport plan for the entire Council area that considered vehicular traffic, walking, cycling and public transport with buses in the suburbs of Walkerville, Medindie, Gilberton and Vale Park. It included a detailed review of traffic and transport issues in the suburb of Medindie after extensive community engagement sessions. The key issues identified in the Movement Management Plan that affect the residents of Medindie were:

- The volume of unwanted through traffic in an east-west direction using Dutton Terrace
- The high speeds of the traffic along Dutton Terrace which is a local residential collector street

The following opportunities to improve Dutton Terrace were identified in the Plan:

- Narrow the traffic lanes across the entire stretch to encourage slower travel speeds and more cautious driver behaviour.
- Add intermittent kerb extensions to create visual and physical narrow points for drivers.
- Add splitter islands and traffic deflections to break up long runs of uninterrupted straight travel

The Movement Management Plan reviewed various traffic studies for parking associated with the schools in the Town of Walkerville and found that the studies showed that the parking in these areas was adequate for the peak morning and afternoon school pick-up and drop-off times. In the Movement Management Plan, the analysis showed that less than 50 per cent of the on-street parking adjacent the Wilderness School was occupied during school days and no additional parking allocations were required. However, the availability of parking for teachers and staff working at the Wilderness School in the local area was raised as an issue.

In the summary of the Draft Traffic Plan prepared by the Town of Walkerville for community consultation in 2018, a review of parking for teaching staff in the vicinity of the Wilderness School and on-street parking on the retail streets with regards to safety, visibility, capacity and disability accessibility and Main North Road area were identified as medium-term priority in the next two to five years.

## 1.2. Study Area

The Medindie study area is shown in Figure 1.1. The boundaries of the study area are Main North Road, Nottage Terrace, Northcote Terrace and Robe Terrace.

Figure 1.1: Medindie Transport and Parking Plan Study Area



### 1.3. Overview of the Transport and Parking Plan

The structure of this transport and parking plan is outlined in Table 1.1.

**Table 1.1: Transport and Parking Plan Report Structure**

Section	Description
<b>1 Existing Conditions</b>	The existing transport and road network conditions are summarised including traffic volume and speeds, public transport services and bus stops, pedestrian and cycling infrastructure, road crashes, existing parking availability and demand, street design and traffic control devices.
<b>2 Community Survey Results</b>	The issues and option suggested from the on-line community survey and email submissions received in February and March 2019 are summarised with a list of the key issues and concerns provided by residents at the drop-in session held in March 2019.
<b>4 Overview of Key Issues</b>	An overview of the key issues for the entire suburb of Medindie and the six precincts is provided with examples from the site inspections or best practice in similar suburbs elsewhere in South Australia.
<b>5 Options Development</b>	The options to address the issues identified by the community and stakeholder consultation and from technical site inspections are described for the suburb-wide initiatives and for the six precincts.
<b>6 Options Assessment</b>	<p>The long list of potential initiatives and options were assessed using the following three evaluation criteria:</p> <ul style="list-style-type: none"> <li>• The suitability to address the traffic or parking issues,</li> <li>• The ease of implementation, and</li> <li>• The indicative order of magnitude cost.</li> </ul> <p>This basic assessment methodology was used to provide a short list of initiatives that have a high to medium priority for further consideration.</p>
<b>7 Conclusions and Recommendations</b>	<p>A summary of the key findings from the community and stakeholder consultation and from site inspections is provided.</p> <p>A priority list of key initiatives to address the traffic and parking issues in Medindie is given with recommendations for projects that would likely be viable and practical to implement in the short term. Potential options or solutions that would require more planning, concept design and detailed cost estimates are identified for future consideration by Council.</p>

## 2. EXISTING CONDITIONS

This section describes the existing conditions of the Medindie suburb. A series of maps and diagrams have been prepared based on recently collected data, data provided by the Council or data collected through desktop study. The existing conditions of the following aspects of Medindie are included:

- Local places, activity centres and travel attractors and generators;
- Traffic volumes and speeds on the existing road network;
- Public transport routes and patronage data;
- Walking and cycling networks;
- Crash records by severity, road user crash type;
- On-street parking restrictions; and
- Existing traffic control devices.

### 2.1. Local Attractors and Land Use

Key local places in Medindie include the Wilderness School, commercial businesses along Main North Road, and businesses on the southern end of Northcote Terrace. Hawker Reserve is located at the corner of Dutton Terrace and Hawkers Road. Retail shopping centres in the vicinity include Walkerville Shopping Village, Prospect Shopping Village, and North Adelaide Shopping Village, although they are all located outside the study area.

Figure 2.1: Local Attractors and Land Use near and within Medindie

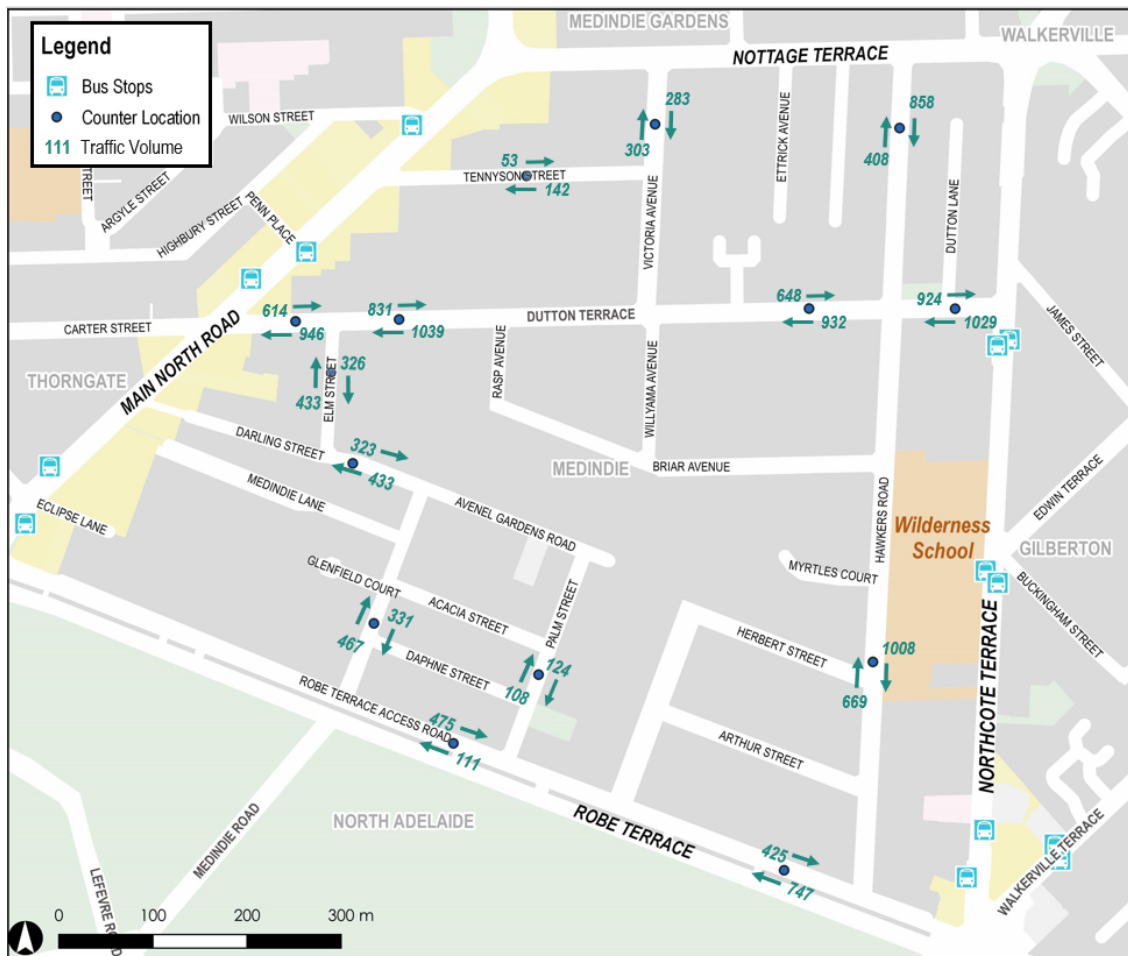


## 2.2. Traffic Volumes

Traffic data was collected on local streets in Medindie from Friday 22 February 2019 to Thursday 28 February 2019. The existing average weekday volumes by direction collected at the count sites are shown in Figure 2.2.



Figure 2.2: Existing Weekday Average Traffic on the Local Streets in Medindie



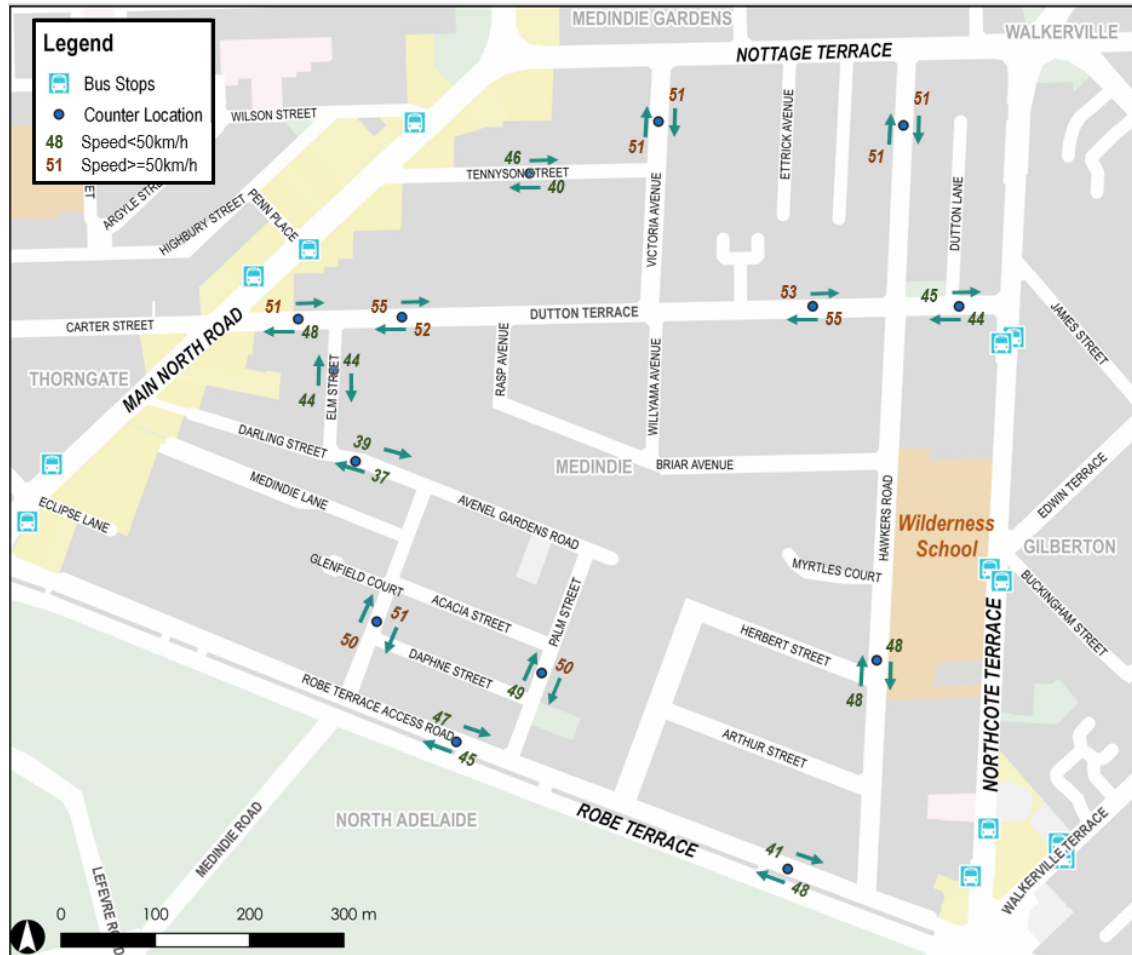
The following has been observed in the volume data:

- Streets with the highest volumes are Hawkers Road south of Dutton Terrace, Dutton Terrace east of Hawkers Road and Dutton Terrace east of Elm Street
- There is a high percentage of commercial vehicle composition around the west of the study area ((Dutton Terrace west of Rasp Avenue 4.5 - 4.9 per cent, Tennyson Street 6.4 per cent, Victoria Avenue 6.4 per cent, Elm Street 5 per cent, Palm Street 5.8 per cent)
- Westbound traffic on Dutton Terrace and Tennyson Street is generally higher than eastbound across the day
- Southbound traffic on Hawkers Road is higher than in the northbound direction over the day
- AM peak period traffic at both counter locations on Hawkers Road, and at the west counter location on Robe Terrace account for a high proportion of daily traffic (over 20 per cent)
- Traffic on the east end of Robe Terrace Service Road is mostly westbound. Eastbound traffic is higher than westbound traffic between Palm Street and Avenel Gardens Road reflecting the access point to Robe Terrace.

## 2.3. Vehicular Speed

The 7-day average 85<sup>th</sup> percentile speed recorded for all vehicles at the counters are shown in Figure 2.3.

Figure 2.3: Existing 7-day Average 85<sup>th</sup> Percentile Speeds on the Local Streets in Medindie



The following was observed in the vehicular speed data:

- Locations where the 85<sup>th</sup> percentile speed exceeds 50 km/h were as follows:
  - Victoria Avenue
  - Hawkers Road north of Dutton Terrace
  - Dutton Terrace west of Hawkers Road
  - Avenel Gardens Road and
  - southbound on Palm Street.
- During school pickup/drop-off times, the 85<sup>th</sup> speeds on Hawkers Road immediately north of Herbert Street were approximately 30 km/h.

## 2.4. Public Transport

The frequency of bus services at the bus stops in the AM peak period from 8 to 9 am during a typical weekday is shown in Figure 2.4. Bus services along Main North Road and Northcote Terrace provide services for Medindie. All bus stops in the study area provide more than 5 services in the AM peak hour from 8 am to 9 am.

Figure 2.4: Frequency of Buses in the AM Peak at the Bus Stops closest to Medindie



## 2.5. Pedestrian and Cycling facilities

All the local roads within Medindie have pedestrian footpaths on both sides of the street. Most footpaths provide a suitable minimum width of at least 1.2m and in many cases are wider. The notable exceptions are the eastern side of Willyama Avenue and the laneways. There are limited pedestrian crossings within and surrounding the precinct and several kerb ramp crossings are not to current standard with tactile paving, are missing or poorly aligned.

Hawkers Road is identified as the only local road in Medindie that is part of the BikeDirect network. Permanent on-street bicycle lanes are available on Robe Terrace. All the other arterial roads surrounding Medindie do not have on-street bicycle lanes.

Key cycling routes identified by BikeDirect, pedestrian crossings and traffic signals locations are shown in Figure 2.5

Figure 2.5: Pedestrian and Cycling Facilities in Medindie





## 2.6. Road Crashes

Road crash data in the last available five-year period (2013-2017) was obtained from data.sa.gov.au, and the road crashes in and around Medindie are summarised in Figure 2.6 by crash severity. Most road crashes in and around Medindie occurred on the arterial roads. Within the suburb, the roundabout of Dutton Terrace and Hawkers Road had the greatest number of crashes in the most recent available five-year period, with 3 crashes in total, 2 of them resulting in property damage only and 1 in minor injury.

Figure 2.6: Road Crashes by Severity on the Roads near and Streets within Medindie



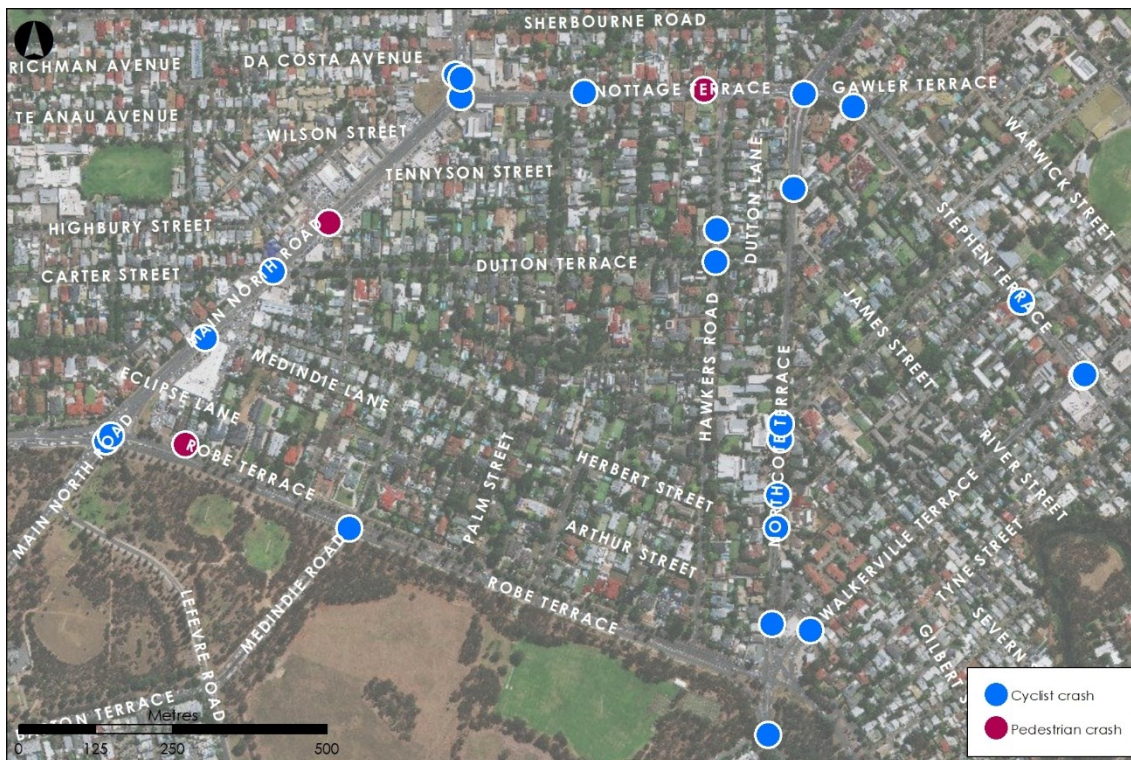
Crash locations where cyclists and pedestrians were involved are shown in Figure 2.7. There were two crashes that resulted in serious injuries for a cyclist or pedestrian within the local roads:

- One 'hit pedestrian' crash occurred at the western end of Robe Terrace Service Road.
- One 'hit parked vehicle' crash on Hawkers Road north of the roundabout where the bicyclist hit a parked car on the street.

