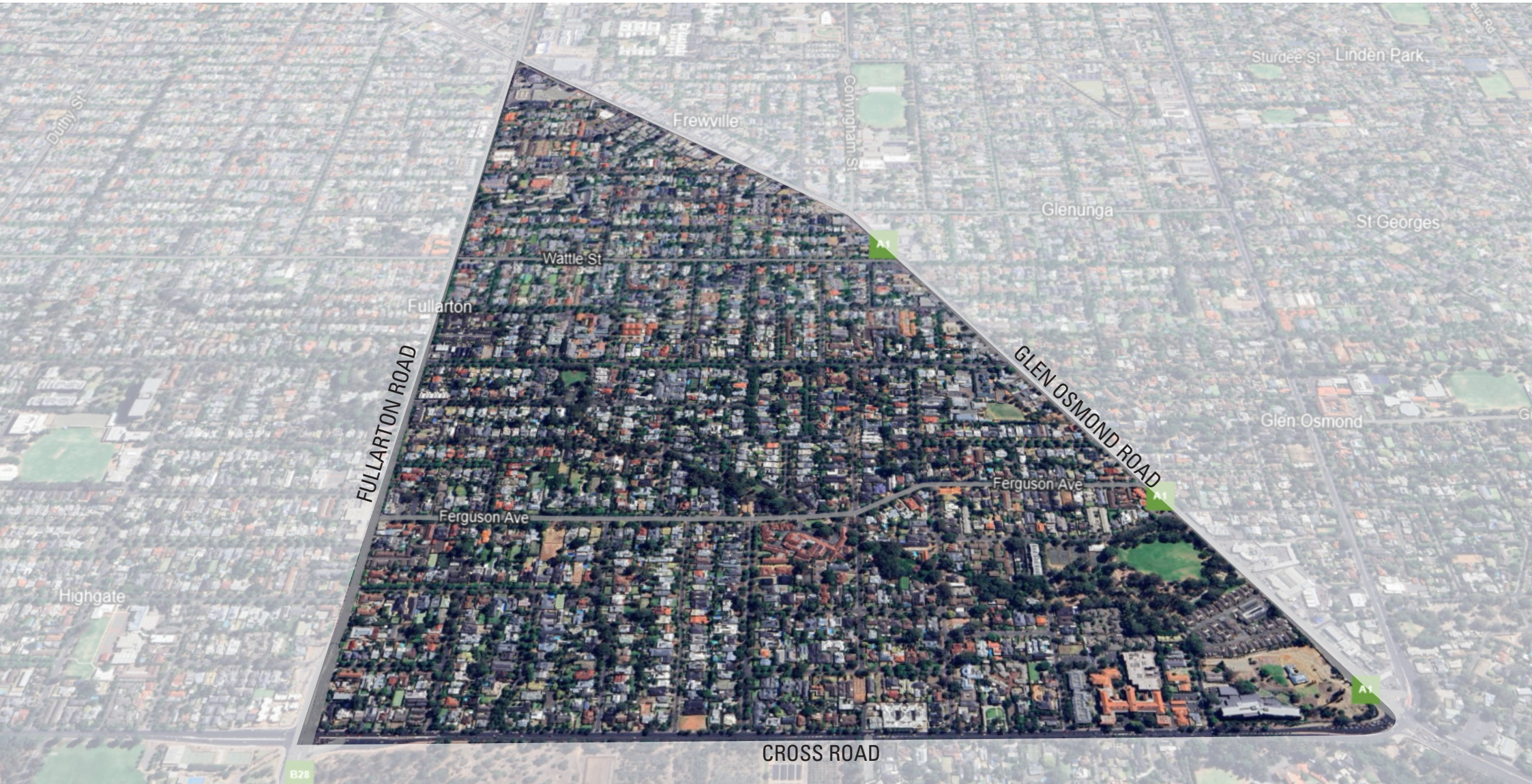
THE CITY of Unley

LOCAL AREA TRAFFIC MANAGEMENT PLAN – FULLARTON / MYRTLE BANK

RECOMMENDATIONS REPORT

MARCH 2026



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LATM ZONE 5

MARCH 2026

THE CITY of Unley

Report prepared by:

intermethod

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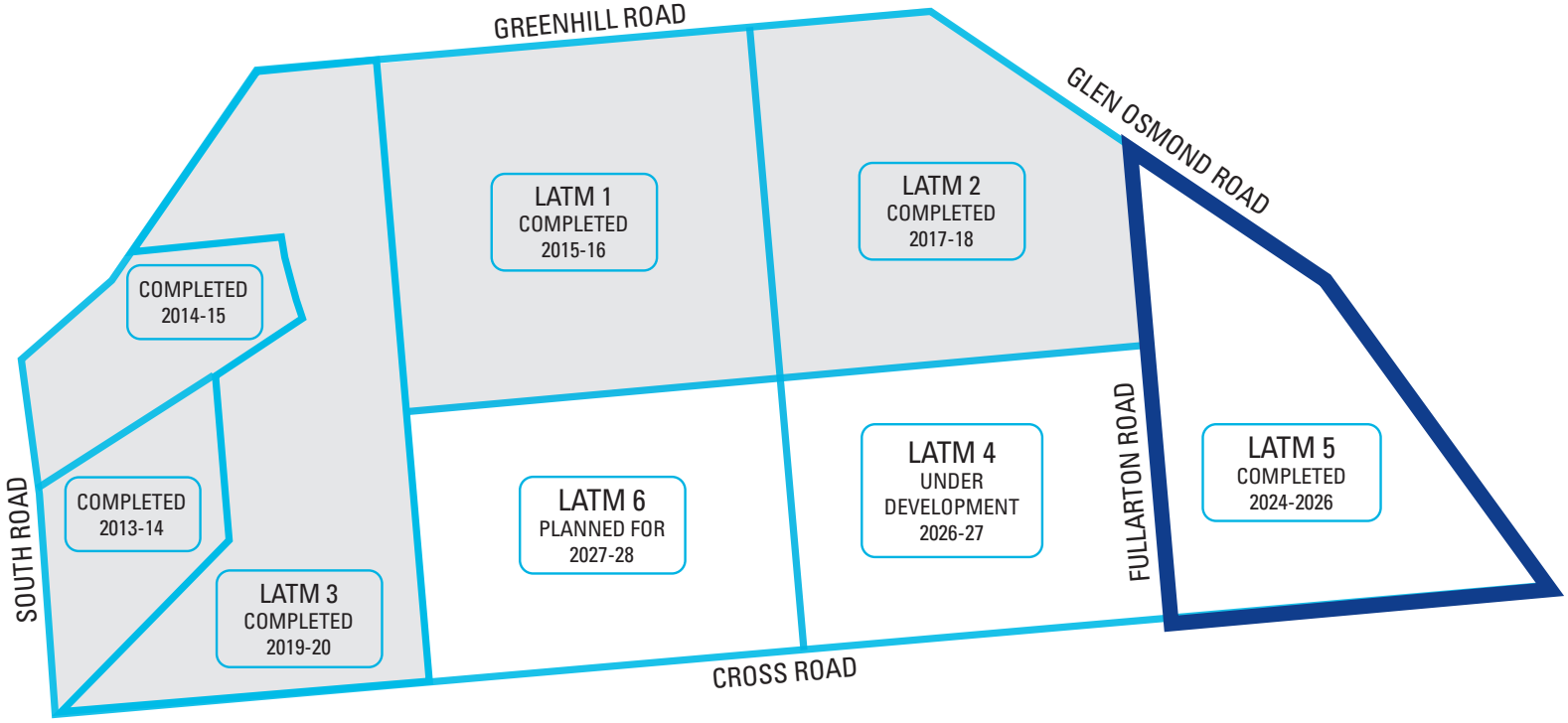
INTRODUCTION

The City of Unley has been progressively preparing a series of Local Area Traffic Management (LATM) plans across the city. As part of this process, traffic conditions in local neighbourhoods were reviewed and the community was engaged to understand local concerns and priorities. The plans propose measures aimed at improving safety and conditions for all road users.

The City of Unley has been divided into precincts to advance the LATM plans, as shown in Figure 1. This Plan is for the Fullarton/Myrtle Bank area, bounded by Fullarton Road, Cross Road and Glen Osmond Road (LATM 5).

Figure 1. Progress on completing Local Area Traffic Management plans in the City of Unley



LOCAL AREA TRAFFIC MANAGEMENT PLANS IN THE CITY OF UNLEY

What is "local area traffic management"?

Local Area Traffic Management (LATM) is a planning and design process focused on improving safety within specific neighbourhoods or precincts. It involves identifying traffic-related issues and then implementing measures to manage traffic flow and reduce vehicle speeds, enhancing safety for all road users, including people who walk, ride or drive.

By planning and managing road space within a local area, LATM plans focus on:

- **Making streets safer**
- **Managing traffic**
- **Considering walking and cycling needs**
- **Improving street amenity**

LATM initiatives are designed for entire neighbourhoods, offering solutions that are tailored to the local context rather than addressing singular issues in isolated locations.

The City of Unley is committed to delivering LATM initiatives in collaboration with the community. We involve residents to confirm our understanding of local issues and then seek feedback on recommended proposals. This thorough consultation process ensures the community can influence street design outcomes in their neighbourhoods.

Methodology

Figure 2. LATM plan development methodology

Figure 2 outlines the typical methodology used to develop LATM precinct plans.

The Fullarton/Myrtle Bank LATM Plan has now progressed to Stage 5. In this stage, the list of recommendations has been finalised following two rounds of community feedback, and detailed traffic analysis, which is provided in a separate document titled *LATM Plan: Analysis*. The original eight recommendations have been expanded and refined into 20 recommendations, based on community feedback.