In addition to one cyclist crash at the Dutton Terrace and Hawkers Road roundabout, all other pedestrian and cyclist crashes occurred on the arterial road network.



Figure 2.7: Road Crashes by User Type on the Roads near and Streets within Medindie



## 2.7. Parking

Existing parking restrictions are summarised in Figure 2.8 based on information derived from site inspections and Google Street Views.

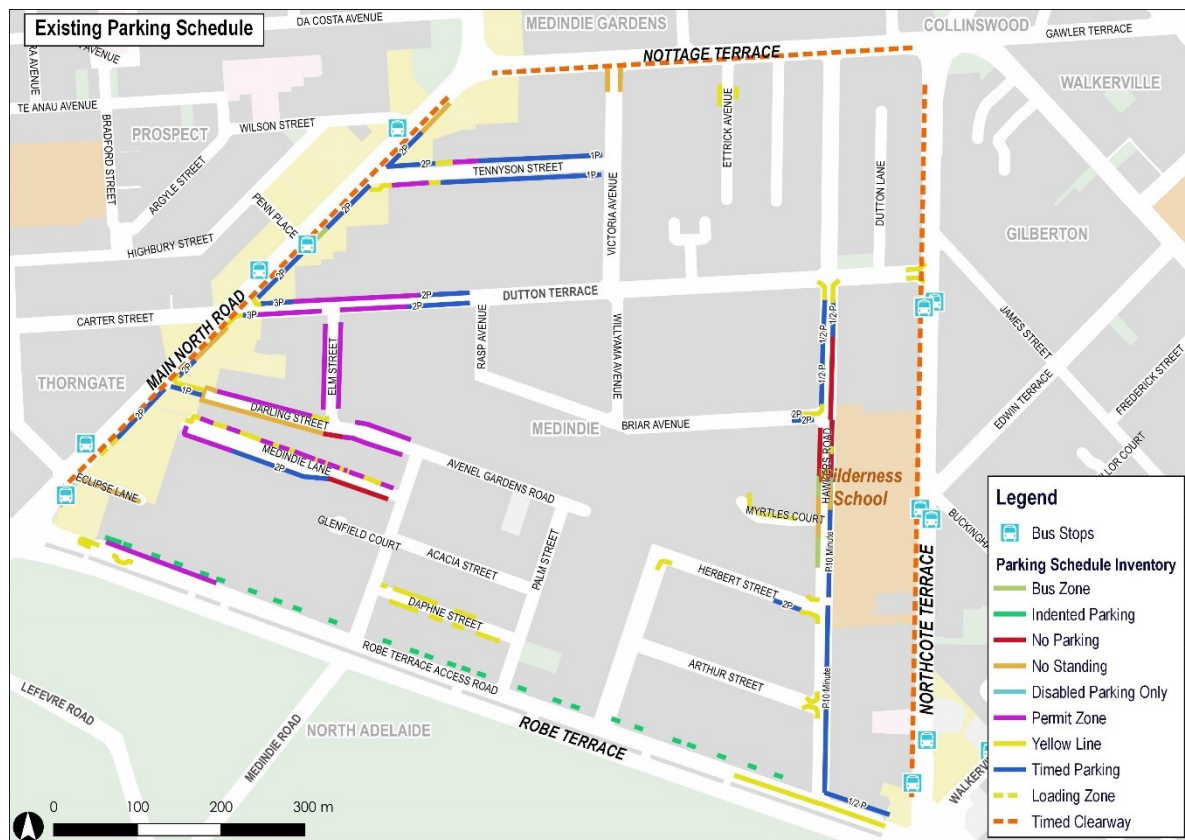
Parking restrictions on local roads include:

- Permit zones on the western side of the suburbs including part of Dutton Terrace, Elm Street, Darling Street, Medindie Lane Tennyson Street and Robe Terrace Service Road.
- Timed parking restrictions (generally 10 minutes or no parking) in the southbound direction on Hawkens Road
- Timed parking on other streets

Clearways and parking restrictions on arterial roads are as follows:

- Clearway for southbound traffic on Main North Road applies 7-10AM Monday to Friday. Two-hour parking limit applies at other times at some locations on east side of Main North Road.
- Northbound direction on Northcote Terrace has a clearway restriction from 4-6PM Monday to Friday. Bus zones exist along some sections.
- Westbound on Nottage Terrace has a Clearway restriction at 7.30- 9AM Monday to Friday. There are some indented parking spaces signed at one-hour limit along southern side of Nottage Terrace.

Figure 2.8: Existing On-street Parking Restrictions on the Roads near Medindie and Streets within Medindie



## 2.8. Traffic Control Devices

There are a number of existing traffic control devices within the Medindie precinct including roundabouts, chicanes, traffic signals, school crossings, road closures (partial and full) and build-outs. Key traffic control devices are as follows:

- Roundabout at the intersection of Dutton Terrace, Victoria Avenue and Willyama Avenue
- Roundabout at the intersection of Dutton Terrace and Hawkers Road
- Chicane at the intersection of Dutton Terrace and Rasp Avenue
- School Crossing on Hawkers Road north of Myrtles Court
- Informal crossings and build outs on Hawkers Road near the Herbert Street and Briar Avenue intersections
- Pedestrian actuated crossing on Northcote Terrace north of Edwin Terrace
- Splitter Island at the intersection of Dutton Terrace and Main North Road
- Exit only (No Entry) at Tennyson Street on to Main North Road
- No through road on Darling Street at Main North Road
- Kerb build-outs on Victoria Avenue immediately south of Nottage terrace

The location and format of the traffic control devices are shown in Figure 2.9.

Figure 2.9: Traffic Control Devices on the Roads near Medindie and Streets within Medindie



## 3. COMMUNITY ENGAGEMENT

### 3.1. Community Engagement

The first stage of developing the Transport and Parking Plan was to identify the issues and opportunities that the residents and businesses in Medindie have on the existing parking and transport network. An on-line community survey was undertaken from 18 February 2019 to 22 March 2019. The survey comprised of nine questions with a mixture of multichoice and open-ended questions. A copy of the on-line survey form is in **Appendix A**. In addition, a community drop-in session was held on 7 March 2019 from 5:30 pm to 7:00 pm at the Hawker Reserve. Wilderness School and businesses along Main North Road were consulted regarding any parking or transport issues or recommendations that they might have to offer.

The number of community responses for the online surveys, email submissions and attendance at the community drop-in session is shown in Figure 3.1.

Figure 3.1: Community Engagement Responses



The responses received through the online survey accounts for approximately 10 per cent of the total population of Medindie of 1,130 residents. Most of the survey respondents were local residents. The streets with the most respondents were Dutton Terrace, Avenel Gardens Road, Hawkers Road, Briar Avenue, and Northcote Terrace. 87 per cent of the survey respondents drives a car alone or with passengers as their main mode of travel. A small number of respondents typically travel by foot, bus, or bicycle. The most common reasons for the respondents' choice of transport were because their chosen transport was 'Fastest and most direct' and 'Convenient'.

During the consultation and preparation period of this Transport and Parking Plan, construction of the expansion of the facilities at the Wilderness School affected the on-street parking from construction workers. Parking and traffic condition on Hawkers Road may not reflect the typical school day due to additional on-street parking restrictions on Hawkers Road for the work zone and parking associated with the construction workers.



## 3.2. Summary of the Online Survey

### 3.2.1. On-street Parking Issues

68 per cent of the respondents identified that on-street parking is an issue on their street. 74 respondents provided further information on the location and nature of the on-street parking issues. The most common locations and concerns are summarised in Table 3.1.

**Table 3.1: Summary of the Key On-street Parking Issues**

Location	Issues
<b>Briar Avenue</b> (8 comments) <b>Hawkers Road</b> (8 Comments) <b>Herbert Street</b> (1 Comment) <b>The Avenue</b> (1 Comment) <b>Willyama Avenue</b> (1 Comment)	<ul style="list-style-type: none"> <li>No / limited parking restrictions on Briar Road</li> <li>School / non-resident parking all day on both sides of Briar Avenue</li> <li>Vehicle access onto this narrow street difficult and dangerous</li> <li>Lack of parking spaces for residential visitors</li> <li>On-street cars parked too close to / over the driveway</li> <li>Blocked sight distance and high speed of unwanted through traffic</li> <li>Car parked at the corner of Briar Ave and Rasp Ave</li> <li>Parking restrictions on Hawkers Road resulting in loss of on-street availability for residents</li> <li>Excessive tenant parking on-street from two rental properties.</li> </ul>
<b>Dutton Terrace</b> (18 comments)	<ul style="list-style-type: none"> <li>Parking by employees and customers from nearby businesses</li> <li>Lack of parking spaces for residents and their visitors</li> <li>Blocked sight distance</li> <li>Blocked driveways</li> <li>Semi-trailer unloading shipments of cars on the street.</li> <li>Parking difficulty for residential visitors and tradespersons due to permit zone or 2P zone.</li> <li>The effectiveness of permit zone, complexity of obtaining for permit parking</li> <li>The reason for permit zone when enough parking can be accommodated on property driveway</li> </ul>
<b>Tennyson Street</b> (3 comments) <b>Victoria Ave</b> (2 comments) <b>Ettrick Ave</b> (1 comment)	<ul style="list-style-type: none"> <li>On-street parking by businesses</li> <li>No enforcement of the timed parking restrictions.</li> <li>Parking difficulties for visitors.</li> </ul>
<b>Avenel Gardens Road</b> (13 Comments)	<ul style="list-style-type: none"> <li>All day parking by businesses / non-residents on both sides</li> <li>Lack of parking for residential visitors / tradespersons</li> <li>Difficult and dangerous getting in/out of driveway</li> <li>Cars parked too close to T-junction, and intersections with Daphne Street and Elm Street</li> </ul>
<b>Elm Street</b> (3 comments) <b>Daphne Street</b> (1 comment) <b>Darling Street</b> (1 comment) <b>Medindie Lane</b> (3 comments)	<ul style="list-style-type: none"> <li>Speeding and non-residents parking on Elm Street causing road crashes on this narrow street</li> <li>Increasing number of parked cars on-street</li> <li>Lack of on-street parking for residents / visitors</li> </ul>
<b>Northcote Terrace</b> (4 comments)	<ul style="list-style-type: none"> <li>Lack of parking spaces on Northcote Terrace</li> <li>Difficult and dangerous to park on Northcote Terrace</li> </ul>



Location	Issues
<b>Nottage Terrace</b> (2 comments)	<ul style="list-style-type: none"> <li>All businesses should provide ample off-street parking</li> <li>Robe Terrace Service Road is too narrow for cars to be parked on-street. Cars park on street instead of paved indented parking areas. Some cars park too close to the entrances/exits.</li> <li>Tenants and visitors of rental property parking on footpath on Robe Terrace.</li> </ul>
<b>Robe Terrace Service Road</b> (3 comments)	

### 3.2.2. Traffic Speed or Traffic Volume Issues

The speed or volume of traffic is perceived as an issue for approximately 78 per cent of the survey respondents. 75 survey respondents provided further information on the location of the speed and/or volume issues. The key traffic speed and volume issues are summarised in Table 3.2.

**Table 3.2: Summary of Key Traffic Speed and Volume Issues**

Location	Issues
<b>Dutton Terrace</b> (29 comments)	<ul style="list-style-type: none"> <li>Cars speeding along Dutton Terrace</li> <li>Dutton Terrace is used as a rat run between Main North Road and Northcote Terrace</li> <li>Cars turning onto/from Northcote Terrace or Main North Road at speed</li> <li>Current traffic control measures ineffective. Chicane and roundabout provide incentives for some to speed through them.</li> </ul>
<b>Avenel Gardens Road</b> (18 comments)	<ul style="list-style-type: none"> <li>Avenel Gardens Road and Elm Street are used as an unwanted through traffic route</li> <li>Safety problem caused by parked cars on both sides and at corners</li> <li>Access to Medindie Lane is difficult due to cars parked too close on Avenel Gardens Road</li> </ul>
<b>Elm St</b> (14 comments)	
<b>Hawkers Road</b> (17 comments)	<ul style="list-style-type: none"> <li>Speeding on bottom part of Hawkens Road occasionally</li> <li>Congestion during school drop-off and pick-up times</li> <li>Speed on Willyama Avenue as well as the corner cutting from Briar Ave into Willyama Avenue</li> <li>Traffic volume on Briar Avenue</li> <li>Cars parked on both sides of Briar Avenue which causes congestion and safety hazard on this narrow street</li> <li>Speed of school related traffic on The Avenue</li> </ul>
<b>Briar Avenue</b> (4 comments)	
<b>Willyama Avenue</b> (3 comments)	
<b>The Avenue</b> (1 comment)	
<b>Tennyson Street</b> (4 comments)	<ul style="list-style-type: none"> <li>Tennyson Street and Victoria Avenue are used as an unwanted through traffic route</li> <li>Speed on Tennyson Street and Victoria Avenue</li> </ul>
<b>Victoria Avenue</b> (4 comments)	
<b>Robe Terrace Service Road</b> (9 comments)	<ul style="list-style-type: none"> <li>Speeding and unwanted through traffic</li> <li>Congestion during school times</li> <li>Blocked sight line due to parked cars on road instead of paved areas</li> </ul>
<b>Nottage Terrace</b> (7 comments)	<ul style="list-style-type: none"> <li>Speeding on Northcote Terrace</li> <li>Road crashes at the corner of Dutton Terrace and Northcote Terrace due to traffic using Dutton Terrace as a cut through to get to James Street and Stephen Terrace</li> <li>Speed limit of 60km/h is excessive for Nottage Terrace</li> <li>Congestion in peak times causing unwanted through traffic through local streets in Medindie</li> <li>Parking on Main North Road stops flow of traffic</li> </ul>
<b>Northcote Terrace</b> (5 comments)	
<b>Main North Road</b> (3 comments)	

### 3.2.3. Other Issues

A total of 95 respondents provided comments on other issues in relation to transport, traffic and parking in Medindie. A summary of other issues is shown in Table 3.3.

**Table 3.3: Summary of Other Issues for Transport and Parking in Medindie**

Theme/ Location	Issues
• <b>Public Transport</b>	• Buses not on-time
• <b>Permit</b>	• Unfair for residents to pay for permits
• <b>Cycling and pedestrian facilities</b>	<ul style="list-style-type: none"> <li>• Walkability is limited by main roads. Safer pedestrian crossings are needed</li> <li>• No protected bikeway</li> <li>• Discontinuous sidewalk</li> <li>• Cyclist safety on Hawkers Road</li> <li>• No footpath on eastern side of Willyama Ave</li> </ul>
• <b>Dutton Terrace</b>	• Vehicles doing right turn into Dutton Terrace from Northcote Terrace cut corners
• <b>Hawkers Road</b>	• Hawkers Road and Nottage Terrace - corner cutting
• <b>Robe Terrace Service Road</b>	<ul style="list-style-type: none"> <li>• Unclear signage / red brick arrows on road at the entrances and exits of Robe Terrace Service Road. Cars use wrong entrance/exit.</li> <li>• Cars not obeying give way sign at the entrance/exits of Robe Terrace Service Road</li> <li>• Obstructed sight line when entering Robe Terrace Service Road by parked cars and tall vegetation</li> </ul>
• <b>Avenel Gardens Road</b>	<ul style="list-style-type: none"> <li>• Difficulty getting out of driveways, because of unwanted through traffic, traffic speed and parked cars</li> <li>• Pedestrian and vehicle sight line blocked by parked cars on both sides of Avenel Gardens, especially at the T junction and the intersections with Medindie Lane and Elm Street</li> </ul>
• <b>Intersection of Northcote Terrace and Nottage Terrace</b>	<ul style="list-style-type: none"> <li>• No right turn to Stephen Terrace from Northcote Terrace</li> <li>• Pedestrian sightline</li> </ul>

### 3.2.4. Suggested Options from the Community Consultation

Suggested options for improvement were provided by 89 of the online survey respondents. Key recommendations are summarised in Table 3.4.