This report:

- **Summarises outcomes from the last round 2 engagement carried out between 29 October to 5 December 2025**
- **Lists final recommendations and includes street upgrade concepts for eleven of the recommendations.**

Please note that there is no current budget commitment to implement the LATM recommendations. We will be requesting a budget allocation to implement the recommendations, based on the prioritisation outlined in this LATM Plan.

ROUND 2 COMMUNITY ENGAGEMENT FEEDBACK SUMMARY

Consultation period
Round 2 community consultation was undertaken over a five-week period between Wednesday 29 October and Friday 5 December 2025.

Consultation activities
- Mailout letter to 2,856 residents, businesses and property owners in the project area
- Your Say Unley project web page
- Email to Your Say members
- Social media posts on Unley Facebook page
- Letter box flyers promoting the consultation to all properties on streets where a draft recommendation was proposed.

Consultation response
120 **people provided feedback**

- 84% of respondents were local residents in the area
- 11% of respondents worked in the area.

LATM recommendations
Fifteen recommendations were presented for community feedback.

All fifteen recommendations received majority support, with opposition levels for each remaining at or below 35%, as presented in the chart on the following page.

The feedback for each recommendation has been analysed in detail, with particular attention given to comments relating to design considerations.

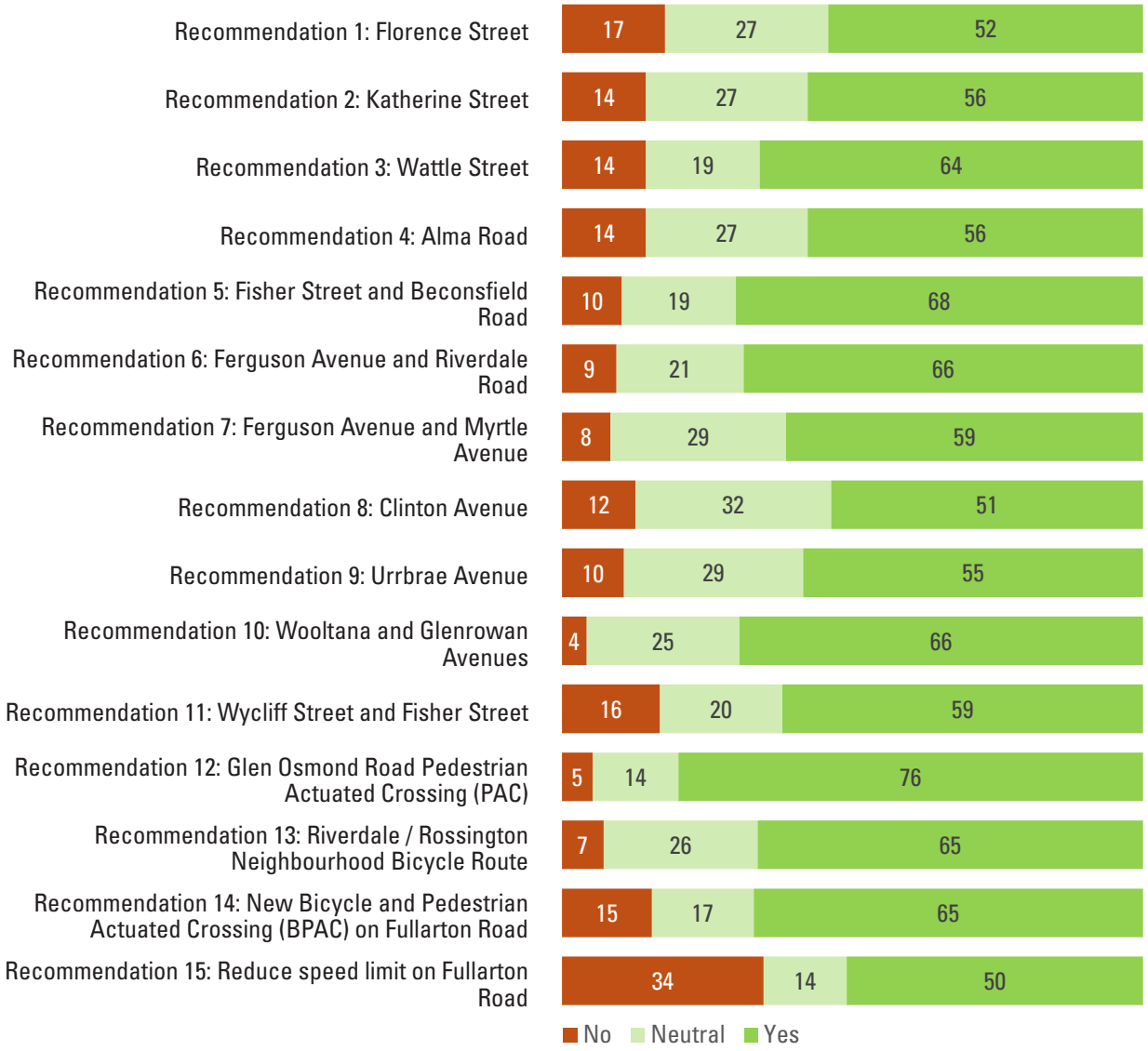
Overall, the response to the proposals was generally supportive. Based on the feedback received, only minor design refinements or additions have been proposed for Recommendations 2, 3, 4, 5, 8, 9 and 10. The only recommendation withdrawn from the LATM Plan is Recommendation 11 – Wycliff Street and Fisher Street.

In addition, informed by community feedback and supplementary data collected to better understand the extent of the identified issues, five new recommendations have been developed and are presented at a high level in this LATM plan. These will require further design investigation and community consultation prior to implementation.

Further detail on the updates to the 15 draft recommendations and the five new recommendations is provided in the next section, “Recommendations.”

Level of support for 15 recommendations

The chart illustrates the number of respondents indicating their level of support for the recommendations — do not support (no), neutral or support it (yes).



RECOMMENDATIONS

In total, the LATM Plan includes 19 recommendations to be progressed through either delivery or advocacy. These have been informed by traffic data analysis and two rounds of community engagement. One recommendation has been withdrawn due to low local community support.

The recommendations are summarised on the next two pages and are described in further detail on pages 8 to 32.

SUMMARY OF RECOMMENDATIONS FOR LOCAL AREA TRAFFIC MANAGEMENT IN FULLARTON/MYRTLE BANK

1 **Florence Street**
Introduce speed humps to achieve safer speeds in Florence Street.

2 **Katherine Street**
Introduce speed humps to calm traffic movements on Katherine Street, a key part of Council's walking and cycling network, and enhance connections to Katherine Street Park. Improve intersections at Moore Street, Glen Osmond Road and Nelson Street.

3 **Wattle Street**
Introduce a "wombat" crossing on Wattle Street, between Moore Street and Milton Avenue, to calm traffic movements, improve pedestrian connectivity and safety across Wattle Street and to Katherine Street Park.

4 **Alma Road**
Improve junctions with Fisher Street, Osmond Terrace and Wattle Street to calm traffic movements.

5 **Fisher Street and Beaconsfield Street junction**
Upgrade the Glen Osmond Primary "koala" crossing to a "wombat" crossing to enhance pedestrian safety and calm traffic movements. Improve the junction at Beaconsfield Street and Fisher Street to improve connectivity with the updated crossing.

6 **Ferguson Avenue and Riverdale Road intersection**
Raise the intersection at Riverdale Road and Ferguson Avenue to enhance safety and calm traffic movements.

7 **Ferguson Avenue and Myrtle Avenue junction**
Improve the junction of Ferguson Avenue and Myrtle Avenue to enhance safety.

8 **Clinton Avenue**
Improve junctions of Clinton Avenue with Hexham Avenue, Jenkins Avenue and Myrtle Avenue to calm traffic movements.

9 **Urrbrae Avenue**
Improve junctions with Ferguson Avenue, Auburn Avenue and Glenferrie Avenue to calm traffic movements.

10 **Wooltana and Glenrowan Avenues intersection with Ferguson Avenue**
Improve Wooltana Avenue and Glenrowan Avenue intersection with Ferguson Avenue to improve sight lines and safety

11 **Wycliff Street and Fisher Street junction**
Proposal not proceeding.

SUMMARY OF RECOMMENDATIONS FOR LOCAL AREA TRAFFIC MANAGEMENT IN FULLARTON/MYRTLE BANK

12 Glen Osmond Road Pedestrian Actuated Crossing (PAC)

Advocate to DIT to implement safety measures at the Glen Osmond Road PAC south of Fisher Street, noting its connection to Glen Osmond Primary School.

13 Riverdale / Rossington Neighbourhood Bicycle Route

Prioritise the delivery (concept design to construction) of Riverdale / Rossington Neighbourhood Bicycle Route in its next version of its Walking and Cycling Implementation Plan 2028–32.

14 New Bicycle and Pedestrian Actuated Crossing (BPAC) on Fullarton Road north of Cheltenham Street

Advocate to DIT for the installation of a new BPAC on Fullarton Road just north of Cheltenham Street to improve east-west crossing access for people walking and cycling, improve access to Highgate Village Business Precinct and bus stops 10 Fullarton Road east and west sides.

15 Reduce speed limit on Fullarton Road between Clinton Avenue and Fisher Street

Advocate to DIT to reduce the speed limit from 60km/h to 50km/h between Clinton Avenue and Fisher Street to improve safety and access adjacent to Highgate Village Centre and Fullarton Community Centre.

16 Wooltana Avenue (adjacent to Bertram Hawker Kindergarten)

Identify opportunities to implement additional traffic management measures to enhance the kindergarten's visibility, calm traffic, and improve pedestrian crossings at the Lindsay Avenue junction.

17 New Bicycle and Pedestrian Actuated Crossing (BPAC) on Cross Road just east of Waite Road

Advocate to DIT to improve safety and access for people walking and cycling across Cross Road just east of Waite Road, while creating safer turning movements and moderating traffic behaviour in the immediate area (particularly U-turns observed at the Urrbrae Avenue junction with Cross Road).

18 Enhanced Bicycle Connectivity from Glen Osmond Road to Ridge Park

Identify opportunities to improve bicycle connectivity from Glen Osmond Road to the Ridge Park shared-use path network.

19 Burnham Avenue and Palmer Avenue junction

Identify opportunities to calm traffic and improve pedestrian accessibility at Burnham Avenue and Palmer Avenue junction.

20 Fisher Street and Fullarton Road Traffic Signals

Advocate to DIT to upgrade intersection to improve pedestrian accessibility and upgrade ramps.

RECOMMENDATION 1

FLORENCE STREET

Introduce speed humps to achieve safer speeds in Florence Street.

KEY STREET INFORMATION

Road width: 10.5 metres

Street length: 600 metres

Traffic volume:
approx. 1,174 vehicles per day

Car speed (85th percentile):
47.5 km/h

Key community concerns
(raised prior to the LATM study)

- Concerns for growing car volumes and speeds
- Observation of non-compliance with the posted speed limit
- Concerns for the intersection with Glen Osmond Road
- Requests for traffic speed calming measures

DESIGN APPROACH

The proposed design includes four Watts profile speed humps along the length of the street. The speed humps have been positioned to maintain consistent spacing of approximately 100 to 150 metres. Each have been located near existing street lighting to avoid the need for additional infrastructure. The treatments have been designed to preserve on-street parking and maintain driveway access. The two speed humps located on either side of Wellington Terrace are expected to assist in reducing vehicle speeds to better align with the 40 km/h speed limit.

The design also includes widening the existing narrow pedestrian refuge at the Glen Osmond Road junction. This upgrade will bring the refuge in line with current standards and help narrow the wide entry into Florence Street, improving pedestrian safety and crossing conditions.

FEEDBACK

Total responses indicating level of support: 96
Comments received: 53

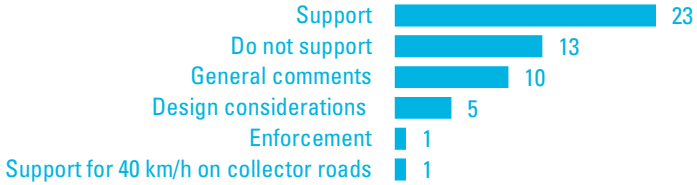
Level of support (proportion, and number of respondents)

A total of 53 comments were received for this recommendation. The largest share of comments expressed support for the proposal.

Five comments raised design considerations, including concerns about the effectiveness and placement of the proposed speed humps and suggestions to consider alternative treatments such as flat-top platforms or chicanes. Parking on both sides of the street was also noted as contributing to congestion and safety issues, with one comment suggesting removal of parking on one side.

The 53 comments were grouped into overarching themes, as shown in the chart below.

Overarching themes identified from community comments



RESPONSE AND PROPOSAL

The locations of the road humps were reviewed and are compliant with relevant standards. Humps 1 and 3 are situated near property crossovers; the detailed design will include an engineering survey to verify vehicle clearance, and minor height adjustments may be required. Hump 2 is appropriately positioned but may be shifted slightly east to better align between opposing crossovers, with the final location to be confirmed during the detailed design stage.

Residents who raised concerns about parking on Florence Street were contacted via email and provided with information on how to apply for changes to parking restrictions.

No changes were made to the initial proposed design concept. The plan is shown on the next page.

FLORENCE STREET

STREET UPGRADE PLAN

Purpose: To introduce speed humps to achieve safer speeds in Florence Street.

1 2 3 4 Watts profile speed humps

5 Widened pedestrian refuge island

RECOMMENDATION 2

KATHERINE STREET

Introduce speed humps to calm traffic movements on Katherine Street, a key part of Council's walking and cycling network, and enhance connections to Katherine Street Park. Improve intersections at Moore Street, Glen Osmond Road and Nelson Street.

KEY STREET INFORMATION

Road width: 7.8 metres

Street length: 250 metres

Traffic volume:
approx. 799 vehicles per day

Car speed (85th percentile):
40.1 km/h

Key community concerns
(raised prior to the LATM study)

- Concerns about excessive car volumes and high speeds.
- Parking congestion and safety access issues, with requests for parking controls.

DESIGN APPROACH

The proposed design takes into account that Katherine Street and Moore Street are part of Council's walking and cycling network and runs alongside Katherine Street Park. The design includes the following improvements:

- Contrasting pavement treatment at the Nelson Street and Katherine Street junction to increase its visual presence and driver awareness.
- A bicycle-friendly flat-top speed hump to help slow traffic and improve safety for all users near 8 and 9 Katherine Street.
- Raised pavement treatment at the Katherine Street and Moore Street junction to calm traffic and support safer walking and riding.
- New bicycle "sharrows" (shared lane markings) to highlight the on-road bike route.
- Upgrades at the Glen Osmond Road approach to calm traffic entering Katherine Street and improve access for bike riders crossing at the traffic lights to reach Conyngham Street.

FEEDBACK

Total responses indicating level of support: 97
Comments received: 50

Level of support (proportion, and number of respondents)

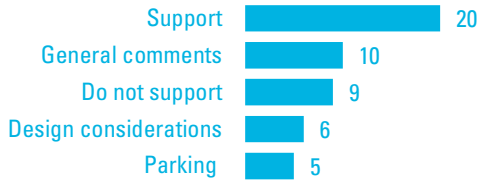
NO	NEUTRAL	YES
14%, 14	28%, 27	58%, 56

A total of 50 comments were received for this recommendation. The largest share of comments expressed support for the proposal.

Six comments raised design considerations, including concerns about congestion, parking pressure and visibility at the Katherine/Nelson and Katherine/Glen Osmond Road intersections, particularly due to commuter and school parking. While traffic-calming measures were generally supported, respondents suggested reviewing the placement and design of devices and strengthening parking management, with one nearby resident strongly opposing the proposed flat-top speed hump east of Nelson Street.

The 50 comments were grouped into overarching themes, as shown in the chart below.

Overarching themes identified from community comments



RESPONSE AND PROPOSAL

The flat-top speed hump proposed just east of Nelson Street has been removed from the design. This follows strong objections from the resident next to the proposed location and reflects that the hump was considered beneficial, but not necessary.

Traffic data shows that speeds on Katherine Street between Nelson Street and Moore Street are already relatively low, with an 85th percentile speed of around 36 km/h and traffic volumes of approximately 650 vehicles per day (vpd). By comparison, the section east of Moore Street carries slightly higher volumes (around 820 vpd) and a marginally higher 85th percentile speed of about 40 km/h. The section east of Moore Street also forms part of Council's Walking and Cycling Network, which targets a 30 km/h design speed to provide a safer and more comfortable environment for people walking and riding.

Minor changes were made to the initial proposed design concept. The updated plan is shown on the next page.

KATHERINE STREET

STREET UPGRADE PLAN

Purpose: To introduce speed humps to calm traffic movements on Katherine Street, a key part of Council's walking and cycling network, and enhance connections to Katherine Street Park. To improve intersections at Moore Street, Glen Osmond Road and Nelson Street.

1 Contrasting pavement treatment at Nelson Street /Katherine Street junction

2 Raised pavement treatment at Katherine Street/Moore Street junction

3 **5** Flat top speed humps

4 Extended path area with improved bicycle access ramp
Two parking spaces removed

To deliver the proposed upgrades, in total two on-street parking spaces near the Glen Osmond Road intersection will be removed.

RECOMMENDATION 3

WATTLE STREET

Introduce a "wombat" crossing on Wattle Street, between Alma Road and Milton Avenue, to calm traffic movements, improve pedestrian connectivity and safety across Wattle Street and to Katherine Street Park.

KEY STREET INFORMATION

Road width: 12 metres

Street length: 900 metres

Traffic volume:
approx. 4,300 vehicles per day

Car speed (85th percentile):
51.7 km/h

Key community concerns
(raised prior to the LATM study):

- Lack of safe pedestrian crossings along the entire length of Wattle Street.
- Request for a pedestrian crossing aligned with the desire line towards Katherine Street Park.

DESIGN APPROACH

The design proposes a raised priority "wombat" pedestrian crossing on Wattle Street, just west of the Moore Street junction, with raised pavement treatments at the Nelson Street and Milton Avenue junctions. This location for the crossing was selected as the most suitable, given the number of driveways and street trees along the street.

Creating the crossing will require closing and relocating a driveway. Preliminary discussions with the most affected property owner has indicated in-principle support for the proposal. Positioning the crossing here places it closer to the pedestrian desire line between Alma Road and Moore Street.

To further improve safety and slow vehicles to around 40 km/h, raised pavement treatments are planned at Milton Avenue and Nelson Street junctions, reinforcing traffic calming on the approaches to the crossing.