**Table 3.4: Summary of Suggested Options to consider in Medindie**

Location	Suggested Options
• <b>Precinct-wide</b>	<ul style="list-style-type: none"> <li>• Lower speed limit to 40 km/h; Speed humps on key streets</li> <li>• Widen footpaths; more continuous footpaths; Safer pedestrian crossings on main roads</li> <li>• More no-through roads</li> <li>• Enforcement on the parking restrictions</li> <li>• Permit free of charge; More permits per premises</li> </ul>
• <b>Main North Road</b>	<ul style="list-style-type: none"> <li>• Install pedestrian refuges to serve bus stops</li> <li>• Upgrade the intersection of Main North Road and Nottage Terrace</li> <li>• Improve bus shelters</li> </ul>

Location	Suggested Options
<ul style="list-style-type: none"> <li>Intersection of Nottage Terrace and Northcote Terrace</li> </ul>	<ul style="list-style-type: none"> <li>Investigate the signal sequences at the intersection</li> <li>Allow right turn from Northcote Terrace onto Stephen Terrace</li> </ul>
<ul style="list-style-type: none"> <li>Dutton Terrace</li> </ul>	<ul style="list-style-type: none"> <li>Close off / ban right turn from Main North Road onto Dutton Terrace</li> <li>Ban right turn into Dutton Terrace from Northcote Terrace</li> <li>Keep clear area at the Northcote Terrace and Dutton Terrace intersection</li> <li>Install speed hump/road narrowing verges/raised paved strips</li> <li>Do not apply parking restrictions on Dutton Terrace at the reserve</li> <li>Timed parking restrictions on Dutton Terrace</li> <li>Change permit zone to 2P with the residents exempt</li> <li>Remove permit zone, parking limit longer than 3P</li> </ul>
<ul style="list-style-type: none"> <li>Briar Ave</li> <li>Willyama Ave</li> </ul>	<ul style="list-style-type: none"> <li>Permit parking for residents and 2P for visitors</li> <li>Parking on one side only</li> <li>Close Willyama Ave at Briar Road end with access only for cyclists and pedestrians</li> </ul>
<ul style="list-style-type: none"> <li>Hawkers Road</li> </ul>	<ul style="list-style-type: none"> <li>Traffic island / rumble strips on Hawkens Road at the intersection with Nottage Terrace</li> <li>Speed humps</li> <li>Remove parking restrictions</li> <li>Wilderness School to provide on-site parking for staff and students</li> </ul>
<ul style="list-style-type: none"> <li>Robe Terrace Service Road</li> </ul>	<ul style="list-style-type: none"> <li>Clear signs / white reflective arrows line marking to distinguish entry/exit points</li> <li>Decrease height of nature strip to improve sight line</li> <li>Speed humps; Lower speed limits; 'Slow' sign</li> <li>Parking restrictions</li> <li>Stop sign at the intersection of Avenel Gardens and Robe Terrace Service Road</li> <li>Noise reduction surface on Robe Terrace</li> </ul>
<ul style="list-style-type: none"> <li>Avenel Gardens Road</li> </ul>	<ul style="list-style-type: none"> <li>Speed limit signs / Speed humps</li> <li>Local traffic only</li> <li>Permit Parking / Parking on one side only</li> <li>Yellow Line at the entrance of Medindie Lane on Avenel Gardens Road.</li> </ul>
<ul style="list-style-type: none"> <li>Medindie Lane</li> </ul>	<ul style="list-style-type: none"> <li>Block pedestrian access to Main North Road</li> </ul>
<ul style="list-style-type: none"> <li>Elm St</li> </ul>	<ul style="list-style-type: none"> <li>Speed humps</li> <li>Block access from Dutton Terrace into Elm Street</li> <li>Cut branches that obscure the speed limit sign</li> <li>Parking restrictions</li> </ul>
<ul style="list-style-type: none"> <li>Tennyson St</li> </ul>	<ul style="list-style-type: none"> <li>Close the exit to Main North Road</li> <li>Install speed hump</li> <li>Install 'local traffic only' signs to limit traffic entering from Victoria Ave</li> </ul>
<ul style="list-style-type: none"> <li>Stephen Terrace (outside study area)</li> </ul>	<ul style="list-style-type: none"> <li>Open the intersection at Cluny Avenue and Stephen Terrace to two-way traffic</li> </ul>

### 3.3. Email Submissions

14 email submissions including 13 submissions from residents and one submission from the Wilderness School were received. The issues and opportunities identified in the email submissions are mostly repeated issues already identified in the online survey. A summary of the email submissions is provided in **Appendix B**.

#### 3.3.1. Wilderness School

Staff at the Wilderness School were consulted separately on 7<sup>th</sup> March 2019 to provide their comments on issues with traffic and parking in vicinity of the school. In addition, the Wilderness School provided an email submission that was received on 28<sup>th</sup> March 2019 with a technical report that was prepared by MFY traffic engineering consultants on 25<sup>th</sup> March 2019. They reported that traffic and parking restrictions at the school in Hawkers Road and on the surrounding streets are working well and therefore should not be modified. The Wilderness School staff made two relevant comments:

- Dutton Terrace was the only street in Medindie specifically identified as an issue within the Opportunities for Improvement section of the Movement Management Plan.
- Any observations presently of parking and traffic conditions in Hawkers Road are not representative of normal conditions due to the construction.

On 12<sup>th</sup> December 2019, the Mayor of the Town of Walkerville received a letter prepared for the Wilderness School by MFY traffic engineering consultants. The relevant items from the Council meeting minutes held in October 2019 were discussed in the letter and they are explained as follows:

- Item 5 for the 25 km/h sign in Hawkers Road. The Wilderness School supports this initiative.
- Item 6 for the extension of the 25 km/h zone in Hawkers Road. This is not supported by the Wilderness School. However, the initiative was to consult with DPTI to discuss options to modify the current arrangement to better reflect the wider extent of school movements beyond the identified 25 km/h zone. No recommendations to change the 25 km/h zone were proposed.
- Item 7 for the 40 km/h speed limit for local streets in Medindie. The Wilderness School had not given a view on this initiative to support it or not until they have further information about the implications. Nonetheless, in order to implement a 40 km/h speed limit, detailed discussions and approvals from DPTI would be necessary. This suburb-wide initiative would also require further consultation with the wider community and formal Council adoption before implementation. This is the approach taken by the City of Prospect that plans to implement a 40 km/h speed limit on all local streets throughout their Council area.
- Item 8 for the Dutton Terrace/Victoria Avenue roundabout. An initial design concept for this roundabout was prepared for internal discussions with Council staff. However, the roundabout has more complex road design issues to address, as mentioned by MFY traffic consultants, that require a more detailed and rigorous concept design study that includes the impacts on utilities, power poles, drainage and traffic movements for road safety.
- Item 9 for the Dutton Terrace parking review. The Wilderness School supports this initiative. However, it is a parking review for the residents and businesses located at the western end of Dutton Terrace near Main North Road and not near Hawkers Road near the school.

- Item 11 for the Briar Avenue on-street parking review. The consultation for this initiative was conducted from December 2019 to February 2020. A summary of the community comments from the survey and the drop-in session held on 2<sup>nd</sup> December 2019, the development and assessment of the on-street parking options to address the issues and recommendations provided are in a separate study report that is included in **Appendix C**. The Wilderness School was invited to attend a meeting with the Briar Avenue residents, Council staff and GTA Consultants held in February 2020, but they declined to participate.

In addition to the correspondence from the Wilderness School prepared by MFY traffic consultants, the Town of Walkerville received a letter from Jamie Botten of Botten Levinson lawyers on 13<sup>th</sup> February 2020 on behalf of the Wilderness School regarding the consultation activity for this study. The Council replied to this letter with a list of next steps in the consultation process. The Council will continue to engage with its stakeholders and the wider community. When the building works at the Wilderness School are completed, the Council will review the traffic movement on Hawkers Road and Briar Avenue.

## 3.4. Community Drop-in Sessions

A total of 119 comments on specific issues were received from residents at the drop-in session on 28 February 2019 from 5.30 pm to 7.00 pm. A summary of the key comments is shown in Table 3.5. The issues raised in the drop-in session emphasise some of the key issues identified in the community online survey.

**Table 3.5: Summary of Comments from the Community Drop-in Sessions**

Location	Issues	Suggestions
Acacia Street	<ul style="list-style-type: none"> <li>All day parking</li> </ul>	
Avenel Gardens Road	<ul style="list-style-type: none"> <li>Long term parking</li> <li>Parking too close to Medindie Lane and Avenel Gardens Road intersection</li> <li>Parking too close to the corner / T-junction</li> <li>Unwanted through traffic between Dutton Terrace and Robe Terrace via Avenel Gardens Road and Elm Street</li> </ul>	<ul style="list-style-type: none"> <li>Yellow line marking on Avenel Gardens Road at entrance to Medindie Lane</li> <li>Yellow line marking between Medindie Lane and Darling Street</li> </ul>
Briar Avenue	<ul style="list-style-type: none"> <li>Too narrow for parking on both sides</li> <li>Staggered parking</li> </ul>	<ul style="list-style-type: none"> <li>Would like to see southern side of Briar Ave back to residential permit</li> </ul>
Willyama Ave	<ul style="list-style-type: none"> <li>No footpath on eastern side of Willyama Ave</li> <li>Cars speed and cut corners</li> <li>Dangerous corner at T-junction of Willyama Ave and Briar Ave</li> </ul>	<ul style="list-style-type: none"> <li>Reconfigure Willyama Ave into two-way road blocked on south end</li> <li>Consider the southern end of Willyama Avenue for bicycle and pedestrian access only</li> </ul>
Elm Street	<ul style="list-style-type: none"> <li>Parking too close to T-junction at Darling Street and Elm Street</li> <li>Unwanted through traffic route</li> <li>Narrow street</li> <li>25 km/h sign hidden by bushes</li> </ul>	
Dutton Lane	<ul style="list-style-type: none"> <li>Vehicle parked on Dutton Lane blocking property access. (Dutton Lane is a one-way street)</li> </ul>	

Location	Issues	Suggestions
<b>Dutton Terrace</b>	<ul style="list-style-type: none"> <li>• Unloading cars on Dutton Terrace near Main North Road</li> <li>• Unwanted through traffic route; Speeding</li> <li>• Mixed views on whether parking restrictions should apply on Dutton Terrace</li> <li>• Queues on Dutton Terrace back from roundabout to Northcote Terrace</li> <li>• Chicane is ineffective and encourages higher speeds for some traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Road closure/ single lane entry/exit only at intersection with Main North Road</li> <li>• Permit Parking Between Rasp Ave and Willyama Ave</li> <li>• Make Dutton Terrace a pedestrian and bicycle boulevard. Narrow the street by widening the verge</li> <li>• Improve pedestrian crossing to access Walkerville</li> <li>• Replace chicane with single lane slow point</li> </ul>
<b>Northcote Terrace</b>	<ul style="list-style-type: none"> <li>• 'No right turn' into Stephen Terrace has been an issue. Vehicles use Edwin Terrace/James St as unwanted through</li> </ul>	<ul style="list-style-type: none"> <li>• Right turn lane on Northcote Terrace to travel to James Street</li> </ul>
	<ul style="list-style-type: none"> <li>• Pedestrian waiting time at the crossing</li> <li>• Right turn crashes onto Dutton Road</li> </ul>	<ul style="list-style-type: none"> <li>• Decrease pedestrian waiting time at the Pedestrian Actuated Crossing (PAC)</li> </ul>
<b>Nottage Terrace</b>	<ul style="list-style-type: none"> <li>• Speeding on Nottage Terrace</li> </ul>	
<b>Hawkers Road</b>	<ul style="list-style-type: none"> <li>• Traffic during school pick-up / drop-off time</li> <li>• Signs at the Dutton Terrace / Hawkiers Road roundabout for cars to 'beware school children'</li> <li>• Pedestrian safety at the roundabout</li> <li>• Congestions and speeding issues</li> <li>• Vehicles parked on school crossing when bus is stopped at bus lane</li> </ul>	<ul style="list-style-type: none"> <li>• No timed parking on Hawkiers Road</li> <li>• Designated pick-up/drop-off zone</li> <li>• drop-off zone on Northcote Terrace in the morning and pick-up zone on Hawkiers Road in the afternoon Peak</li> </ul>
<b>Herbert Street</b>	<ul style="list-style-type: none"> <li>• Footpath pavement surface is in poor condition</li> </ul>	
<b>Medindie Lane</b>	<ul style="list-style-type: none"> <li>• Parked cars on Medindie Lane</li> </ul>	<ul style="list-style-type: none"> <li>• Allow parking in front of their own garages/driveways</li> </ul>
<b>Robe Terrace Service Road</b>	<ul style="list-style-type: none"> <li>• Confusing entry/exit points</li> <li>• Traffic on Robe Terrace blocking egress point on Robe Terrace Service Road</li> <li>• Cars parked all day</li> <li>• Traffic speed concerns</li> </ul>	<ul style="list-style-type: none"> <li>• Slower speed</li> <li>• PAC / bike crossing at the existing ped crossing close to Medindie Road</li> </ul>
<b>James Street</b>	<ul style="list-style-type: none"> <li>• Access to Stephen Terrace via James Street is very dangerous</li> </ul>	
<b>Tennyson Street</b>	<ul style="list-style-type: none"> <li>• Streetscape is not maintained</li> <li>• Non-residents parking</li> <li>• High speeds of traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Driveway links or similar</li> <li>• Speed humps</li> </ul>
<b>Victoria Avenue</b>	<ul style="list-style-type: none"> <li>• High speeds of traffic</li> <li>• All day parking blocking bins</li> <li>• Businesses photographing, selling and testing cars</li> </ul>	
<b>Precinct wide</b>	<ul style="list-style-type: none"> <li>• Parking permit costs</li> <li>• Unwanted through traffic on local streets</li> </ul>	<ul style="list-style-type: none"> <li>• Lower speed limit to 40 km/h</li> </ul>

## 4. OVERVIEW OF THE ISSUES

### 4.1. Summary of Issues and Suggestions

Some common issues and suggested options raised in the community consultation and identified through analysis of the data and site inspections are summarised in Table 4.1.

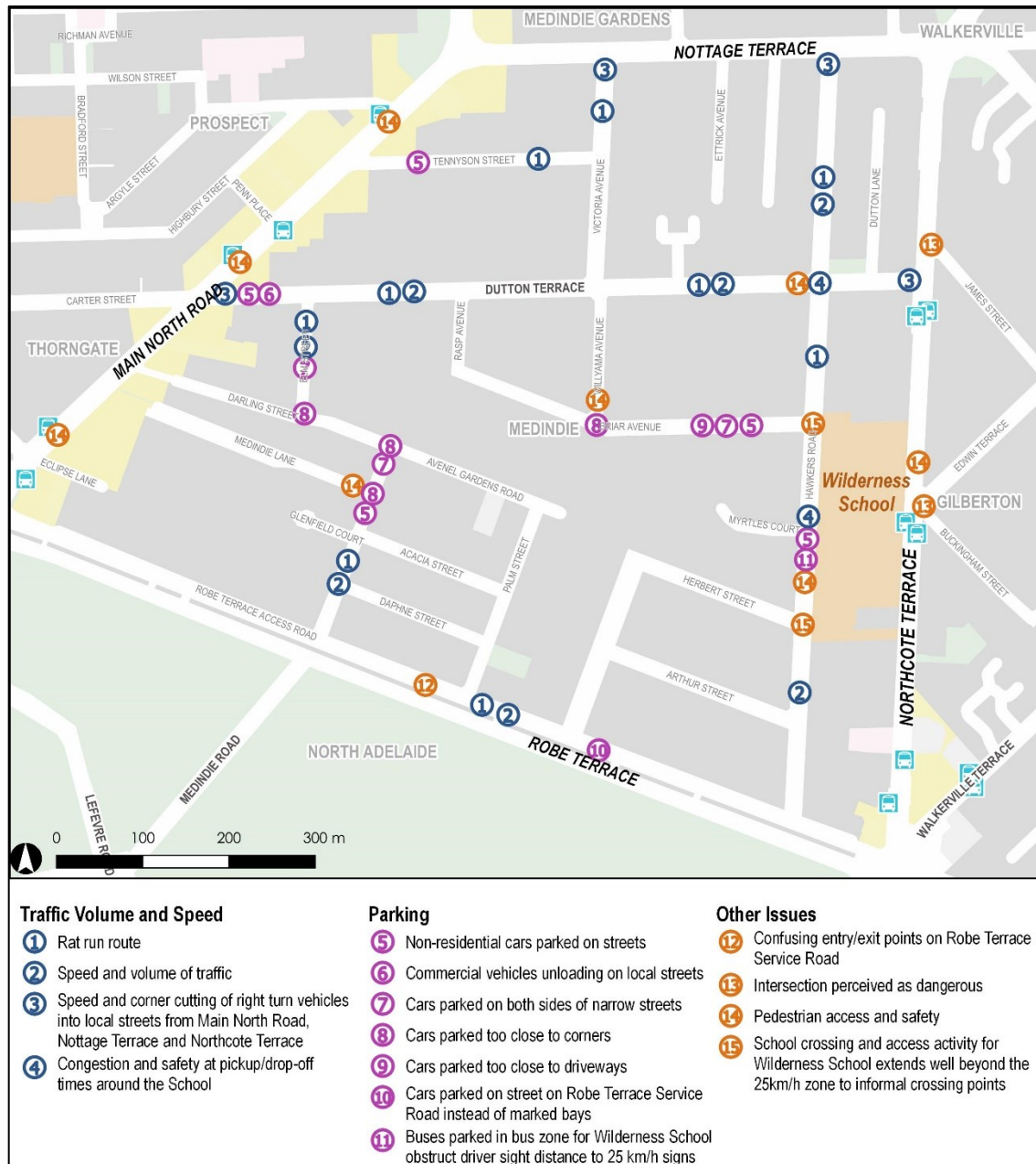
Table 4.1: Summary of Key Issues and Suggestions from the Community and Stakeholder Consultation