FEEDBACK

Total responses indicating level of support: 97
Comments received: 43

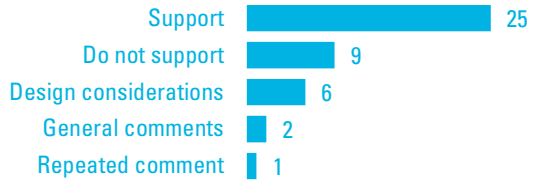
Level of support (proportion, and number of respondents)

A total of 43 comments were received for this recommendation. The largest share of comments expressed support for the proposal.

Six comments raised design considerations, with general support for the proposed traffic calming measures and pedestrian crossing, alongside a preference to retain existing on-street parking. Concerns related to sightlines at Nelson Street, potential light spill from the wombat crossing, cost and suitability of the raised crossing, and possible traffic diversion, with some residents opposite Nelson Street strongly opposing the proposed raised intersection. Some respondents also suggested additional traffic calming on Alma and Wattle Streets and broader network upgrades.

The 43 comments were grouped into overarching themes, as shown in the chart below.

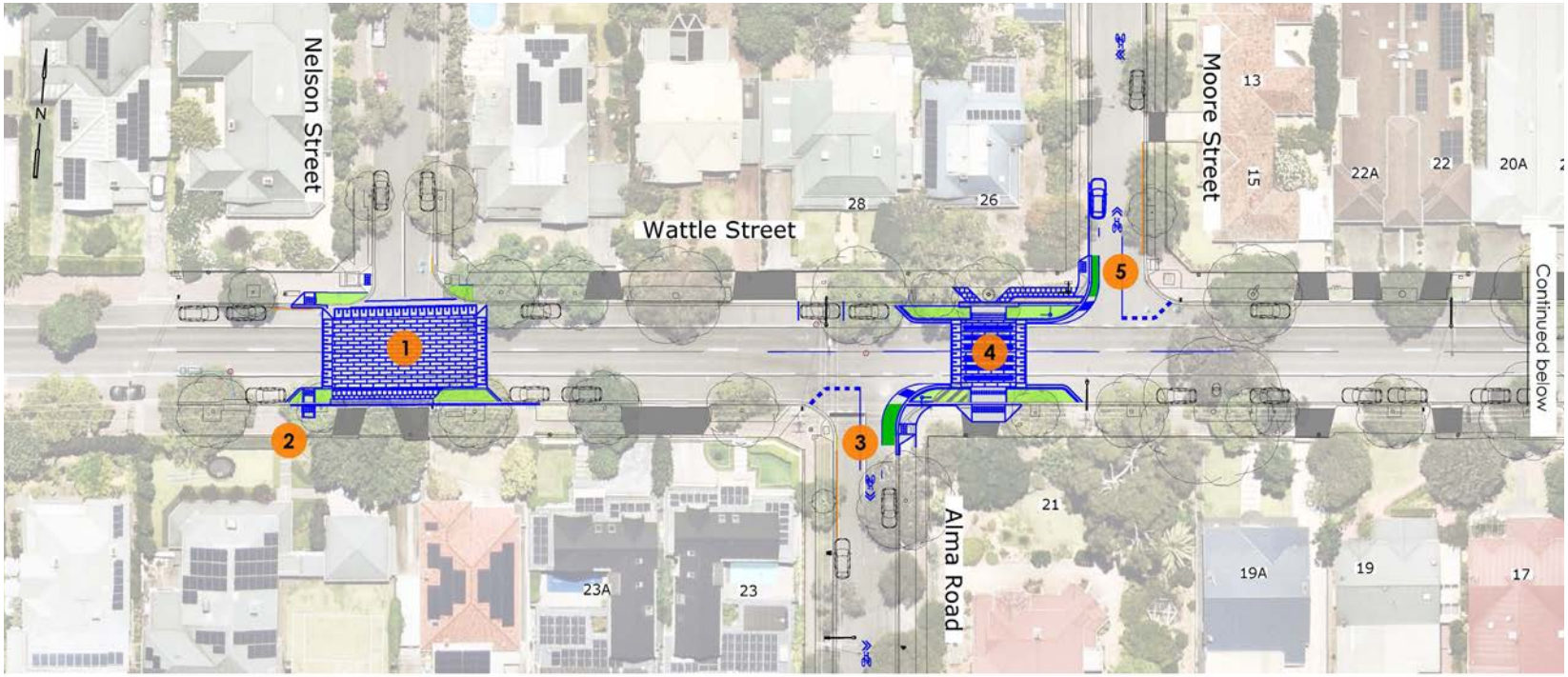
Overarching themes identified from community comments



RESPONSE AND PROPOSAL

A staged approach to delivery is proposed in response to resident opposition to the proposed raised intersection opposite Nelson Street and concerns about parking loss. Stage 1 would involve installation of the raised priority "wombat" crossing. Stage 2, the raised intersections, would only be considered if post-implementation monitoring shows vehicle speeds exceeding the target 40 km/h and low compliance at the crossing.

No changes were made to the initial proposed concept design, however its delivery is proposed to be staged. The plan is shown on the next page.



WATTLE STREET

STREET UPGRADE PLAN

Purpose: To introduce a "wombat" crossing on Wattle Street, between Alma Road and Milton Avenue, to calm traffic movements, improve pedestrian connectivity and safety across Wattle Street and to Katherine Street Park.

1	Landscaped kerb extension and raised pavement treatment at Wattle Street/ Nelson Street junction One parking space removed
2	Landscaped kerb extension and pedestrian accessible ramp One parking space removed
3	Bicycle access ramp One parking space removed
4	Raised "wombat" crossing with landscaped kerb extensions between Alma Road and Moore Street Four parking spaces removed
5	Bicycle access ramp
6	Landscaped kerb extension and raised pavement treatment at Wattle Street/ Milton Avenue junction One parking space removed
7	Landscaped kerb extension and pedestrian accessible ramp One parking space removed

To deliver the proposed upgrades, in total nine on-street parking spaces will need to be removed, as noted in the table above.

RECOMMENDATION 4

ALMA ROAD

Improve junctions with Fisher Street, Osmond Terrace and Wattle Street to calm traffic movements.

KEY STREET INFORMATION

Alma Road width: 7.7 metres

Alma Road street length: 325 metres

Traffic volume:
approx. 448 vehicles per day

Car speed (85th percentile):
45.9 km/h

Key community concerns
(raised prior to the LATM study):

- Concerns about excessive car volumes, high speeds, traffic-related noise and crashes witnessed by residents.
- Requests for traffic speed calming measures and advisory signage to encourage slower driving speeds.

DESIGN APPROACH

The proposed design includes small kerb extensions and contrasting pavement treatment at Osmond Terrace junction and a raised pavement treatment at Fisher Street junction.

As part of the LATM 5 plan, a raised priority "wombat" pedestrian crossing is proposed just east of Alma Road's intersection with Wattle Street (see recommendation 3). Due to this proposed new crossing, no additional changes are proposed at the Wattle Street junction. The proposed changes aim to slow traffic on Alma Road and intersecting streets, enhancing safety for all street users.

Alma Road's 7.7 metre width and the need to allow space for service vehicles limited options for other treatments, such as large landscaped kerb extensions. Each junction will also accommodate new or upgraded accessible kerb ramps, where possible.

FEEDBACK

Total responses indicating level of support: 97
Comments received: 31

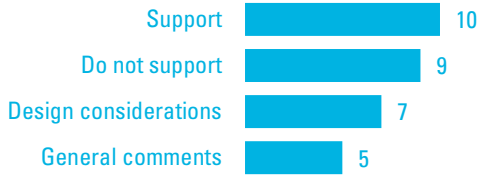
Level of support (proportion, and number of respondents)

A total of 31 comments were received for this recommendation. Community views were mixed, with a similar number of comments in support of and opposing the recommendation (10 and 9 respectively).

Seven comments raised design considerations. There was general support for squaring the intersection kerbs, although some respondents questioned the need for additional pedestrian ramps and suggested raising the contrasting pavement at Alma Road/Osmond Terrace junction to further moderate speeds. Concerns were also raised about potential loss of parking, traffic redistribution between Alma Road and Milton Streets, the need to align with Austroads and DIT guidance, and limited pedestrian visibility near 40 Fisher Street due to overgrown vegetation.

The 31 comments were grouped into overarching themes, as shown in the chart below.