Category	Issues	Suggestions
<b>Traffic volume and speed</b>	<ol style="list-style-type: none"> <li>Unwanted through traffic routes along Hawkers Road, Dutton Terrace, Robe Terrace, Elm Street, Avenel Gardens Road, Tennyson Street and Victoria Avenue</li> <li>Speed and volume of unwanted through traffic</li> <li>Speed and corner cutting of right turn vehicles into local streets from Main North Road, Nottage Terrace and Northcote Terrace</li> <li>Congestion and safety at pickup/drop-off times around the Wilderness School</li> </ol>	<ul style="list-style-type: none"> <li>More effective traffic control devices such as speed humps</li> <li>Road reconfiguration</li> <li>Lower speed limit to 40 km/h</li> </ul>
<b>Parking</b>	<ol style="list-style-type: none"> <li>Non-residential cars parked on streets around School and businesses</li> <li>Commercial vehicles unloading cars on local streets</li> <li>Cars parked on both sides of narrow streets – Briar Avenue, Avenel Gardens Road and Elm Street</li> <li>Cars parked too close to bends/corners – Avenel Gardens Road and Elm Street, Briar Avenue and Willyama Avenue</li> <li>Cars parked too close to driveways</li> <li>Cars parked on-street on Robe Terrace Service Road instead of the marked bays</li> <li>Buses parked in bus zone for Wilderness School obstruct driver sight distance to 25 km/h signs</li> </ol>	<ul style="list-style-type: none"> <li>Parking Restrictions</li> <li>Permit Zone</li> <li>Yellow lines</li> <li>Timed parking restrictions</li> <li>Enforcement by Council</li> </ul>
<b>Others</b>	<ol style="list-style-type: none"> <li>Confusing entry/exit points on Robe Terrace Service Road</li> <li>Right turn into James Street is perceived as dangerous (no right turn from Northcote Terrace onto Stephen Terrace)</li> <li>Pedestrian access and safety</li> <li>School crossing and access activity for Wilderness School extends well beyond the 25 km/h zone to informal crossing points</li> </ol>	<ul style="list-style-type: none"> <li>Clear line marking/signs at access points on Robe Terrace Service Road</li> </ul>



The summary of key locations is shown in Figure 4.1.

Figure 4.1: Location of the Key Issues Identified by the Community and Stakeholder Consultation



# 5. OPTIONS DEVELOPMENT

The option development in the transport and parking plan considered all potential opportunities, ensuring that best practice and innovation are not overlooked within the confines of existing standards. Documents used as technical references in the development of the potential initiatives and options include:

- Streets for People Compendium for South Australian Practice;
- Healthy by Design SA;
- Manual of Legal Responsibilities (The Code 2018);
- Austroads Guides and Australian Standards;
- Interstate and International best practice case studies and guidelines; and
- Code of Technical Requirements.

The potential initiatives and options were grouped as Suburb Wide or in the following precincts as shown in Figure 5.1:

Figure 5.1: Precincts in Medindie used to Develop the List of Potential Initiatives



The initiatives and options were grouped under the following headings:

- **Medindie** suburb for measures that apply for the entire suburb
- **North West** precinct around Tennyson Street and Victoria Avenue
- **North East** precinct around the northern section of Hawkers Road and the Northcote Terrace and Nottage Terrace intersection
- **Dutton Terrace** precinct covering the length of Dutton Terrace and immediately adjoining street sections
- **Avenel Gardens** precinct in the south west corner of the suburb
- **Robe Terrace** precinct
- **Wilderness School** precinct covering the streets around the school

## 5.1. Medindie Suburb

### 5.1.1. Implement a 40 km/h wide speed limit throughout Medindie

40 km/h speed limits have been implemented to create safer local streets and they exist on several other suburbs inner metropolitan Adelaide as shown in Figure 5.2. A 40 km/h speed limit area would apply for all local streets and laneways with the suburb. 40 km/h Start and End signs would be installed at the gateways to Medindie as shown in Figure 5.3.

Figure 5.2: Areas with 40 km/h Speed Limits in inner Metropolitan Adelaide

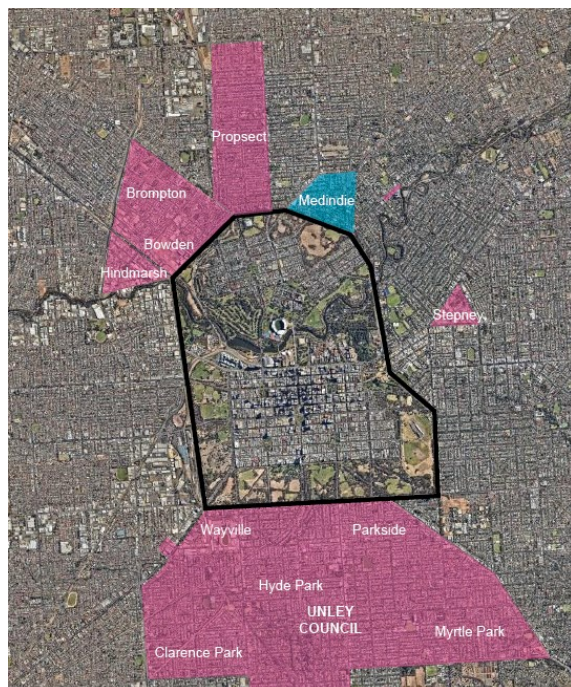
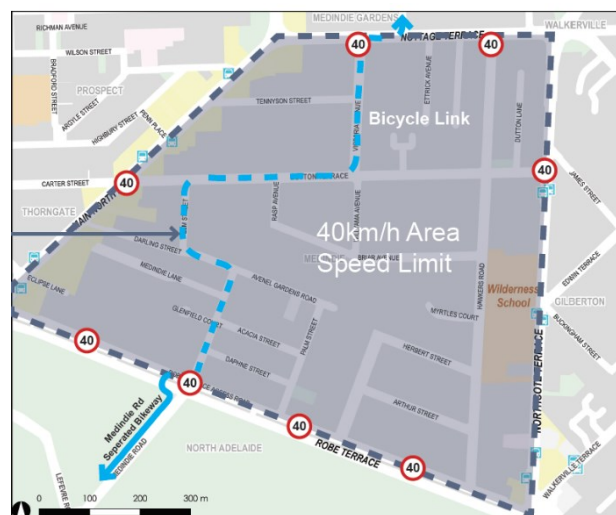


Figure 5.3: 40 km/h Area Signs for Medindie





### 5.1.2. Implement bike sharrows along the proposed bicycle network in Medindie

A bicycle network route through Medindie is proposed to be established by working with DPTI in order to provide a safer bicycle route that connects from the City of Adelaide's Medindie Road separated bike path via Robe Terrace, Avenel Gardens Road, Darling Street, Elm Street, Dutton Terrace, Victoria Avenue, Nottage Terrace and linking to Corbin Road as shown in Figure 5.4. At the northern end, it would connect with the City of Prospect bicycle network. Victoria Avenue would be a preferred route due to potential space constraints of creating a safe crossing location on Nottage Terrace.

Figure 5.4: Proposed bicycle network link through Medindie



On the local street bicycle network, the recommended infrastructure treatment is the approved Shared Lane Marking or “sharrow”. The “sharrow” consists of a bicycle logo with a double arrow marking above it.

- The use of advisory “sharrow” markings is recommended on designated bicycle routes:

- Where traffic volumes are less than 3,000 Average Annual Daily Traffic (AADT) and the speed limit is 50km/h or less; or
- Where traffic volumes are between 3,000 and 5,000 AADT and the speed environment is low (typically considered where the 85<sup>th</sup> percentile speeds are less than 30 km/h; this means that less than 15 per cent of the traffic exceeds 30 km/h).

Sharrow markings are recommended for implementation along the local cycling routes to:

- Assist cyclists with lateral positioning on roads with on-street parallel parking in order to reduce the chance of being hit by an opening door of a parked vehicle.
- Assist cyclists with lateral positioning on roads that are too narrow for a motor vehicle and a bicycle to travel side by side in the same direction.
- Assist cyclists with navigating a designated bicycle route.
- Alert road users that they are on a designated bicycle route.
- Alert road users of the lateral location cyclists are likely to occupy within the roadway.
- Encourage safe passing of cyclists by motorists.
- On-road advisory treatments, such as sharrows, are recommended for the streets that are classified as local bicycle routes. These streets have speed limits of 50 km/h with less than 3,000 vehicles per day.
- The different types of cycling infrastructure to support the development of the bicycle network plan is shown in in Figure 5.5. The existing shared bicycle and parking lanes are recommended to be removed and replaced with either on-street advisory markings, or shared paths.

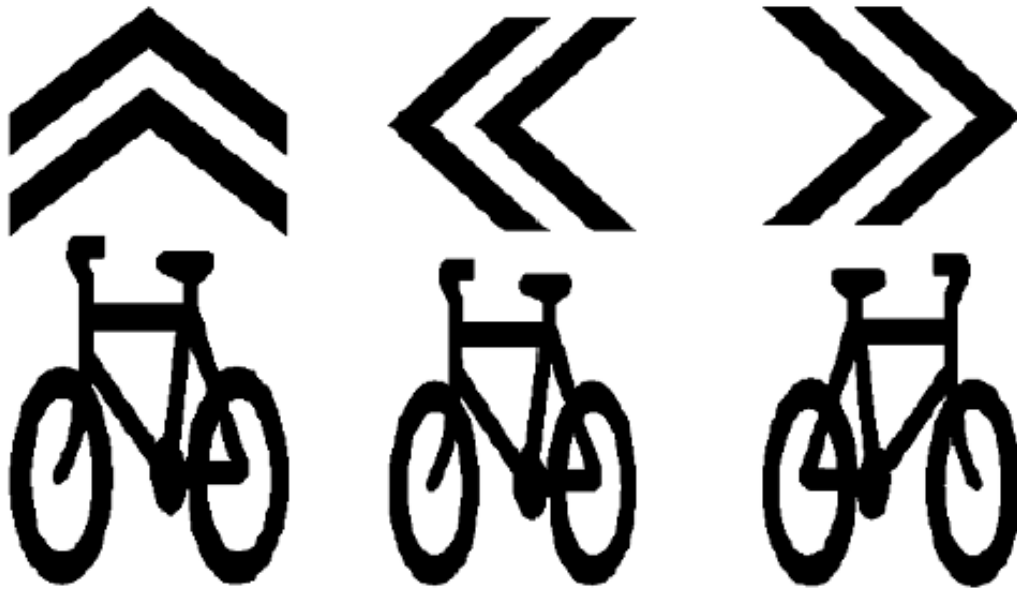
**Figure 5.5: Examples of Sharrow Markings on Local Streets**



To assist cyclists to navigate along a bicycle route, the sharrow markings can be used in three configurations as shown in Figure 5-6.



Figure 5-6 Examples of Sharrow Road Markings



Source: Austroads cycling standards.

### 5.1.3. Review signage and line marking throughout Medindie

The information and advisory signage and line marking across Medindie in some cases is old, worn and not at current standards. A comprehensive site inspection, audit and review of all signage and line marking is proposed. As shown in Figure 5.7, the yellow line marking and a driveway kerb is no longer needed with no driveway access. Parking signage and Gross Load Limit signs are outdated and no longer needed in areas as shown in Figure 5.8.

Figure 5.7: Yellow line marking over former driveway in Tennyson Street



Figure 5.8: 3-Tonne Limit Sign in Hawkers Road



## 5.2. North West Precinct

### 5.2.1. Lobby State Government to improve the Main North Road and Nottage Terrace intersection

Significant traffic congestion in AM and PM peak periods at Main North Road / Nottage Terrace encourages drivers to cut through Medindie to avoid delay. Intersection improvements will allow more capacity reducing delay times and unwanted through traffic.

### 5.2.2. Lobby DPTI for improved pedestrian linkages on Main North Road

Access for pedestrians crossing Main North Road is limited with high volumes of traffic in both directions. Suggest improvements to existing pedestrian crossings at Fitzroy Terrace and Nottage Terrace and investigate options for an actuated crossing midblock on Main North Road or pedestrian refuge island.

### 5.2.3. Adjust the build-out areas on Victoria Avenue

The existing build-outs are not symmetrical and create uneven lane widths. Relocate the build-outs to complement a pedestrian refuge and create a gateway entrance into the suburb. Could be landscape build-outs with Water-Sensitive Urban Design (WSUD) opportunities and contrasting road pavement.

### 5.2.4. Build median at Victoria Avenue/Nottage Terrace and consider brick-paved entrance

By building a median in Victoria Avenue south of Nottage Terrace would provide for a safer pedestrian crossing with a shorter distance with conflicting turning vehicles. Narrowing the entrance to Victoria Avenue will also reduce entry speeds into the street. Brick pavement that is contrasting from the roadway indicates to drivers they are entering a different environment reducing vehicle speeds. Examples of this type of median treatment in other suburbs of Adelaide are shown in Figure 5.9 and Figure 5.10.

Figure 5.9: Median crossing with brick paving, Hampstead Road, Enfield



Figure 5.10: Entry to suburb, Burt Street, Findon



## 5.2.5. Extend footpath or pavement treatment across Tennyson Street at Victoria Avenue

A continuous footpath across Tennyson Street / Victoria Avenue Junction indicates pedestrians have priority over vehicles and strengthens giving way to pedestrians. A footpath crossing over the roadway is shown in Figure 5.11. The current road design in Medindie at Tennyson Street/Victoria Avenue is shown in Figure 5.12. This configuration requires pedestrians to give-way to vehicles. Changing the design emphasises Tennyson Street as an access roadway reducing unwanted through traffic.

Figure 5.11: Footpath with Priority



Paralowie Village shopping Centre

Figure 5.12: Existing Tennyson Street/Victoria Avenue, Medindie



## 5.2.6. Review parking management in Tennyson Street for businesses and residents

A review of the timed parking, permit parking, fees, resident visitor permits and parking enforcement is proposed to manage the parking requirements for the businesses in Main North Road and the residents in Tennyson Street. Findings will be used to establish a balance between customer parking and residential parking

## 5.3. North East Precinct

### 5.3.1. Create a raised narrow brick-paved entrance at Dutton Terrace/Northcote Terrace

A similar treatment as Victoria Avenue, as shown in Figure 5.9 and Figure 5.10, would be to create narrow entrance with change of road pavement and median to reduce vehicle speeds entering and creating safer connections for pedestrians crossing.

### 5.3.2. Create a raised narrow brick-paved entrance at Hawkers Road/Nottage Terrace

This is also a similar gateway treatment as shown in in Figure 5.9 and Figure 5.10.



### 5.3.3. Implement slow speed treatment on Hawkers Road between Nottage Terrace and Dutton Terrace

Creating slow speed road treatment such as speed bumps, brick paving or narrow roadway will create a break point between Dutton Terrace and Nottage Terrace reducing vehicle speeds as shown in Figure 5.13 in Enfield is to break the road from a straight stretch and require drivers to slow reducing vehicle speeds peaking midblock and reducing unwanted through traffic.

Figure 5.13: Raised brick platform Collins Street, Enfield



### 5.3.4. Implement landscape build-outs around Dutton Lane access

Within the area not permitted for parking adjacent to Dutton Lane create landscape build-outs to prevent parking and provide better street presence for Dutton Lane access.

### 5.3.5. Lobby State Government to improve the Northcote Terrace and Nottage Terrace intersection

Significant traffic congestion in AM and PM peak periods at Northcote Terrace / Nottage Terrace encourages drivers to cut through Medindie, notably Hawkers Road to avoid delay. The removal of the controlled right turn from Nottage Terrace into Northcote Terrace also creates safety issues for drivers having to turn in gaps in Stephen Terrace traffic where the sight distance to these vehicles is limited.

### 5.3.6. Build a brick-paved area around Hawker Reserve and install raingarden treatments to narrow roadway and extend green space

Pave area around the Hawker Reserve to slow drivers whilst retaining parking as seen in Figure 5.14 can slow vehicle speeds while retaining parking. Build outs from Dutton Lane and Hawkers Road near the roundabout can narrow roadway and introduce raingardens as shown in Figure 5.15.