Overarching themes identified from community comments



RESPONSE AND PROPOSAL

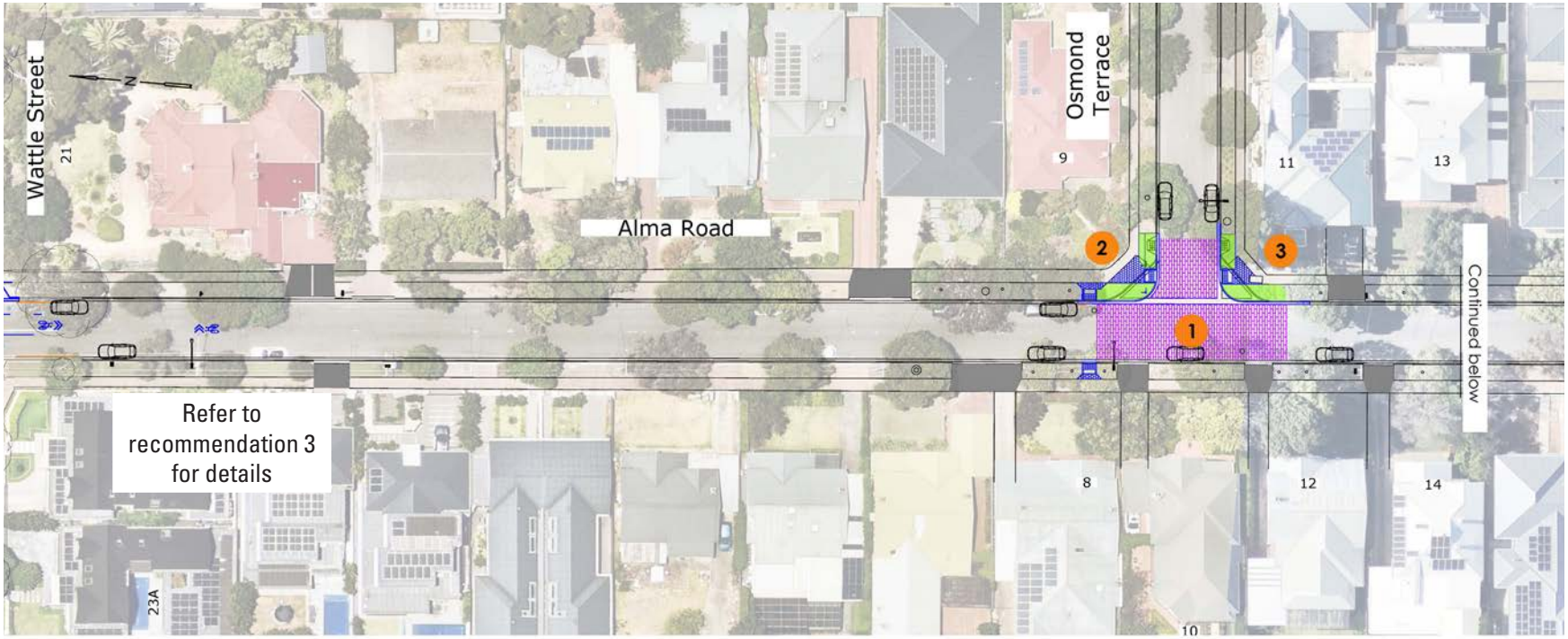
As a result of feedback, a minor design change is proposed to remove the pedestrian access ramps on the east side of the Alma Road/Osmond Terrace junction, preserving the car park opposite 11 Alma Road while retaining the ramps on the west side.

Minor changes were made to the initial proposed design concept. The updated plan is shown on the next page.

ALMA ROAD

STREET UPGRADE PLAN

Purpose: To improve junctions with Fisher Street, Osmond Terrace and Wattle Street to calm traffic movements.



1	Contrasting pavement treatment at Alma Road/ Osmond Terrace junction
2	Pedestrian accessible ramp and modified junction corners One parking space removed
3	Junction corners modified and pedestrian accessible ramp
4	Raised pavement treatment at Alma Road/Fisher Street junction and pedestrian accessible ramps

To deliver the proposed upgrades, one on-street parking spaces will be removed, as noted in the table above.

RECOMMENDATION 5

FISHER STREET AND BEACONSFIELD STREET JUNCTION

Upgrade the Glen Osmond Primary School "koala" crossing to a "wombat" crossing to enhance pedestrian safety and calm traffic movements. Improve the junction at Beaconsfield Street and Fisher Street to improve connectivity with the updated crossing.

KEY STREET INFORMATION

Fisher Street road width: 12.4 metres

Fisher Street length: 1,100 metres

Traffic volume:
approx. 3,500 vehicles per day

Car speed (85th percentile):
47 to 50.6 km/h

Key community concerns
(raised prior to the LATM study):
high traffic speeds around Glen Osmond Primary School

DESIGN APPROACH

The design proposes replacing the existing school "koala" crossing with a raised priority "wombat" pedestrian crossing that operates at all times, not just during school drop-off and pick-up. School community feedback and low compliance with the 25 km/h speed limit have highlighted the need for improved safety. Lighting and signal lanterns at the crossing will be upgraded, and kerb buildouts will be enhanced with landscaping to increase visibility and improve pedestrian safety. The upgrade aims to improve crossing conditions throughout the day.

To support the raised priority "wombat" pedestrian crossing, additional traffic calming measures have been incorporated into the design, including:

- A flat-top road hump located approximately 75 metres east of the crossing.
- A raised pavement treatment at the Rossington Avenue intersection.

These changes aim to provide a safer environment for students and pedestrians by slowing traffic to 40 km/h or below, as motorists approach the wombat crossing, and improving driver awareness.

FEEDBACK

Total responses indicating level of support: 97
Comments received: 43

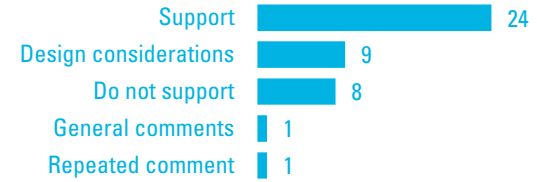
Level of support (proportion, and number of respondents)

A total of 43 comments were received for this recommendation. The largest proportion of comments expressed support for the recommendation.

Nine comments raised design considerations. While there was general support for upgrading the existing school crossing to a raised "wombat" crossing with associated traffic calming, some concerns were raised about the proximity to Glen Osmond Road and potential impacts related to speed, noise, lighting and stormwater. Respondents also noted that congestion is influenced by parking behaviour and nearby intersections, suggesting complementary measures in the surrounding network, while one resident raised concerns about the crossing location affecting future redevelopment potential of their property.

The 43 comments were grouped into overarching themes, as shown in the chart below.

Overarching themes identified from community comments

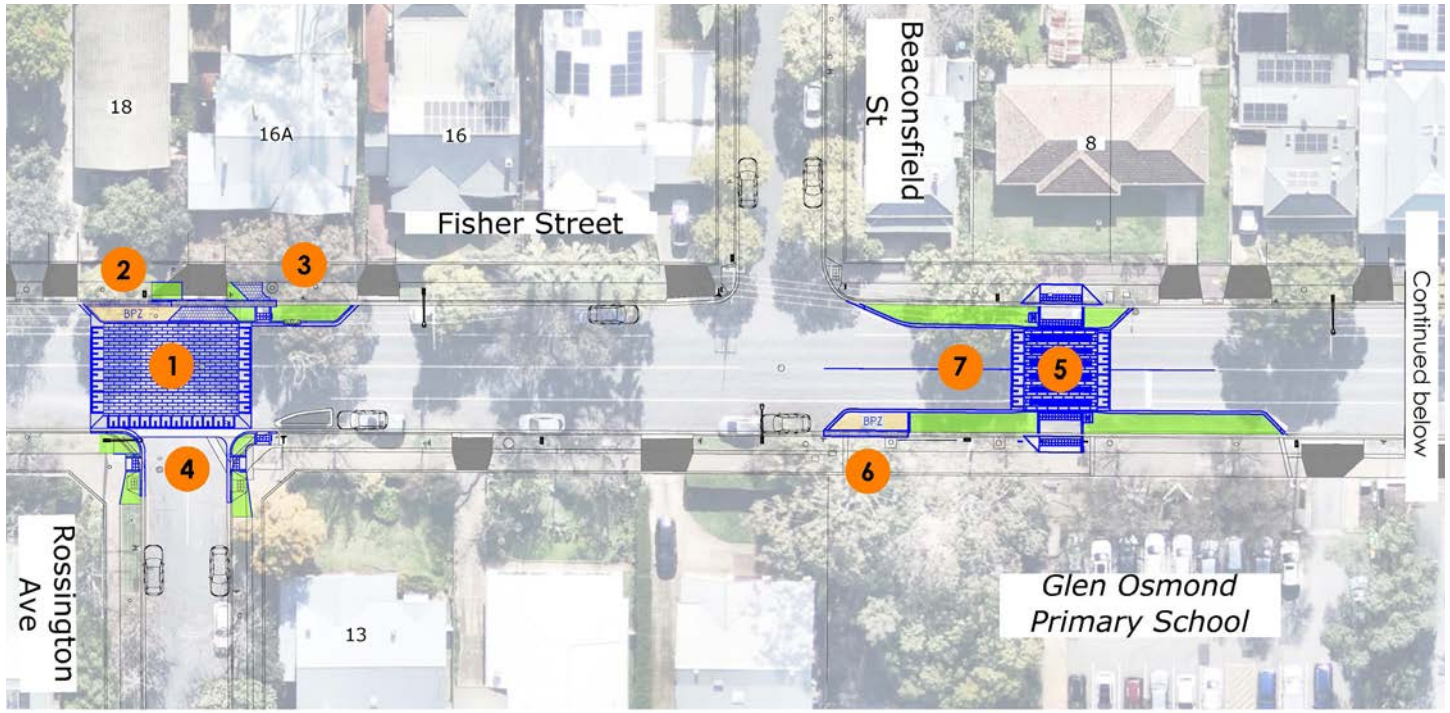


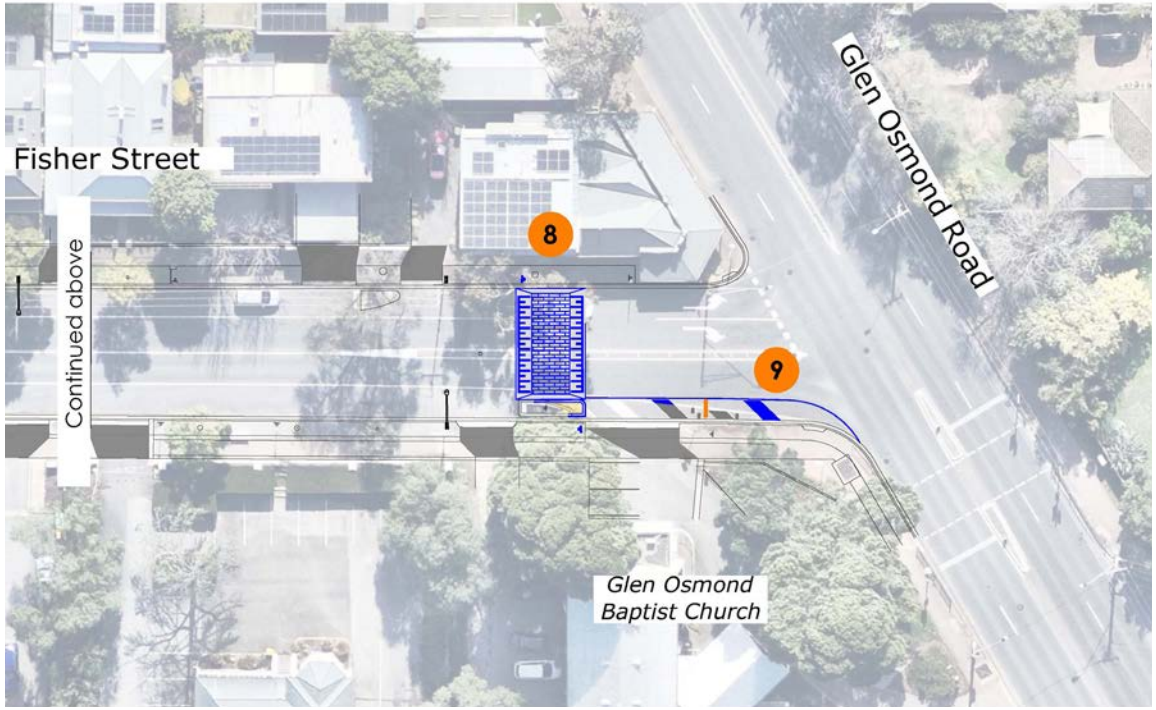
RESPONSE AND PROPOSAL

To address concerns regarding vehicle speeds for traffic turning into Fisher Street from Glen Osmond Road, it is proposed to enhance the existing painted corner treatment including the pavement bars.

Relocating the crossing to another point along the street was considered. However, given its established role in supporting school safety, its direct connection to the school access gates, and its alignment with key side streets, the current location is considered to provide the best overall outcome.

Minor changes were made to the initial proposed design concept. The updated plan is shown on the next page.





FISHER STREET AND BEACONSFIELD STREET JUNCTION

STREET UPGRADE PLAN

Purpose: To upgrade the Glen Osmond Primary School "koala" crossing to a "wombat" crossing to enhance pedestrian safety and calm traffic movements. Improve the junction at Beaconsfield Street and Fisher Street to improve connectivity with the updated crossing.

1. Raised pavement treatment at Fisher Street /Rossington Avenue junction
2. 6 Kerb extension with bin presentation area
3. Landscaped kerb extension and pedestrian accessible kerb ramp
4. Junction corners to be modified and new pedestrian accessible kerb ramps
5. "Koala" crossing replaced with a raised "wombat" crossing
7. Landscaped kerb extensions
8. Flat top speed hump

To deliver the proposed upgrades, in total three on-street parking spaces will be removed:

- One near location marked 2 and
- Two parking spaces near location marked 3.

RECOMMENDATION 6

FERGUSON AVENUE AND RIVERDALE ROAD INTERSECTION

Raise the intersection at Riverdale Road and Ferguson Avenue to enhance safety and calm traffic movements.

KEY STREET INFORMATION

Ferguson Ave road width: 9.2 metres

Ferguson Ave street length: 1,315 metres

Traffic volume: approx. 1,675 vehicles per day

Car speed (85th %): 53.5 km/h

Key community concerns (raised prior to the LATM study):

- Issues with high traffic speeds and volumes, with calls for speed humps and other measures to slow vehicles.
- The street is often used as a shortcut to avoid the nearby arterial intersection.
- Poor visibility and awkward road geometry at Riverdale Road create a conflict point.
- Pedestrian safety and crossing conditions concerns, especially near the creek.

DESIGN APPROACH

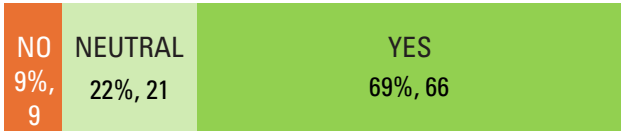
The design includes a raised priority "wombat" pedestrian crossing on the eastern arm of the intersection, and two landscaped flat-top speed humps about 40 to 50 metres to the east and west of the intersection. Stormwater constraints meant the whole intersection could not be raised, and limited sightlines and road layout left only one safe location for the crossing – east of Riverdale Street.

The priority "wombat" pedestrian crossing will improve safety for people walking and cycling and will link the north–south neighbourhood bike route along Rossington Avenue and Riverdale Road. The two landscaped speed humps will slow vehicles as they approach both the intersection and the crossing. Advance warning signs for the crossing will be built into the landscaped traffic islands at the humps to help alert drivers.

FEEDBACK

Total responses indicating level of support: 97
Comments received: 44

Level of support (proportion, and number of respondents)

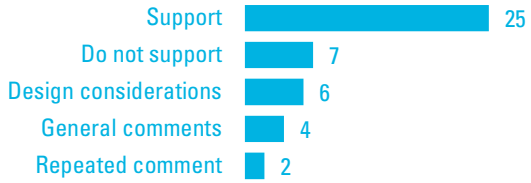


A total of 44 comments were received for this recommendation. The largest proportion of comments expressed support for the recommendation.

Six comments raised design considerations, including concerns about traffic speeds, safety and rat-running, particularly along Riverdale Road, Rossington Avenue and Ferguson Avenue. While raised street sections and "wombat" crossings were generally supported, some respondents questioned whether the proposed measures would adequately address blind corners and limited sightlines, and suggested stronger interventions such as movement restrictions, a roundabout or chicane-style treatments. Additional suggestions included broader speed reductions, increased enforcement and managing peak-hour through traffic, with some noting potential cost implications related to drainage works.

The 44 comments were grouped into overarching themes, as shown in the chart below.

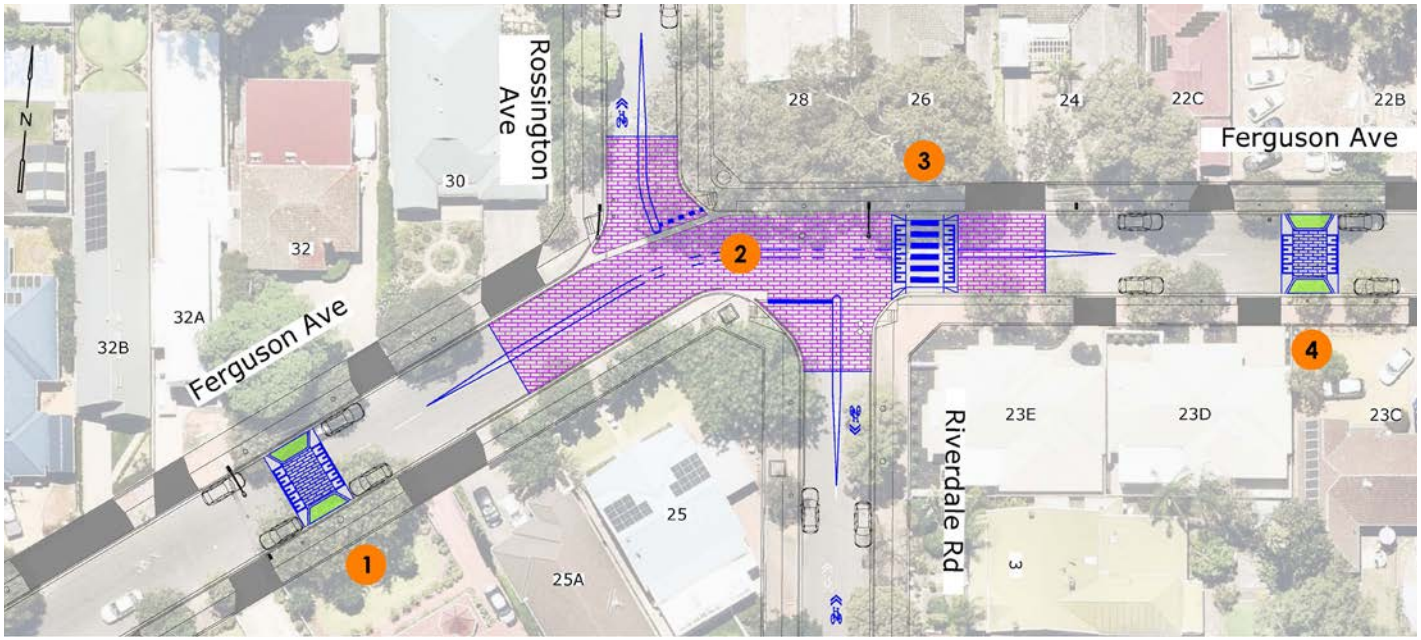
Overarching themes identified from community comments



RESPONSE AND PROPOSAL

Sight lines were reviewed in response to feedback and are considered to be satisfactory. It is acknowledged that the fence on the south–west corner impacts vehicle sight lines for vehicles travelling eastbound; however, the proposed improvements are intended to calm traffic on the approach to the intersection and are expected to improve safety for all road users.

No changes were made to the initial proposed design concept. The plan is shown on the next page.