Figure 5.14: Raised brick paving roadway with parking, Railway Terrace, Ascot Station



Figure 5.15: Suitable locations for narrowed roadway and installation of a raingarden



## 5.4. Dutton Terrace Precinct

### 5.4.1. Narrow the brick-paved roadway entry in Dutton Terrace from Main North Road

Brick contrasting pavement from the roadway may reduce vehicle speeds when entering/exiting the street as shown in Figure 5.16. This also creates a gateway entry to the suburb with vegetation. Dutton Terrace may not be wide enough for a median, but paving treatments and narrow entry can still be implemented.



Figure 5.16: Narrow Brick Entry in Burt Avenue, Findon



#### 5.4.2. Pave the entry points to roundabout and reshape entry point to radial design

Narrowing the entry to roundabouts reduces vehicles speeds, allows cyclists to position in front of vehicles as they pass through the junction and increases the median refuges and sight distances for pedestrians. Paving the roundabout entries or the entire roundabout would encourage vehicles to move through at a low speed as shown in Figure 5.17.

Figure 5.17: Narrow roundabout entry and brick-paved in RM Williams Drive, Walkley Heights



#### 5.4.3. Improve pedestrian access across roundabouts

Accessibility for pedestrians at roundabout on Dutton Terrace/Willyama Avenue needs DDA ramps and realignments as shown in Figure 5.18.

Figure 5.18: Dutton Terrace Roundabout Pedestrian Alignments are not linked



#### 5.4.4. Implement speed reduction treatments, such as raised platforms, narrowing roadway or driveway entry points at Elm Street and Rasp Avenue along Dutton Terrace

The use of these treatments, as shown in Figure 5.19 and Figure 5.20, will reduce vehicle speeds and reduce vehicles unwanted through traffic through Medindie via Dutton Terrace. Placing these at each junction creates safer movement and are evenly distanced from each other to maintain vehicles travelling at lower speed (below 40 km/h).



Figure 5.19: One lane Driveway entry on side road



Option 1

Figure 5.20: Raised brick platforms two-way



Option 2

#### 5.4.5. Review the parking management in Dutton Terrace west end with residents and businesses

The timed parking, permit parking, fees, resident visitor permits and enforcement are recommended to be reviewed in Dutton Terrace near Main North Road. The investigations from a parking review will determine what measures need to be considered to balance the demand between customer parking for the businesses and parking for residents and visitors to the residential properties.

#### 5.4.6. Close off Willyama Avenue at Briar Avenue and create a small green space

With low vehicle volumes and access via Briar Avenue, there is potential to close Willyama Avenue at the Briar Avenue end to vehicles. The potential area is roughly 190 Square Metres and would only need to provide a footpath connection as shown in Figure 5.21. This will create a safe low traffic volume roadway with the opportunity to increase vegetation in the suburb.

Figure 5.21: Potential green space at Willyama Avenue/Briar Avenue junction



### 5.5. Avenel Gardens Precinct

#### 5.5.1. Consider one lane driveway entry to Daphne Street at Avenel Gardens Road allowing extra space for greening

Opportunity of increased green space with while allowing access with a driveway entry as shown in Figure 5.22. As driveways are further positioned along Daphne Street as shown in Figure 5.23, access to Acacia Street and Robe Terrace would be restricted to two-way access.

Figure 5.22: One lane Driveway entry Ashley Street/East Street, Torrensville



Figure 5.23: Potential green space Daphne Street



### 5.5.2. Footpaths should be continuous across Glenfield Court, Acacia Street Medindie Lane and Daphne Street

As all the streets have low vehicle volumes and are access roads/laneways, continuous footpaths could cross over each street access from Avenel Gardens Road as shown in Figure 5.24. This road design gives pedestrians priority and reduces vehicle speeds exiting and entering the access streets.

Figure 5.24: Continuous footpath connecting access streets to collector roads



### 5.5.3. Yellow line marking to indicate no standing next to intersection corners

Painting yellow markings around each junction will clearly mark where vehicles are not allowed to park stopping the likelihood of vehicles parking too close to corners or driveways. No Standing parking control can be considered on one side of the roadway in peak hour times only to reducing congestion.



## 5.6. Robe Terrace Precinct

### 5.6.1. Improve the pedestrian and cycling link across Robe Terrace to Medindie Road cycling path

In order to provide a safer pedestrian and cycling link from Robe Terrace to Medindie Road, consultation with DPTI is recommended to discuss the safety issues and other opportunities for a safe pedestrian and cyclist crossing over Robe Terrace.

### 5.6.2. Implement raised paved platforms and narrow roadway at Avenel Gardens Road, The Avenue and Hawkers Road junctions with Robe Terrace

Roadway narrowing should be minimum width of vehicle and level with footpath to reduce vehicle speed as shown in Figure 5.5. This is known as a “naked street design” and reduces vehicle speeds by creating a sense of risk.

Figure 5.25: Raised platform design in Braund Road at Gladstone Road in Prospect



### 5.6.3. Close off access point to Robe Terrace or install a keep clear treatment

Closing roadway access point as shown in Figure 5.26 will reduce vehicles queued on the ring route to cut through Medindie via Hawkers Road. Alternatively, keep entry open and consult with DPTI to install a keep clear on Robe Terrace to allow exiting vehicles easier access when queuing occurs on Robe Terrace.

Figure 5.26: Location to close from vehicles along Robe Terrace



#### 5.6.4. Work with residents on parking arrangements along Robe Terrace with on street and indented bay parking

A review the timed parking, permit parking, fees, resident visitor permits and enforcement is proposed. New signage and line marking are proposed to clearly indicate indented/on road parking bays and control times along Robe Terrace.

### 5.7. Wilderness School Precinct

#### 5.7.1. Install gateway entry design in Hawkers Road at Herbert Street and Briar Avenue

It is proposed to install a gateway entry design in Hawkers Road at Herbert Street to the south and Briar Avenue to the north which is adjacent to the Wilderness School. The use of walls, vegetation can indicate a change of the road environment encouraging drivers to slow down, as shown with the examples in Figure 5.27 and Figure 5.28 respectively for streets in West Lakes and Prospect. This treatment is generally used as an entry statement to suburbs, cemeteries and schools.



Figure 5.27: Wall Entry Statement, Delfin Island, West Lakes



Figure 5.28: Entry Point to North Road Cemetery, Prospect



## 5.7.2. Install raised paved platforms with footpath treatment with indented bays

A rollover kerb to allow for indented parking bays can make a street appear narrower as shown in Figure 5.29. A change of roadway treatment, such as the use of brick pavers, will encourage drivers to reduce vehicle speeds and indicate to drivers that they are entering a change of environment entering a school zone. This treatment could be considered as a long-term future solution that would be suitable when asset renewal is required. Raised treatments can be used across the entire length of the school area or only at crossing points.

Figure 5.29: 9 metre Two-way Street with Brick Rollover Kerb and Raised Platform in Amsterdam, Netherlands



### 5.7.3. Relocate 25 km/h sign so that buses are not blocking sightlines

The current northbound 25 km/h sign on the approach to the koala crossing is totally obscured to drivers when the school buses are parked within the designated bus zone, as shown in Figure 5.30. This issue needs to be resolved urgently as is likely to be reducing school zone compliance. This is considered an urgent priority safety issue and the 25 km/h sign should be repositioned so that buses are not blocking the sign and the driver sightlines.

Figure 5.30: Sign blocking Drivers Sightlines when Buses are Parked in Hawkers Road



### 5.7.4. Extend 25 km/h school zone

In order to improve pedestrian safety during school days, the existing 25 km/h school zone should be considered to be extended from Herbert Street to Briar Avenue along Hawkers Road as shown in Figure 5.31. This initiative would require discussions with DPTI on 25 km/h extent and crossings within the extended school zone.



Figure 5.31: Extended 25 km/h Speed Limit When Children Present



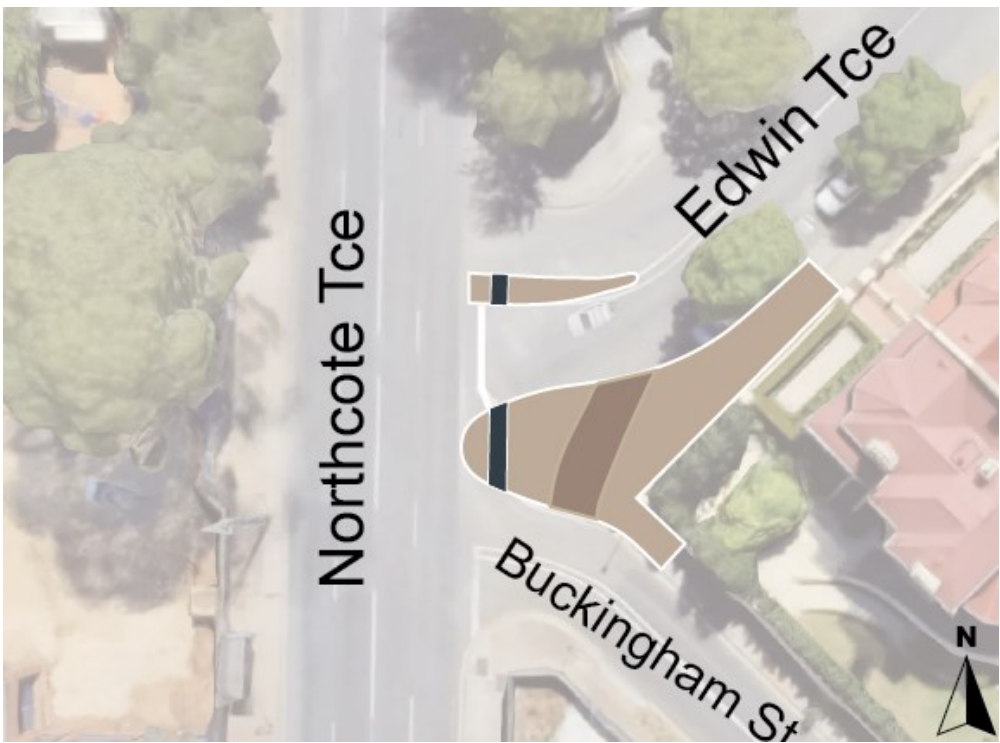
#### 5.7.5. Reconfigure Edwin Terrace and Buckingham Street at Northcote Terrace

It is proposed to extend the kerbing and allow options for either vehicles exiting from Edwin Terrace onto Buckingham Street at Northcote Terrace or to restrict access and require vehicles to enter/exit via Northcote Terrace as shown Options 1 and 2 respectively in Figure 5.32 and Figure 5.33. Edwin Terrace would be reconfigured with a pedestrian median for both options making connectivity safer for pedestrians.

Figure 5.32: Option 1: Restrict vehicle access from Edwin Terrace in Northcote Terrace



Figure 5.33: Option 2: Allow vehicles to exit from Edwin Terrace into Buckingham Street





# 6. OPTIONS ASSESSMENT

## 6.1. Assessment Framework

The initiatives, treatments and options developed to assess the traffic, transport and parking issues that are described in Section 5 were assessed to determine the priorities for implementation, further planning or concept design and costing. A basic assessment framework with the following three evaluation criteria was applied using scores from 1 to 3:

- Addressing Key Issue
  - Completely = 3
  - Partly resolved = 2
  - Future consideration = 1)
- Ease of implementation
  - Easy with no construction = 3
  - Requires planning = 2
  - Requires detailed design, significant approvals and construction with costs = 1
- Cost for Implementation
  - High over \$50,000 = 1
  - Medium (from \$10,000 to 50,000) = 2
  - Less than \$10,000 = 3

## 6.2. Long List of Initiatives to Improve Traffic, Transport and Parking Issues

The long list of initiatives developed in the traffic, transport and parking plan are provided in Table 6.1 with the precinct or locality.

Table 6.1: Long List of Initiatives to Address the Traffic, Transport and Parking Issues in Medindie

Label	Precinct or Locality	Road or Street	Option	Type of Initiative	Key Issue that the initiative addresses
SW1	Suburb wide	All internal streets and laneways	Implement a 40 km/h wide speed limit throughout Medindie	signage	speed, noise and amenity for local residents
SW2	Suburb wide	Avenel Gardens Road/Victoria Avenue	Implement bike sharrows along the proposed bicycle network in Medindie	line marking	bicycle safety
SW3	Suburb wide	Multiple Streets	Review signage and line marking throughout Medindie	signage and line marking	parking

Label	Precinct or Locality	Road or Street	Option	Type of Initiative	Key Issue that the initiative addresses
NW1	North West	Main North Road	Lobby State Government to improve the Main North Road and Nottage Terrace intersection	advocacy to DPTI	traffic congestion and pedestrian safety
NW2	North West	Main North Road	Lobby DPTI for improved pedestrian linkages on Main North Road	advocacy to DPTI	pedestrian safety
NW3	North West	Victoria Avenue	Adjust the build-out areas on Victoria Avenue	kerb alignment changes	speed and resident amenity
NW4	North West	Victoria Avenue/Nottage Terrace	Build median at Victoria Avenue/Nottage Terrace and consider brick-paved entrance	suburb entrances	speed and resident amenity
NW5	North West	Tennyson Street/Victoria Avenue	Extend footpath or pavement treatment across Tennyson Street at Victoria Avenue	footpath upgrade or kerb alignment changes	pedestrian safety and resident amenity
NW6	North West	Tennyson Street	Review parking management in Tennyson Street for businesses and residents	parking management	parking
NE1	North East	Dutton Terrace/Northcote Terrace	Create a raised narrow brick-paved entrance at Dutton Terrace/Northcote Terrace	concept design	speed and resident amenity
NE2	North East	Hawkers Road/Nottage Terrace	Create a raised narrow brick paved entrance at Hawkerc Road/Nottage Terrace	concept design	speed and resident amenity
NE3	North East	Hawkers Road	Implement slow speed treatment on Hawkerc Road between Nottage Terrace and Dutton Terrace	concept planning	speed and resident amenity
NE4	North East	Dutton Lane	Implement landscape build-outs around Dutton Lane access	concept design	speed and resident amenity
NE5	North East	Northcote Terrace/Nottage Terrace	Lobby State Government to improve the Northcote Terrace and Nottage Terrace intersection	advocacy to DPTI	traffic congestion and pedestrian safety
NE6	North East	Dutton Terrace	Build a brick-paved area around Hawker Reserve and install raingarden treatments to narrow roadway and extend green space	concept design	resident amenity
DT1	Dutton Terrace	Dutton Terrace/Northcote Terrace	Narrow the brick-paved roadway entry in Dutton Terrace from Main North Road	concept design	speed and resident amenity
DT2	Dutton Terrace	Dutton Terrace/Hawkers Road	Pave the entry points around roundabout and reshape radial design at Dutton Terrace at Hawkerc Road	concept planning	speed
DT3	Dutton Terrace	Dutton Terrace/Victoria Avenue	Improve pedestrian access across the roundabout in Dutton Terrace at Victoria Avenue	concept design	safety

Label	Precinct or Locality	Road or Street	Option	Type of Initiative	Key Issue that the initiative addresses
DT4	Dutton Terrace	Dutton Terrace	Implement speed reduction treatments such as raised platforms, narrowing roadway or driveway entry points at Elm Street and Rasp Avenue along Dutton Terrace; The treatment at Rasp Avenue has the higher urgency.	concept planning	speed and resident amenity
DT5	Dutton Terrace	Dutton Terrace	Review the parking management in Dutton Terrace west end with residents and businesses	parking management	parking for residents
DT6	Dutton Terrace	Willyama Avenue / Briar Avenue	Close off Willyama Avenue at Briar Avenue and create small green space	concept planning	safety
AG1	Avenel Gardens	Daphne Street	Driveway entry to Daphne Street (Avenel Gardens Road) end or close completely	kerb alignment changes	safety
AG2	Avenel Gardens	Glenfield Court, Acacia Street Medindie Lane and Daphne Street	Rebuild a continuous footpath Glenfield Court, Acacia Street Medindie Lane and Daphne Street	footpath upgrade	pedestrian safety and amenity
AG3	Avenel Gardens	Avenel Gardens Road	Implement yellow line marking to indicate no standing next to junction corners	line marking	parking
RT1	Robe Terrace	Robe Terrace	Improve cycling connection across Robe Terrace linking to shared path next to Medindie Road	advocacy to DPTI	cycling safety
RT2	Robe Terrace	Robe Terrace side road	Install raised brick platforms at junctions along the service road	concept planning	speed
RT3	Robe Terrace	Robe Terrace	Close off access point or install KEEP CLEAR treatment; Closure of access point requires consultation with residents and DPTI	concept planning or line marking	congestion
RT4	Robe Terrace	Robe Terrace side road	Install parking signage and line marking	parking management	parking
WS1	Wilderness School	Hawkers Road	Install gateway entry design in Hawkens Road at Herbert Street and Briar Avenue	concept planning	speed and pedestrian safety
WS2	Wilderness School	Hawkers Road	Install raised paved platforms with footpath treatment with indented bays	concept planning	speed and pedestrian safety
WS3	Wilderness School	Hawkers Road	Relocate 25 km/h sign so that buses are not blocking sightlines	signage	speed and pedestrian safety
WS4	Wilderness School	Hawkers Road	Extend 25 km/h school zone	concept planning	speed and pedestrian safety
WS5	Wilderness School	Hawkers Road	Reconfigure Edwin Terrace and Buckingham Street at Northcote Terrace	concept design	pedestrian safety

### 6.3. Priority Assessment of the Initiatives

Based on the three evaluation criteria, the scoring of each of the 33 proposed initiatives is provided in Table 6.2 with the total scores. The scores in the table are colour-coded red for a score of 1 which is poor or undesirable, yellow for a score of 2 average or manageable and green for a score of 3 which is good with a likely positive outcome.

Table 6.2: Priority Assessment Scoring of the Initiatives

Label	Precinct or Locality	Option	Addressing Key Issue	Ease of Implementation	Cost for Implementation	Total Score
SW1	Suburb wide	Implement a 40 km/h wide speed limit throughout Medindie	2 ●	2 ●	3 ●	7
SW2	Suburb wide	Implement bike sharrows along the proposed bicycle network in Medindie	2 ●	3 ●	3 ●	8
SW3	Suburb wide	Review signage and line marking throughout Medindie	3 ●	3 ●	3 ●	9
NW1	North West	Lobby State Government to improve the Main North Road and Nottage Terrace intersection	2 ●	1 ●	1 ●	4
NW2	North West	Lobby DPTI for improved pedestrian linkages on Main North Road	2 ●	1 ●	1 ●	4
NW3	North West	Adjust the build-out areas on Victoria Avenue	2 ●	2 ●	2 ●	6
NW4	North West	Build median at Victoria Avenue/Nottage Terrace and consider brick-paved entrance	3 ●	2 ●	1 ●	6
NW5	North West	Extend footpath or pavement treatment across Tennyson Street at Victoria Avenue	3 ●	3 ●	3 ●	9
NW6	North West	Review parking management in Tennyson Street for businesses and residents	3 ●	3 ●	3 ●	9
NE1	North East	Create a raised narrow brick-paved entrance at Dutton Terrace/Northcote Terrace	2 ●	1 ●	1 ●	4
NE2	North East	Create a raised narrow brick paved entrance at Hawkers Road/Nottage Terrace	2 ●	1 ●	1 ●	4
NE3	North East	Implement slow speed treatment on Hawkers Road between Nottage Terrace and Dutton Terrace	2 ●	2 ●	1 ●	5
NE4	North East	Implement landscape build-outs around Dutton Lane access	2 ●	1 ●	1 ●	4
NE5	North East	Lobby State Government to improve the Northcote Terrace and Nottage Terrace intersection	2 ●	1 ●	1 ●	4



## OPTIONS ASSESSMENT

Label	Precinct or Locality	Option	Addressing Key Issue	Ease of Implementation	Cost for Implementation	Total Score
NE6	North East	Build a brick-paved area around Hawker Reserve and install raingarden treatments to narrow roadway and extend green space	1 ●	1 ●	1 ●	3
DT1	Dutton Terrace	Narrow the brick-paved roadway entry in Dutton Terrace from Main North Road	1 ●	2 ●	1 ●	4
DT2	Dutton Terrace	Pave the entry points around roundabout and reshape radial design at Dutton Terrace at Hawkers Road	3 ●	1 ●	1 ●	5
DT3	Dutton Terrace	Improve pedestrian access across the roundabout in Dutton Terrace at Victoria Avenue	3 ●	2 ●	2 ●	7
DT4	Dutton Terrace	Implement speed reduction treatments such as raised platforms, narrowing roadway or driveway entry points at Elm Street and Rasp Avenue along Dutton Terrace; The treatment at Rasp Avenue has the higher urgency.	3 ●	1 ●	1 ●	5
DT5	Dutton Terrace	Review the parking management in Dutton Terrace west end with residents and businesses	2 ●	2 ●	3 ●	7
DT6	Dutton Terrace	Close off Willyama Avenue at Briar Avenue and create small green space	2 ●	2 ●	1 ●	5
AG1	Avenel Gardens	Driveway entry to Daphne Street (Avenel Gardens Road) end or close completely	2 ●	2 ●	2 ●	6
AG2	Avenel Gardens	Rebuild a continuous footpath Glenfield Court, Acacia Street Medindie Lane and Daphne Street	2 ●	2 ●	2 ●	6
AG3	Avenel Gardens	Implement yellow line marking to indicate no standing next to junction corners	3 ●	3 ●	3 ●	9
RT1	Robe Terrace	Improve cycling connection across Robe Terrace linking to shared path next to Medindie Road	2 ●	2 ●	2 ●	6
RT2	Robe Terrace	Install raised brick platforms at junctions along the service road	3 ●	1 ●	1 ●	5
RT3	Robe Terrace	Close off access point or install KEEP CLEAR treatment; Closure of access point requires consultation with residents and DPTI	3 ●	1 ●	3 ●	7
RT4	Robe Terrace	Install parking signage and line marking	3 ●	3 ●	3 ●	9

Label	Precinct or Locality	Option	Addressing Key Issue	Ease of Implementation	Cost for Implementation	Total Score
WS1	Wilderness School	Install gateway entry design in Hawkers Road at Herbert Street and Briar Avenue	2 ●	2 ●	1 ●	5
WS2	Wilderness School	Install raised paved platforms with footpath treatment with indented bays	2 ●	1 ●	1 ●	4
WS3	Wilderness School	Relocate 25 km/h sign so that buses are not blocking sightlines	3 ●	3 ●	3 ●	9
WS4	Wilderness School	Extend 25 km/h school zone	3 ●	2 ●	3 ●	8
WS5	Wilderness School	Reconfigure Edwin Terrace and Buckingham Street at Northcote Terrace	3 ●	2 ●	1 ●	6

The ranking of the 33 proposed initiatives with the scoring for the three evaluation criteria is provided in Table 6.3. The highest ranked initiatives are at the top of the list. Initiatives that have a score of 8 or 9 are considered a high priority for further consideration and a score of 6 or 7 are considered as a secondary priority. The remaining initiatives are proposed for further investigations, but not as a high priority.

**Table 6.3: Ranking of the Priority Initiatives to Improve the Traffic, Transport and Parking in Medindie**

Label	Precinct or Locality	Road or Street	Option	Total Score
SW3	Suburb wide	Multiple Streets	Review signage and line marking throughout Medindie	9
NW5	North West	Tennyson Street/Victoria Avenue	Extend footpath or pavement treatment across Tennyson Street at Victoria Avenue	9
NW6	North West	Tennyson Street	Review parking management in Tennyson Street for businesses and residents	9
AG3	Avenel Gardens	Avenel Gardens Road	Implement yellow line marking to indicate no standing next to junction corners	9
RT4	Robe Terrace	Robe Terrace side road	Install parking signage and line marking	9
WS3	Wilderness School	Hawkers Road	Relocate 25 km/h sign so that buses are not blocking sightlines	9
SW2	Suburb wide	Avenel Gardens Road/Victoria Avenue	Implement bike sharrows along the proposed bicycle network in Medindie	8
WS4	Wilderness School	Hawkers Road	Extend 25 km/h school zone	8
SW1	Suburb wide	All internal streets and laneways	Implement a 40 km/h wide speed limit throughout Medindie	7
DT3	Dutton Terrace	Dutton Terrace/Victoria Avenue	Improve pedestrian access across the roundabout in Dutton Terrace at Victoria Avenue	7

Label	Precinct or Locality	Road or Street	Option	Total Score
DT5	Dutton Terrace	Dutton Terrace	Review the parking management in Dutton Terrace west end with residents and businesses	7
RT3	Robe Terrace	Robe Terrace	Close off access point or install KEEP CLEAR treatment; Closure of access point requires consultation with residents and DPTI	7
NW3	North West	Victoria Avenue	Adjust the build-out areas on Victoria Avenue	6
NW4	North West	Victoria Avenue/Nottage Terrace	Build median at Victoria Avenue/Nottage Terrace and consider brick-paved entrance	6
AG1	Avenel Gardens	Daphne Street	Driveway entry to Daphne Street (Avenel Gardens Road) end or close completely	6
AG2	Avenel Gardens	Glenfield Court, Acacia Street Medindie Lane and Daphne Street	Rebuild a continuous footpath Glenfield Court, Acacia Street Medindie Lane and Daphne Street	6
RT1	Robe Terrace	Robe Terrace	Improve cycling connection across Robe Terrace linking to shared path next to Medindie Road	6
WS5	Wilderness School	Hawkers Road	Reconfigure Edwin Terrace and Buckingham Street at Northcote Terrace	6
NE3	North East	Hawkers Road	Implement slow speed treatment on Hawkers Road between Nottage Terrace and Dutton Terrace	5
DT2	Dutton Terrace	Dutton Terrace/Hawkers Road	Pave the entry points around roundabout and reshape radial design at Dutton Terrace at Hawkers Road	5
DT4	Dutton Terrace	Dutton Terrace	Implement speed reduction treatments such as raised platforms, narrowing roadway or driveway entry points at Elm Street and Rasp Avenue along Dutton Terrace; The treatment at Rasp Avenue has the higher urgency.	5
DT6	Dutton Terrace	Willyama Avenue / Briar Avenue	Close off the southern end of Willyama Avenue at Briar Avenue and create small green space	5
RT2	Robe Terrace	Robe Terrace side road	Install raised brick platforms at junctions along the service road	5
WS1	Wilderness School	Hawkers Road	Install gateway entry design in Hawkers Road at Herbert Street and Briar Avenue	5
NW1	North West	Main North Road	Lobby State Government to improve the Main North Road and Nottage Terrace intersection	4
NW2	North West	Main North Road	Lobby DPTI for improved pedestrian linkages on Main North Road	4
NE1	North East	Dutton Terrace/Northcote Terrace	Create a raised narrow brick-paved entrance at Dutton Terrace/Northcote Terrace	4

Label	Precinct or Locality	Road or Street	Option	Total Score
NE2	North East	Hawkers Road/Nottage Terrace	Create a raised narrow brick paved entrance at Hawkers Road/Nottage Terrace	4
NE4	North East	Dutton Lane	Implement landscape build-outs around Dutton Lane access	4
NE5	North East	Northcote Terrace/Nottage Terrace	Lobby State Government to improve the Northcote Terrace and Nottage Terrace intersection	4
DT1	Dutton Terrace	Dutton Terrace/Northcote Terrace	Narrow the brick-paved roadway entry in Dutton Terrace from Main North Road	4
WS2	Wilderness School	Hawkers Road	Install raised paved platforms with footpath treatment with indented bays	4
NE6	North East	Dutton Terrace	Build a brick-paved area around Hawker Reserve and install raingarden treatments to narrow roadway and extend green space	3



## 7. CONCLUSIONS AND RECOMMENDATIONS

### 7.1. Conclusions

A summary of the key findings from the community and stakeholder consultation and from site inspections is provided as follows under three categories:

#### Traffic volume and speed

- Unwanted through traffic routes along Hawkers Road, Dutton Terrace, Robe Terrace, Elm Street, Avenel Gardens Road, Tennyson Street and Victoria Avenue
- Speed and volume of unwanted through traffic through the suburb
- Speed and corner cutting of right turn vehicles into local streets from Main North Road, Nottage Terrace and Northcote Terrace
- Congestion and safety in Hawkers Road and the surrounding streets at pickup/drop-off times for the Wilderness School

#### Parking

- Non-residential cars parked on streets around School and businesses
- Commercial vehicles unloading cars on local streets
- Cars parked on both sides of narrow streets, such as in Briar Avenue, Avenel Gardens Road and Elm Street
- Cars parked too close to bends/corners – Avenel Gardens Road and Elm Street, Briar Avenue and Willyama Avenue
- Cars parked too close to driveways
- Cars parked on-street on Robe Terrace Service Road instead of the marked bays
- Buses parked in bus zone for Wilderness School obstruct driver sight distance to 25 km/h signs

#### Others

- Confusing entry/exit points on Robe Terrace Service Road
- Right turn into James Street is perceived as dangerous (no right turn from Northcote Terrace onto Stephen Terrace)
- Pedestrian access and safety
- School crossing and access activity for Wilderness School extends well beyond the 25 km/h zone to informal crossing points

## 7.2. Recommendations

### 7.2.1. High Priority Transport and Parking Initiatives for Medindie

From the assessment of the 33 proposed initiatives to address the issues with traffic, transport and parking in Medindie, the top-ranking initiatives are recommended for consideration for implementation or more concept planning and detailed design and costing as relevant. These high priority initiatives with an assessment score **greater than five** are provided in Table 7.1. Initiative NW1 is also included in this priority list for the Town of Walkerville to lobby DPTI for improved pedestrian crossings of Main North Road, but it would not be a project for Council to implement.

**Table 7.1: High Priority Initiatives to Address Issues with Transport and Parking in Medindie**

Label	Precinct or Locality	Road or Street	Option	Total Score
SW3	Suburb wide	Multiple Streets	Review signage and line marking throughout Medindie	9
NW5	North West	Tennyson Street/ Victoria Avenue	Extend footpath or pavement treatment across Tennyson Street at Victoria Avenue	9
NW6	North West	Tennyson Street	Review parking management in Tennyson Street for businesses and residents	9
AG3	Avenel Gardens	Avenel Gardens Road	Implement yellow line marking to indicate no standing next to junction corners	9
RT4	Robe Terrace	Robe Terrace side road	Install parking signage and line marking	9
WS3	Wilderness School	Hawkers Road	Relocate 25 km/h sign so that buses are not blocking sightlines	9
SW2	Suburb wide	Avenel Gardens Road/Victoria Avenue	Implement bike sharrows along the proposed bicycle network in Medindie	8
WS4	Wilderness School	Hawkers Road	Extend 25 km/h school zone	8
SW1	Suburb wide	All internal streets and laneways	Implement a 40 km/h wide speed limit throughout Medindie	7
DT3	Dutton Terrace	Dutton Terrace/ Victoria Avenue	Improve pedestrian access across the roundabout in Dutton Terrace at Victoria Avenue	7
DT5	Dutton Terrace	Dutton Terrace	Review the parking management in Dutton Terrace west end with residents and businesses	7
RT3	Robe Terrace	Robe Terrace	Close off access point or install KEEP CLEAR treatment; Closure of access point requires consultation with residents and DPTI	7
NW3	North West	Victoria Avenue	Adjust the build-out areas on Victoria Avenue	6
NW4	North West	Victoria Avenue/ Nottage Terrace	Build median at Victoria Avenue/Nottage Terrace and consider brick-paved entrance	6
AG1	Avenel Gardens	Daphne Street	Driveway entry to Daphne Street (Avenel Gardens Road) end or close completely	6

Label	Precinct or Locality	Road or Street	Option	Total Score
AG2	Avenel Gardens	Glenfield Court, Acacia Street Medindie Lane and Daphne Street	Rebuild a continuous footpath Glenfield Court, Acacia Street Medindie Lane and Daphne Street	6
RT1	Robe Terrace	Robe Terrace	Improve cycling connection across Robe Terrace linking to shared path next to Medindie Road	6
WS5	Wilderness School	Hawkers Road	Reconfigure Edwin Terrace and Buckingham Street at Northcote Terrace	6
NW1	North West	Main North Road	Lobby State Government to improve the Main North Road and Nottage Terrace intersection	4

### 7.2.2. Briar Avenue, Avenel Gardens Road/Elm Street On-Street Parking Review

Subsequent to the draft Medindie Transport and Parking Plan community consultation outcome that was provided in a Council staff report for discussion at the Town of Walkerville Council meeting held on 21<sup>st</sup> October 2019, an amendment to the Council report was adopted for further community consultation and traffic and parking studies be undertaken to address:

- Item 11 in the Summary Report to Council to include a review of the on-street parking of the entire length of Briar Avenue to alleviate the traffic issues presented by the residents of Briar Avenue. This would include consultation with a community drop-in session with invitations to all residents in Briar Avenue and the Wilderness School.
- Item 3 in the Summary Report to Council to include a review of the use of yellow line marking and the on-street parking restrictions in Avenel Gardens Road and Elm Street.

Both of these traffic and parking reviews were undertaken from December 2019 to February 2020 and are documented in the technical report with the findings and recommendations included in **Appendix C**.

# A: ON-LINE SURVEY QUESTIONS





## 1. Medindie Transport and Parking Plan 2019

We value your contribution to plan for safer and more convenient transport and parking in Medindie in the Town of Walkerville. The purpose of the survey is to obtain ideas that will guide improvements to manage issues such as local and through traffic, on-street parking and access to public transport. Please let us know how you travel to and around Medindie, and your thoughts on transport and car parking, by completing this short survey. The survey closes on Sunday 10 March 2019.

GTA Consultants, on behalf of the Town of Walkerville, has been engaged to prepare a Transport and Parking Plan for Medindie. This 5-minute survey is strictly confidential and the results will only be used for this study. The findings from all respondents will be used to develop the transport and parking measures that we will discuss at community meetings and workshops to be held in February and March 2019. If you provide your contact details, it will not be used for any other marketing and promotional purposes.

### \* 1. What is your relationship to Medindie?

- ☐ Local resident
- ☐ Visitor
- ☐ Attend school
- ☐ Work or conduct business

If you are a resident or business in Medindie, please enter your street name.