FERGUSON AVENUE AND RIVERDALE ROAD INTERSECTION

STREET UPGRADE PLAN

Purpose: To raise the intersection at Riverdale Road and Ferguson Avenue to enhance safety and calm traffic movements

1 4	Flat top speed humps Two parking spaces removed at each speed hump location
2	Contrasting pavement treatment at Ferguson Avenue/Rossington Avenue/Riverdale Road junction
3	Raised “wombat” pedestrian priority crossing No flashing lights proposed

To deliver the proposed upgrades, in total four on-street parking spaces will be removed as noted in the table above.

RECOMMENDATION 7

FERGUSON AVENUE AND MYRTLE AVENUE JUNCTION

Improve the junction of Ferguson Avenue and Myrtle Avenue to enhance safety.

KEY STREET INFORMATION

Ferguson Ave road width: 9.2 metres

Ferguson Ave street length: 1,315 metres

Traffic volume: approx. 2,848 vehicles per day

Car speed (85th percentile): 52 km/h

Two rear end crashes occurred at the junction, attributed to driver inattention

Key community concerns (raised prior to the LATM study) are issues with growing traffic volumes and aggressive driving

DESIGN APPROACH

The proposed design provides accessible pedestrian kerb ramps in both the east-west and north-south directions at the junction. It also incorporates a kerb build-out to reduce the width of the intersection and a raised pavement treatment to help calm traffic and improve safety. The layout has been designed to maintain driveway access and allow for service vehicle movements.

FEEDBACK

Total responses indicating level of support: 96
Comments received: 37

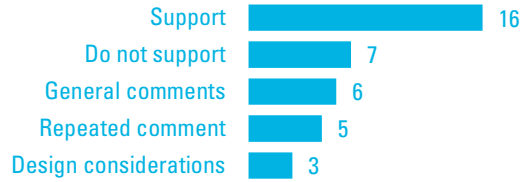
Level of support (proportion, and number of respondents)

A total of 37 comments were received for this recommendation. The largest proportion of comments expressed support for the recommendation.

Three comments raised design considerations. While the proposed changes were generally supported, some respondents suggested that contrasting paving alone may achieve the desired outcome without raised treatments, and noted that removing on-street parking could improve sightlines and safety. Concerns were also raised that the redesign does not address through-traffic using the area as a shortcut between Glen Osmond, Fullarton and Cross Roads.

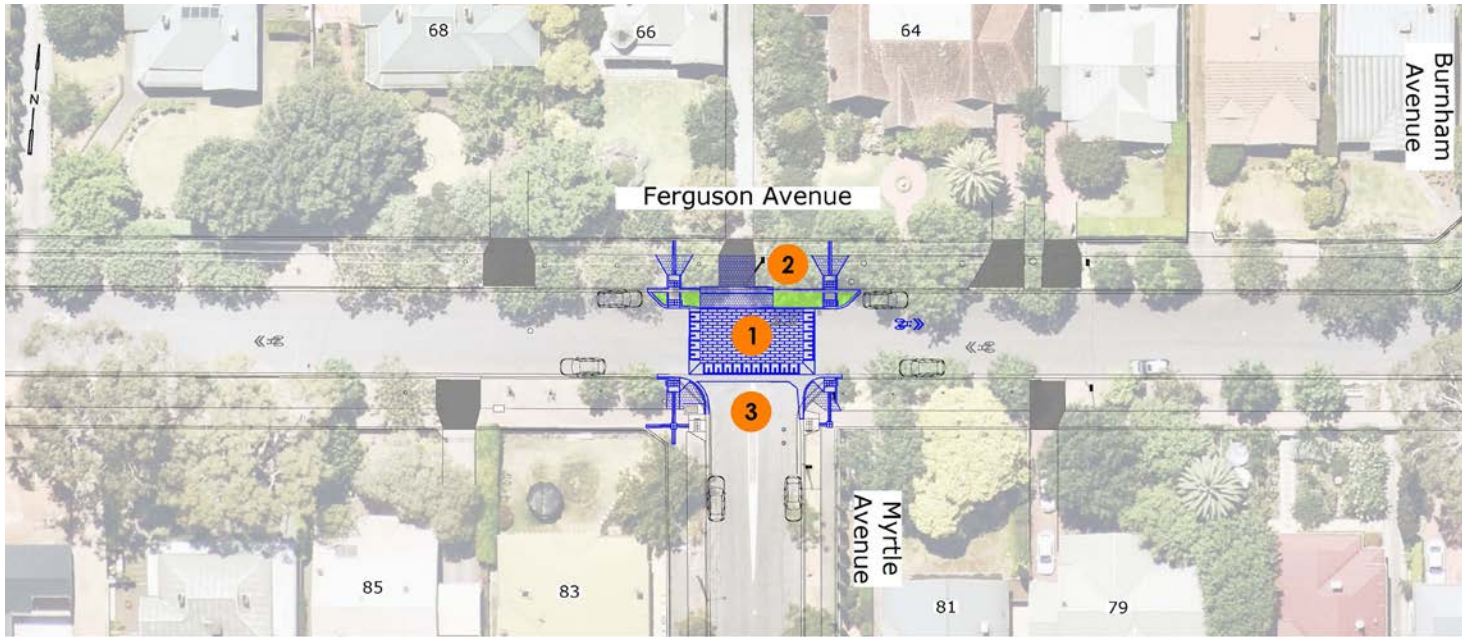
The 37 comments were grouped into overarching themes, as shown in the chart below.

Overarching themes identified from community comments



RESPONSE AND PROPOSAL

No changes were made to the initial proposed design concept. The plan is shown on the next page.



FERGUSON AVENUE AND MYRTLE AVENUE JUNCTION

STREET UPGRADE PLAN

Purpose: To improve the junction of Ferguson Avenue and Myrtle Avenue to enhance safety.

1. Raised pavement treatment at Ferguson Avenue / Myrtle Avenue junction
   To deliver the proposed upgrades, two on-street parking spaces will need to be removed
2. Landscaped kerb extension and pedestrian accessible kerb ramps
3. Pedestrian accessible kerb ramps and modified junction corners

To deliver the proposed upgrades, in total two on-street parking spaces will be removed as noted above.

RECOMMENDATION 8

CLINTON AVENUE

Improve junctions of Clinton Avenue with Hexham Avenue, Jenkins Avenue and Myrtle Avenue to calm traffic movements.

KEY STREET INFORMATION

Clinton Avenue road width: 8.9 metres

Clinton Avenue street length: 385 metres

Traffic volume:
approx. 543 vehicles per day

Car speed (85th percentile): 46.7 km/h

DESIGN APPROACH

The proposed design for each junction includes:

- Improved, accessible pedestrian kerb ramps, where possible.
- Provision for service vehicle movements.
- Retention of driveway access to adjoining properties.

With a carriageway width of 8.9 metres, there is limited opportunity to extend kerbs to achieve additional traffic calming. As a result, raised pavement treatments are proposed at the Hexham Avenue and Myrtle Avenue junctions. At the Jenkins Avenue junction, however, a contrasting pavement surface is proposed to provide a visual cue to drivers and help reduce vehicle speeds.

FEEDBACK

Total responses indicating level of support: 95
Comments received: 33

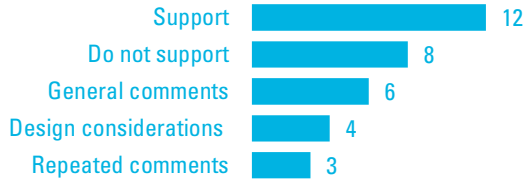
Level of support (proportion, and number of respondents)

A total of 33 comments were received for this recommendation. The largest proportion of comments expressed support for the recommendation.

Four comments raised design considerations. While improvements to pedestrian safety and accessibility were generally supported, views on the proposed Clinton Avenue upgrade were mixed, with concerns about the potential loss of on-street parking and the need for raised pavement treatments. Residents directly affected by the proposal did not support the kerb buildouts and new kerb ramp due to the loss of two parking spaces, and emphasised that all existing property crossovers should be retained.

The 33 comments were grouped into overarching themes, as shown in the chart below.

Overarching themes identified from community comments



RESPONSE AND PROPOSAL

Changes have been made to the design for Clinton Avenue and Jenkins Avenue junction to remove the proposed kerb buildouts and the north-south pedestrian kerb ramps, allowing the two on-street parking spaces to be retained.

The property owner on the south-east corner also confirmed that, although the driveway crossover appears unused, it is occasionally required and needs to be retained.

Minor changes were made to the initial proposed design concept. The updated plan is shown on the next page.

CLINTON AVENUE

STREET UPGRADE PLAN

Purpose: To improve junctions of Clinton Avenue with Hexham Avenue, Jenkins Avenue and Myrtle Avenue to calm traffic movements

1. Raised pavement treatment at Clinton Avenue/ Hexham Avenue junction
2. 5. 6. Pedestrian accessible kerb ramps and modified junction corners
3. Pedestrian accessible kerb ramp, with one on-street car parking space removed
4. Contrasting pavement treatment (flush) at Clinton Avenue/Jenkins Avenue junction
6. Raised pavement treatment at Clinton Avenue/ Myrtle Avenue junction.
7. Raised pavement treatment at Clinton Avenue/ Myrtle Avenue junction

To deliver the proposed upgrades, one on-street parking space will be removed as noted above.

RECOMMENDATION 9

URRBRAE AVENUE

Improve junctions with Ferguson Avenue, Auburn Avenue and Glenferrie Avenue to calm traffic movements.

KEY STREET INFORMATION

Road width: 9 metres

Street length: 432 metres

Traffic volume:
approx. 956 vehicles per day

Car speed (85th %): 46.8 km/h

DESIGN APPROACH

The proposed design for each junction includes:

- Improved and accessible pedestrian kerb ramps in both east-west and north-south directions, where feasible.
- Accommodation for service vehicle movements.
- Maintenance of driveway access for adjacent properties.
- Landscaping opportunities, where feasible.