### \* 2. How do you typically travel?

- ☐ Drive a car alone
- ☐ Drive a car with passengers
- ☐ As a car passenger
- ☐ Motorcycle
- ☐ Other (please specify)
- ☐ Bus
- ☐ Bicycle
- ☐ Walk

**\* 3. What is the main reason for your current choice of transport? (Tick all that apply.)**

- |  |  |
|--|--|
| <input type="checkbox"/> Lowest cost             | <input type="checkbox"/> Reliable                                |
| <input type="checkbox"/> Fastest and most direct | <input type="checkbox"/> Safe                                    |
| <input type="checkbox"/> Convenience             | <input type="checkbox"/> No alternative travel options available |
| <input type="checkbox"/> Other (please specify)  |  |

**\* 4. Is on-street parking an issue in your street?**

- ☐ Yes
- ☐ No

If yes, please specify the location and nature of the problem.

**\* 5. Is the speed or volume of traffic an issue in Medindie?**

- ☐ Yes, speed and volume of traffic
- ☐ Yes, speed of traffic
- ☐ Yes, volume of traffic
- ☐ No

If yes, please specify the streets where the traffic speed or volume is an issue in Medindie.

**6. If you or people in your household use the bus, which bus stops do you use?**

- ☐ along Main North Road
- ☐ along Northcote Terrace

Do you have any comments on the walk access or safety to the stops?

**7. Please describe any other issues or problems for transport, traffic and parking in Medindie.**

**8. Do you have any ideas or suggestions to improve transport to, from and within Medindie?**

**9. Thank you for completing the survey. If you want to stay informed about the study, please provide your contact details so you can be included about other activities for the study and the study outcomes. If you want to provide a more detailed written response, please send your submission via email to [medindie@gta.com.au](mailto:medindie@gta.com.au).**

**Name**

**Address**

**Email Address**

**Phone Number**

# B: EMAIL SUBMISSION SUMMARY



## APPENDIX: B: EMAIL SUBMISSION SUMMARY

Street Name of Respondent	Issues and Opportunities
Briar Avenue	<ul style="list-style-type: none"> <li>All day parking by school staff and students on both sides of Briar Ave, making the narrow street a one-way thoroughfare which is difficult and unsafe to navigate through for cars, also would be difficult for fire truck access.</li> <li>Cars parked too close / over the driveway. Council not enforcing.</li> <li>Recommends reverting to a parking strategy, permit parking on one side only (southern side).</li> <li>Suggests only allow parking on one side, widen road or not all parking within 2 metres of each driveway</li> </ul>
Hawkers Road	<ul style="list-style-type: none"> <li>Significant traffic is cutting through the area at all times, mainly during peak hours on Dutton Terrace, Hawkers Road, and Robe Terrace Service Road</li> <li>Issues with school pick up and drop off traffic; Suggestion to encourage one-way flow on Hawkers Road (anticlockwise enter from northern end exit at southern end)</li> <li>Eastern most egress point from Robe Terrace Service Road is ineffective in peak times. Entrance is blocked by queueing traffic on Robe Terrace. Suggestion to move egress point westerly behind the queue on Robe Terrace</li> <li>Noncompliant 3 tonne load limit sign on Hawkers Road at the Nottage Terrace end</li> </ul>
Northcote Terrace	<ul style="list-style-type: none"> <li>Remove on-street parking along Northcote Terrace</li> </ul>
Medindie Lane	<ul style="list-style-type: none"> <li>Dangerous to enter/exit Medindie Lane for cyclists, pedestrians and motorists when cars are parked on both sides of Avenel Gardens Road at the entrance of Medindie Lane</li> </ul>
Arthur Street	<ul style="list-style-type: none"> <li>The role and function of Dutton Terrace, and the extent to which this local road is currently being used as a 'short cut' between Northcote Terrace and Main North Road</li> <li>Identification and response to key parking generators such as Wilderness School on Hawkers Road and businesses along Main North Road</li> <li>Review of line marking arrangements and sight distance available for motorists using the access points from the service road to and from Robe Terrace</li> <li>Speed restrictions on local roads, with particular focus on Dutton Terrace, Hawkers Road and the service road associated with Robe Terrace – Reduce speed to 40 km/h</li> <li>On street parking arrangements along the service road associated with Robe Terrace and the ability for vehicles to pass safely and conveniently – particular focus on the eastern extent near Hawkers Road; and</li> <li>The opportunity for bike lanes along Dutton Terrace and Hawkers Road.</li> </ul>
Avenel Gardens Road	<ul style="list-style-type: none"> <li>Cars parked on the T-junction on Avenel Gardens Road causing safety concerns; recommend no parking signs and yellow lines around the intersection</li> <li>Robe Terrace Service Road - Signages and markings are not visible due to glare/plants. Cars fail to give way. Access points are not clear in terms of entry/exit. Vehicles use the wrong access points. Recommendations: Big signs, big white arrows on road, No Entry road marking at exit only access points.</li> <li>All day parking by non-residents. Recommendation: Need to limit parking on all roads in this entire area to 4 hours in daytime 6am to 6pm apart from residents. Free parking permit and unlimited parking on roads for residents. Minimal costs for additional visitor permit.</li> <li>Congestion at peak times due to school traffic</li> <li>Narrowing road and installing speed bumps to discourage truck access. Dutton Terrace/ Main N Road should not be truck accessible. Elm is always packed with cars both sides and some truck taking a short cut.</li> <li>Cars parked too close or over the driveway, hard to get out of garage</li> <li>Drivers are increasingly using Elm Street and Avenel Gardens Road (North West section) as a thoroughfare. Both pedestrian and vehicle safety is compromised.</li> </ul>
Darling Street	<ul style="list-style-type: none"> <li>Not enough permits for residents/visitors</li> </ul>
Elm Street	<ul style="list-style-type: none"> <li>Issue of speeding and volume of traffic on Elm Street and Avenel Gardens Road. Lack of traffic control.</li> </ul>

## APPENDIX: B: EMAIL SUBMISSION SUMMARY

Street Name of Respondent	Issues and Opportunities
Robe Terrace Service Road	<ul style="list-style-type: none"><li>Noise and pollution from Robe Terrace. Suggests resurfacing Robe Terrace to reduce noise and provide more dense planting to absorb pollution.</li></ul>
Wilderness School	<p>The Wilderness School's position on the transport and parking in vicinity of the School is that matters are working well and therefore should not be upset. The School made two comments:</p> <ul style="list-style-type: none"><li>Dutton Terrace was the only street in Medindie specifically identified as an issue within the Opportunities for Improvement section of the Movement Management Plan</li><li>Any particular observations presently of parking and traffic conditions in Hawkers Road are not representative of normal conditions due to the construction.</li></ul>

# C: BRIAR AVENUE, AVENEL GARDENS ROAD/ ELM STREET ON-STREET PARKING REVIEW

# Briar Avenue, Avenel Gardens Road/ Elm Street On-Street Parking Review

Final Report



Prepared by: GTA Consultants (SA) Pty Ltd for the Town of Walkerville

on 3/04/2020

Reference: S157070

Issue #: A



# Briar Avenue, Avenel Gardens Road/ Elm Street On-Street Parking Review

## Final Report


Client: Town of Walkerville

on 3/04/2020

Reference: S157070

Issue #: A

### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	03/04/2020	Final	Greg Pollard	Paul Froggatt	John Devney	

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# 1. INTRODUCTION

## 1.1. Background

In January 2019, GTA Consultants was engaged to conduct the **Medindie Transport and Parking Study**. This study has included community consultation to better understand issues with transport and parking within the suburb of Medindie. A technical report with an action plan was prepared and presented to Council in mid-2019. The items from the action plan were presented at a community information session on Saturday 21<sup>st</sup> September 2019, followed by another round of engagement with the Medindie community.

One of the items proposed in the action plan was to conduct a review of the on-street parking in Briar Avenue. At certain times, especially on school days, the eastern end of Briar Avenue has a high demand for parking. Activity from Wilderness School, visitors and trades people attending to the private residences have resulted in a community consensus that parking along Briar Avenue is at a critical point and requires review.

At the Council meeting held in October 2019, the following two additional items were requested for further investigation and study with more in-depth community consultation and traffic and parking studies:

- Residents requested a special consultation session be held to consider the views of residents of Briar Avenue and the Wilderness School. In December 2019, a community meeting was organised with the Briar Avenue residents, Wilderness School and Council staff to develop practical solutions for on-street parking along Briar Avenue. With this review of the on-street parking in Briar Avenue, Council is seeking to develop options to manage the parking and traffic movement in Briar Avenue.
- A review of the need and location for the yellow line marking in Elm Street and Avenel Gardens Road.

## 1.2. Study Scope

The study area for the Briar Avenue on-street parking review is shown in Figure 1.1. It includes all of Briar Avenue between Rasp Avenue at Dutton Terrace and Hawkers Road opposite the Wilderness School.

Figure 1.1: Briar Avenue On-street Parking Review Study Area



Source: Google maps annotated by GTA Consultants



The study area for the review of the on-street parking and line marking changes proposed for Elm Street and Avenel Gardens Road is shown in Figure 1.2. In particular, the intersections at Elm Street/Darling Street and Avenel Gardens Road/Medindie Lane and the on-street parking between them were the focus of the review.

Figure 1.2: Avenel Gardens Road/Elm Street On-street Parking Review Study Area



Source: Google maps annotated by GTA Consultants

### 1.3. Structure of Report

This study report is structured with the following sections:

- **Existing Situation** with a description of the physical attributes with the line marking and parking controls in Briar Avenue and in Elm Street Avenel Gardens Road and Elm Street.
- **Briar Avenue Parking Options Development and Assessment** with a description of the options to address the on-street parking and traffic movement issues and a simple evaluation to scoring and rate these options.
- **Conclusions and Recommendations** summarising the findings and the recommended option to address the issues with parking and traffic movement in Briar Avenue and the recommendations line marking and parking controls in Elm Street and Avenel Gardens Road.
- **Appendix** with a copy of the community consultation drop-in session flyer for the Briar Avenue on-street parking review.

## 2. EXISTING SITUATION

### 2.1. Briar Avenue

Briar Avenue is a local street in the suburb of Medindie in the Town of Walkerville (Council) that links between Rasp Avenue at Dutton Terrace and Hawkers Road near the entrance to the Wilderness School. Briar Avenue is a narrow two-way street with residential housing on both sides of the street. The existing on-street parking controls are shown in Figure 2.1 and Figure 2.2 respectively for the sections of Briar Avenue west and east of Willyama Avenue. These plans show the locations for the timed parking controls, unrestricted parking, driveway entrances, unmarked “No Stopping” areas and the yellow line marked sections for “No Stopping” as of December 2019.

Figure 2.1: Existing On-street Parking Controls in Briar Avenue west of Willyama Avenue



Source: Google maps annotated by GTA Consultants



## EXISTING SITUATION

Figure 2.2: Existing On-street Parking Controls in Briar Avenue east of Willyama Avenue



Source: Google maps annotated by GTA Consultants

Briar Avenue with an 8 m width (kerb to kerb) is too narrow for parking on both sides with two-way traffic movements. A comparison of the physical street attributes and parking controls along Briar Avenue and the streets near Briar Avenue is provided in Table 2.1.

Table 2.1: Existing Attributes of Streets in Medindie near Briar Avenue

Street	Number of Lanes including for on-street parking	Typical Width (kerb to kerb)	Parking Controls	Traffic Controls
Briar Avenue	3	8 m	Unrestricted except for 2 hour Monday to Friday limit for 4 spaces at east end	None
Hawkers Road	4	11.1 m	2 hour limited parking zones along sections	25 km/h school zone, Koala crossing and roundabout at Dutton Terrace
Willyama Avenue	2	7 m	Unrestricted	Roundabout at Dutton Terrace; wide intersection at Briar Avenue
Dutton Terrace	4	12.6 m	Unrestricted	Roundabouts at Willyama Avenue and Hawkers Road
Herbert Street	4	10.8 m	2-3 2 hour car parks near the Hawkers Road intersection	None
Arthur Street	4	10.5	Unrestricted	None

### 2.2. Line Marking Changes implemented in January 2020

The issue with cars parked too close to driveways was addressed with the new line marking implemented by Council in January 2020 as shown in Figure 2.3 and Figure 2.4.

Figure 2.3: Briar Avenue east of Willyama Avenue



North side of Briar Avenue looking east towards Hawkers Road



South side of Briar Avenue east of Hawkers Road

Figure 2.4: Briar Avenue west of Willyama Avenue



Briar Avenue looking east between Willyama Avenue and Rasp Avenue

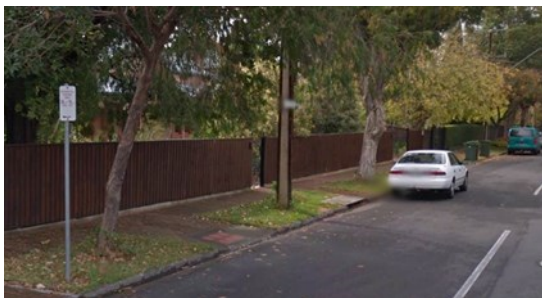


Briar Avenue on the south side east of Willyama Avenue

### 2.3. Avenel Gardens Road and Elm Street

Avenel Gardens Road and Elm Street currently have mostly unrestricted parking with no yellow line marking on the intersection corners and across the driveways. Short sections of Avenel Gardens Road have "Residential Permit Parking Only" from 8 am to 5 pm from Mondays to Saturdays as shown in Figure 2.5.

Figure 2.5: Existing On-street Parking Restrictions in Avenel Gardens Road



Avenel Gardens Road looking east



Car parked in Avenel Gardens Road across the T-junction



The inappropriate and out-of-date warning signage for the turning movements at the Avenel Gardens Road T-junction and for the right turn from Avenel Gardens Road into Elm Street are shown in Figure 2.6. In addition, the warning sign in Elm Street southbound approaching Avenel Gardens Road, which is the same as the T-junction sign shown in the below left photograph for Avenel Gardens Road, does not reflect the current intersection priority and therefore it is out-of-date and misleading.

**Figure 2.6: Inappropriate 25 km/h Signage in Avenel Gardens Road and at Darling Street/Elm Street**



Warning sign south of the Avenel Gardens Road T-junction



Warning sign in Avenel Gardens Road looking west towards Darling Street and Elm Street

A review of the on-street parking issues and the installation of yellow line marking on the corners of Elm Street/Avenel Gardens Road and on the corners of the T-junction of Avenel Gardens Road was recommended as an initiative for review in the Medindie Transport and Parking Plan and as directed to Council staff in the October 2019 Council meeting minutes. The yellow line marking of 10 m along these streets from each corner would ban any vehicles parking too close to the corners or driveways of residents to improve the safety for traffic travelling through this area.

## 3. BRIAR AVENUE PARKING OPTIONS DEVELOPMENT AND ASSESSMENT

### 3.1. Community and Stakeholder Consultation

A community drop-in session with GTA transport planners and Council staff was held for the Briar Avenue residents and other stakeholders at the Walkerville Town Hall from **5 to 6 pm on Monday 2<sup>nd</sup> December 2019**. A total of five community members of the public attended this meeting.

Issues identified by residents attending this meeting are:

- Non-residential cars parked on streets around the Wilderness School
- Cars parked on both sides of Briar Avenue that is a narrow street with a width of 8 m
- Cars parked too close to bends/corners at Briar Avenue and Willyama Avenue
- Cars parked too close to driveways. This was addressed with the new line marking installed in January 2020.

The Wilderness School was contacted to gain feedback and understand their viewpoint regarding the traffic and pedestrian issues on Briar Avenue and they were represented at the drop-in session by their traffic consultant who had lodged a letter to the Council.

Potential ideas proposed by the residents and transport planners to manage the on-street parking in Briar Avenue are:

- Changes to the timed restrictions on school days for parking in Briar Avenue
- Parking on one side only of Briar Avenue
- Use of the verge for indented parking, similar to the service road along Robe Terrace
- Resident permit parking with stricter enforcement by Council inspectors on weekdays.

Ideas that were suggested by residents and staff at the drop-in session included:

- Staggered parking
- Southern side of Briar Ave to have residential permits
- Parking Restrictions
- Permit Zones
- Yellow lines
- Timed parking restrictions
- Improved enforcement of the parking controls in Briar Avenue by Council staff

From the discussion held with the residents and Council staff and Councillor Bishop (Deputy Mayor) on Tuesday 4<sup>th</sup> February 2020 the options to address the on-street parking issues are grouped by types of options 1, 2, 3, 4 and 5.

## 3.2. Summary of the On-street Parking Options

In order to resolve on-street parking issues, a total of six options were developed. Options 5A and 5B are variations with unrestricted parking on the north side of Briar Avenue and No Stopping on the south side on Monday to Friday from 8 am to 4 pm except on Public Holidays. All parking and No Stopping options apply to the section of Briar Avenue between Willyama Avenue and Hawkers Road only. No changes to on-street parking are proposed in Briar Avenue between Willyama Avenue and Rasp Avenue.

The on-street parking options for Briar Avenue and a description of each option are provided in Table 3.1.

**Table 3.1: Briar Avenue On-street Parking Options**

Option	Option Name	Option Description
1	Road Rule 208 signage	Consider Installing Australian Road Rule 208 Signage so that no vehicles can park opposite one another in Briar Avenue east of Willyama Avenue
2	One-way traffic eastbound	Maintain on-street parking controls in Briar Avenue as existing with conversion of traffic flow to one-way eastbound
3	Unrestricted north side and short term and permit parking on the south side	Unrestricted parking on the north side of Briar Avenue, short term and permit parking on the south side of Briar Avenue
4	Unrestricted north side and No Stopping on the south side at all times	Unrestricted parking on the north side of Briar Avenue, "No Stopping" on the south side of Briar Avenue at all times with the implementation of yellow line marking
5A	Unrestricted north side and No Stopping on the south side on school days only	Unrestricted parking on the north side of Briar Avenue, "No Stopping" on the south side of Briar Avenue from 8 am to 4 pm on Monday to Friday except on Public Holidays
5B	Unrestricted north side with some permit parking and No Stopping on the south side on school days only	Unrestricted parking on the north side of Briar Avenue with blocks of permit parking for applicable Briar Avenue residents if requested, "No Stopping" on the south side of Briar Avenue from 8 am to 4 pm on Monday to Friday except on Public Holidays

## 3.3. Assessment of the On-street Parking Options

### 3.3.1. Option 1 Apply Australian Road Rule 208 Signage so that no vehicles can park opposite one another in Briar Avenue east of Willyama Avenue

This option would improve the two-way movement of vehicles in Briar Avenue by providing staggered parking with gaps for cars to manoeuvre around other vehicles. It would provide a clear gap of at least 3 m for traffic in the middle of the street. However, Australian Road Rule 208 does not strictly apply to Briar Avenue because it is 8m wide and the rule applies to “narrow” streets that are 7 m or less in width (kerb to kerb).

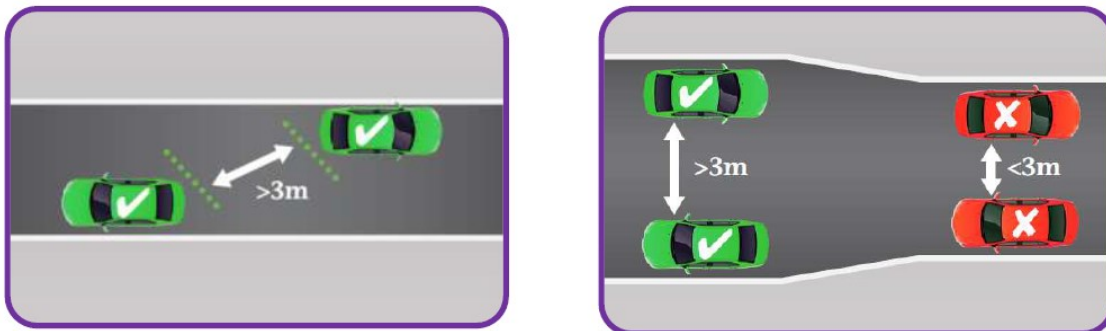
#### Australian Road Rule 208

(7) If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at **least 3 metres of the road** alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.

(8) The driver must position the vehicle so it does not unreasonably obstruct the path of other vehicles or pedestrians.

The benefits of the application of Australian Road Rule 208 in narrow streets with a width less than 7 m is shown in Figure 3.1.

Figure 3.1: Benefits of Australian Road Rule 208



Source: City of Burnside, Narrow Road Parking brochure and presentation by Shaun Smith

Australian Road Rule 208 signage was implemented in Melrose Avenue, Beulah Park by the City of Burnside as shown in Figure 3.2.

Figure 3.2: City of Burnside Example of Australian Road Rule 208 in Melrose Avenue, Beulah Park



Looking east along Melrose Avenue from Magill Road



City of Burnside Road Rule 208 signage

This initiative for Briar Avenue would be an exception to the Road Rule 208 and would require a review by Council and possibly DPTI. It would be effective for all days and hours.

### Advantages

- It would allow for safer and more efficient two-way traffic movements in Briar Avenue.
- If approved, it would be an easy, low cost measure to implement with signage and a promotional explanation to motorists and residents.

### Disadvantages

- It would reduce the amount of on-street parking spaces in Briar Avenue, but without line marking or other timed parking signage.

### 3.3.2. Option 2 Maintain On-street Parking Controls in Briar Avenue as existing with conversion of traffic flow to one-way eastbound

This option has a negative impact on the traffic movements in this part of Medindie requiring all traffic in Briar Avenue to enter from the west via Rasp Avenue or Willyama Avenue and exit onto Hawkers Road. Traffic to the school would have to exit via Hawkers Road north or south. It may be confusing for motorists that would not be allowed to turn into Briar Avenue from Hawkers Road. This would require a further traffic impact assessment as it would change the local traffic access for residents, visitors and the Wilderness School staff and drop-off and pick-up activity.

### Advantages

- A key benefit is it would maintain the on-street parking supply with no removal of spaces.
- Allows for unrestricted one-way traffic movement in the eastbound direction, however the traffic speeds may be higher.

### Disadvantages

- This would not be supported by the residents of Briar Avenue.
- It would be a more costly option to implement with one-way street signage at the intersections of Hawkers Road/Briar Avenue, Rasp Avenue/Dutton Terrace and Dutton Terrace/Willyama Avenue and a driver education and promotional campaign to explain the changes in Briar Avenue.

### 3.3.3. Option 3 Unrestricted Parking on the north side of Briar Avenue, Short Term and Permit Parking on the south side of Briar Avenue

This option maintains the existing number of parking spaces in Briar Avenue, but with timed and permit controls on the south side. It does not resolve the issue of parking on both sides that restricts the flow of two-way traffic movements.

### Advantages

- Access to resident properties is maintained in both directions.
- Two-way traffic will assist in maintaining safer and lower vehicle speeds.

### Disadvantages

- Does not provide for unrestricted two-way traffic movements with parking still remaining on both sides of the street.



- Limited opportunity for additional on-street parking spaces for drop-off and pick-up activity.
- Two-way traffic during school days may create traffic delays.
- Does not reduce traffic issues in Briar Avenue during the peak periods of activity on school days.

### 3.3.4. Option 4 Unrestricted Parking on the north side of Briar Avenue, No Stopping on the south side of Briar Avenue at all times

This option allows parking for school staff and visitors to residents on the north side on a first come, first serve basis. It would remove parking spaces on the south side of Briar Avenue at all times. However, it allows for safer two-way traffic movements in Briar Avenue at all times.

- For consideration, but not recommended.

#### Advantages

- Safer two-way traffic movement.

#### Disadvantages

- Reduced parking spaces along Briar Avenue at all times which may impact parking around nearby streets.
- Residents on south side of Briar Avenue will have to cross the road each time if they park on the street.

### 3.3.5. Option 5A Unrestricted Parking on the north side of Briar Avenue, No Stopping on the south side of Briar Avenue from 8 am to 4 pm on Monday to Friday except on Public Holidays

This option allows parking for school staff and visitors to residents on the north side on a first come, first serve basis. It would remove parking spaces on the south side of Briar Avenue on school days, impacting on the Wilderness School and potentially other streets. Outside of these hours, the parking on Briar Avenue would be as existing.

#### Advantages

- Safer two-way movement during school times.
- Parking allowed on both sides of the road in the late afternoon, evenings and weekends when parking demand on Briar Avenue is much less.
- The space of the street used more efficiently based on the time of day.

#### Disadvantages

- Reduced parking spaces along Briar Avenue during weekday daytimes may impact parking around nearby streets.
- May need occasional enforcement to make sure people are following the parking controls.

### 3.3.6. Option 5B Unrestricted Parking on the north side of Briar Avenue with blocks of permit parking for applicable Briar Avenue residents if requested, No Stopping on the south side of Briar Avenue from 8 am to 4 pm on Monday to Friday except on Public Holidays

This option allows parking for school staff and visitors to residents on the north side on a first come, first serve basis. Permit parking would be provided for the Briar Avenue residents on the north side of Briar Avenue who meet the Council permit requirements and if they request a permit with potentially an allocation for up to six spaces identified. It would remove parking spaces on the south side of Briar Avenue on school days, impacting on the Wilderness School and potentially other streets. Outside of these hours, the parking on Briar Avenue would be as existing.

#### Advantages

- It allows for safer two-way traffic movements in Briar Avenue on school days when traffic and parking is busiest.
- Parking allowed on both sides of the road in the late afternoon and evenings when Briar Avenue is no longer affected by the Wilderness School.
- Residents have priority with parking.

#### Disadvantages

- Residents will need to apply for a permit to park.
- Reduced parking spaces along Briar Avenue during the school times may impact parking around nearby streets.
- May need occasional enforcement to make sure people are following the parking controls.

### 3.4. Options Evaluation

Each of the options has been evaluated against five criteria that relate to the desired outcomes of the study and minimising any associated impacts. The five assessment criteria are as follows:

- **Likely community support** from consultation is based upon the responses from the community as part of the community consultation;
- **Improved traffic movements** considering the narrow width of Briar Avenue;
- **Provision of on-street parking** with the addition or removal of parking spaces in Briar Avenue;
- **Traffic and parking impacts on surrounding streets**, such as Hawkers Road; and
- **Implementation complexity** for signage, line marking and other treatments and approval processes.

The criteria have been assessed on a 1-5 scale rating with 5 as the highest score in terms of achieving objectives or minimising impacts. These criteria have no weightings applied and therefore each criterion has equal importance for this assessment. The scores for each option are provided in Table 3.2.

Table 3.2: Scoring Assessment and Ranking of the Briar Avenue On-street Parking Options

		Briar Avenue On-Street Parking Review Options					
		Option 1 Road Rule 208 signage	Option 2 One-way traffic eastbound	Option 3 Unrestricted north side and short term and permit parking on the south side	Option 4 Unrestricted north side and No Stopping on the south side at all times	Option 5A Unrestricted north side and No Stopping on the south side on school days only	Option 5B Unrestricted north side with some permit parking and No Stopping on the south side on school days only
Number	Criterion						
	1 Likely community support from consultation	2	1	3	4	4	5
	2 Improved traffic movements	4	2	2	4	3	3
	3 Provision of on-street parking	2	5	3	2	3	3
	4 Traffic and parking impacts on surrounding streets	3	2	4	3	5	4
5 Implementation complexity	1	1	4	4	4	4	
Total		12	11	16	17	19	19

## 4. SUMMARY AND RECOMMENDATIONS

### 4.1. Summary

The key findings from this on-street parking review for Briar Avenue are summarised as follows

- The residents of Briar Avenue provided options at a drop-in session on 2<sup>nd</sup> December 2019, email correspondence and other written submissions and at a meeting held on 4<sup>th</sup> February 2020.
- A series of options were developed and assessed with advantages and disadvantages. These on-street parking management options included:
  - Option 1 Road Rule 208 signage
  - Option 2 One-way traffic eastbound
  - Option 3 Unrestricted north side and short term and permit parking on the south side
  - Option 4 Unrestricted north side and No Stopping on the south side at all times
  - Option 5A Unrestricted north side and No Stopping on the south side on school days only
  - Option 5B Unrestricted north side with some permit parking and No Stopping on the south side on school days only
- In January 2020, yellow line marking was implemented by Council across most driveways on both sides of Briar Avenue between Rasp Avenue and Hawkers Road. A few residents declined to have the yellow line marking installed across their driveways.
- Each option was assessed based on five assessment criteria with a 1-5 scale ranking and evaluated to determine the preferred option for Council to consider.

For the Avenel Gardens Road and Elm Street yellow line marking and parking review, a desktop assessment was conducted to address the on-street parking and traffic safety issues.

### 4.2. Recommendations

#### 4.2.1. Briar Avenue On-street Parking

From the assessment and analysis, the following recommendation is provided for consideration by Council:

- Option 5A which is to reconfigure the parking controls in Briar Avenue to have unrestricted parking on the north side with no permit parking and No Stopping on the south side on school days only.
- Option 5B which is to reconfigure the parking controls in Briar Avenue to have unrestricted parking on the north side with some permit parking and No Stopping on the south side on school days only.

The demand for permit parking with Option 5B needs to be investigated by Council to ensure that it will be used. If no requests from the residents in the eastern section of Briar Avenue are received and approved by

## SUMMARY AND RECOMMENDATIONS

Council, Option 5A is preferred for implementation because it will allow for more unrestricted parking on the north side of the street.

### 4.2.2. Elm Street and Avenel Gardens Road Yellow Line Marking and Parking Review

The following recommendations are proposed to manage the on-street parking and address the traffic safety issues in Elm Street and Avenel Gardens Road:

- Implement yellow line marking on the **southwest and southeast corners of Avenel Gardens Road at the Avenel Gardens Road T-junction** to be extended 10 m west, east and south from the end of the curved kerb corners.
- Implement yellow line marking on the northwest and northeast corners of Elm Street, Darling Street and Avenel Gardens Road T-junction.
- Implement yellow line marking on the corners of Medindie Lane and Avenel Gardens Road and the other intersections as shown in Figure 4.1

Figure 4.1: Proposed Yellow Line Marking on the Intersections Corners of Avenel Gardens Road

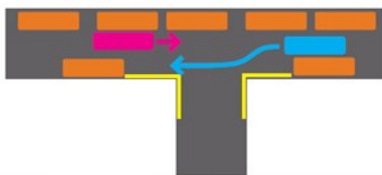
At certain times, the on-street parking on both sides of Avenel Gardens Road creates delays for through traffic.

With the limited availability of on-street parking, drivers are parking too close to junctions making it difficult for through traffic to pass.

#### Actions:

- Install yellow line marking at the junctions to provide enough space for vehicles to pass each other
- Line marking would be setback to 10m in accordance with the road rules and design standards on parking around intersections

Line marking example at the junctions allowing vehicles to pass



Suitable Locations



Avenel Gardens Road / Medindie Lane looking north



Avenel Gardens Road / Acacia Street / Glenfield Court looking north



Avenel Gardens Road / Daphne Street looking north



- Extend the permit parking (8 am to 5 pm Monday to Saturday) signage zone on the **northside of Avenel Gardens Road** to the east of the driveway of 11 Avenel Gardens Road, instead of yellow line marking or other on-street parking controls.
- Relocate the sign east to be in front of 11 Avenel Gardens Road. This is preferred over yellow line marking which is a parking ban at all times or a 4-hour time restriction.



## SUMMARY AND RECOMMENDATIONS

- Remove the 25 km/h warning signs in Avenel Gardens Road:
  - South of the T-junction in the northbound direction for the left turn
  - West of the T-junction in the eastbound direction for the right turn
- By removing these two T-junction signs with the “25 km/h” speed restrictions, it will make this intersection safer as it will not encourage drivers to travel at 25 km/h around the corner and lessen the perception that this is a preferred local route and “rat run” for unwanted through traffic in these streets. The eastbound sign will also remove the confusing intersection priority definition.
- Replace the Elm Street/Avenel Gardens Road intersection 25 km/h speed warning signs with the correct warning signage according to the signage standards provided in the AS1742.2 – Manual of Uniform Traffic Control Devices – Traffic Control Devices for General Use (2009) for a:
  - Right turn from Avenel Gardens Road (westbound) into Elm Street northbound with the appropriate signage shown in Figure 4.2.
  - Left turn from Elm Street (southbound) into Avenel Gardens Road eastbound with the appropriate signage shown in Figure 4.3.

Figure 4.2: Proposed Right Turn Sign from Avenel Gardens Road into Elm Street northbound



Sign reference number: W9-1(R)

Source: AS1742.2 – Manual of Uniform Traffic Control Devices – Traffic Control Devices for General Use (2009)

Figure 4.3: Proposed Left Turn Sign from Elm Street into Avenel Gardens Road eastbound



Sign reference number: W9-2(L)

# A.COMMUNITY CONSULTATION DROP-IN SESSION FLYER



## Briar Avenue On-street Parking Review

In January 2019, GTA Consultants was engaged to conduct the **Medindie Transport and Parking Study**. To date, this study has included community consultation to better understand issues with transport and parking within the suburb of Medindie. A technical report with an action plan was prepared and presented to Council in mid-2019. The items from the action plan were presented at a community information session on Saturday 21<sup>st</sup> September 2019, followed by another round of engagement with the Medindie community. One of the items proposed in the action plan was to conduct a review of the on-street parking in Briar Avenue. At certain times, especially on school days, the eastern end of Briar Avenue has a high demand for parking. Activity from Wilderness School, visitors and trades people attending to the private residences have resulted in a community consensus that parking along Briar Avenue is at a critical point and requires review.

At the Council meeting held in October 2019, residents requested a special consultation session be held to consider the views of residents of Briar Avenue and the Wilderness School. To this end, GTA Consultants is organising a community meeting to develop practical solutions for on-street parking along Briar Avenue.

Potential ideas proposed to manage the on-street parking in Briar Avenue are:

- Changes to the timed restrictions on school days for parking in Briar Avenue
- Parking on one side only of Briar Avenue
- Use of the verge for indented parking, similar to the service road along Robe Terrace
- Resident permit parking with stricter enforcement by Council inspectors on weekdays.



You are invited to attend a community drop-in session with GTA transport planners and Council staff at the Walkerville Town Hall (66 Walkerville Terrace, Gilberton) from **5 to 6 pm on Monday 2<sup>nd</sup> December 2019**.

If you are not available to attend this drop-in session, please send us your comments and any other suggestions to improve the on-street parking in and around Briar Avenue. Please send your ideas to [medindie@gta.com.au](mailto:medindie@gta.com.au) by 5 pm on **Friday 13<sup>th</sup> December 2019**.