To support reduced vehicle speeds and calmer traffic movements, raised pavement treatments are proposed at the junctions of Ferguson Avenue and Glenferrie Avenue with Urrbrae Avenue. At Auburn Avenue junction, a kerb extension on the west side of Urrbrae Avenue is proposed to narrow the carriageway, complemented by contrasting pavement materials to enhance safety.

FEEDBACK

Total responses indicating level of support: 94
Comments received: 34

Level of support (proportion, and number of respondents)

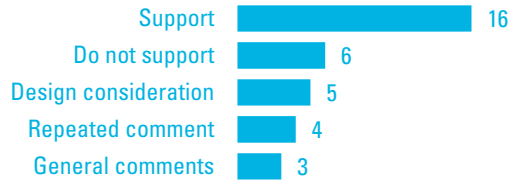
NO	NEUTRAL	YES
11%, 10	31%, 29	59%, 55

A total of 34 comments were received for this recommendation. The largest proportion of comments expressed support for the recommendation.

Five comments raised design considerations. While the proposed traffic calming measures were generally supported, some respondents expressed concerns about the cost and visibility impacts of raised pavements, landscaped kerb extensions and contrasting treatments. It was also noted that existing verge plantings and parked cars already limit sightlines, and broader safety concerns were raised about through-traffic using the area to avoid nearby arterial intersections.

The 34 comments were grouped into overarching themes, as shown in the chart below.

Overarching themes identified from community comments

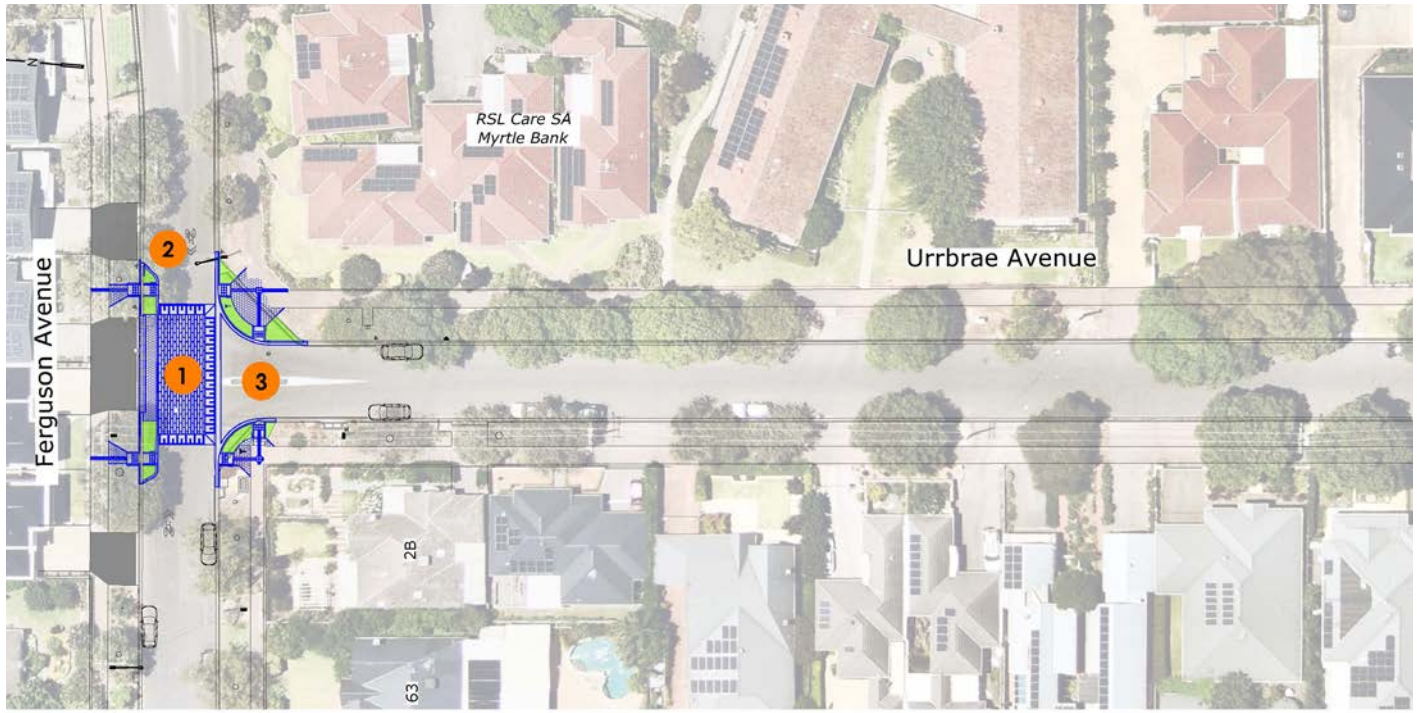


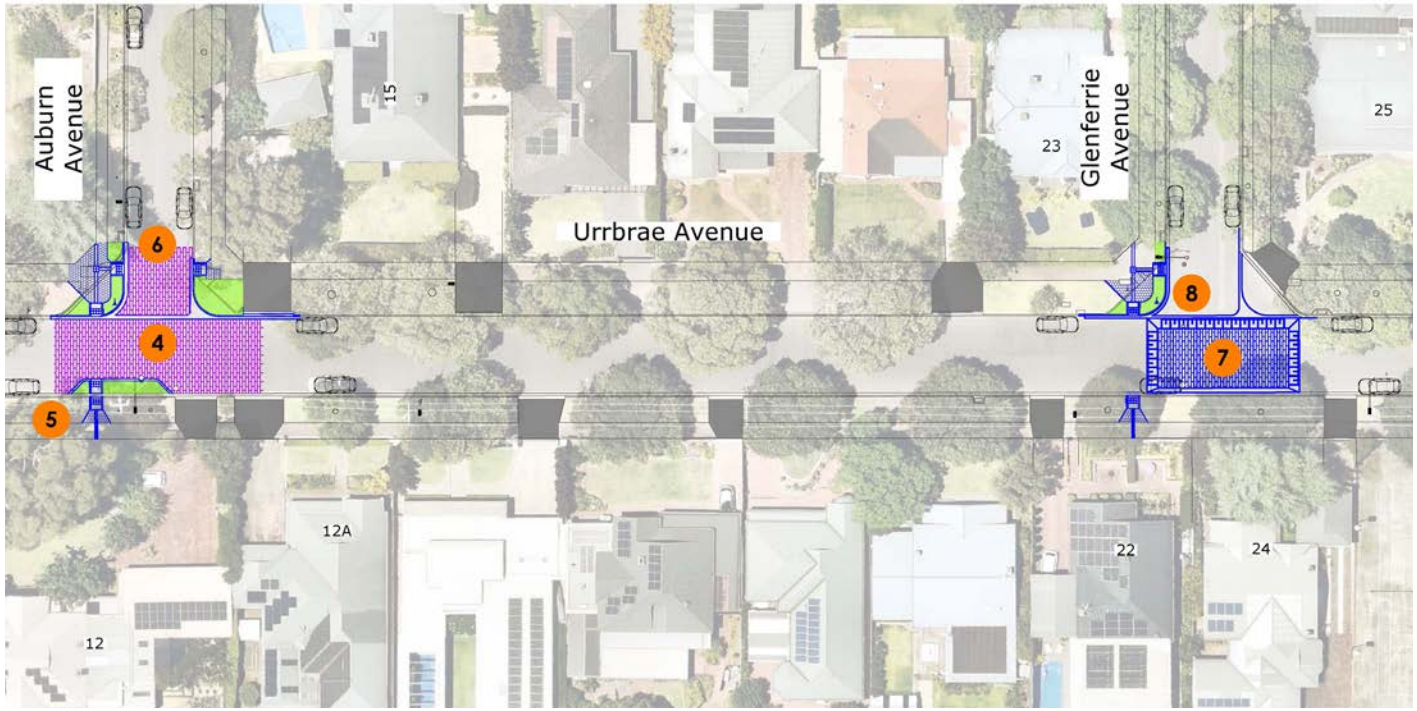
RESPONSE AND PROPOSAL

A number of residents raised concerns about the number of U-turns occurring at the Urrbrae Avenue and Cross Road junction, which were attributed to the lack of traffic signals at the Waite Road junction (within the City of Mitcham).

Peak-period surveys (7:00–10:00 am and 3:00–6:00 pm) recorded 22 U-turns in the morning peak and 42 in the afternoon, with right-turn volumes of 67 in/17 out (AM) and 108 in/25 out (PM), and some vehicles completing U-turns within Urrbrae Avenue. While U-turn activity is evident, restricting this movement may shift traffic into Urrbrae Avenue for three-point turns and would require further consultation and DIT approval before any change is considered. Further design testing indicates that a small physical median could be implemented at this location, subject to support from the local community and DIT.

No changes were made to the initial proposed concept design, however an addition of a central median at Urrbrae Avenue junction with Cross Road will be considered in consultation with the local community and DIT. The plan is shown on the next page.





URRBRAE AVENUE

STREET UPGRADE PLAN

Purpose: To improve junctions with Ferguson Avenue, Auburn Avenue and Glenferrie Avenue to calm traffic movements

1. Raised pavement treatment at Ferguson Avenue/ Urrbrae Avenue junction

2 5. Landscaped kerb extensions and pedestrian accessible kerb ramps

3 6 8. Pedestrian accessible kerb ramps and modified junction corners

4. Contrasting pavement treatment (flush)

7. Raised pavement treatment at Urrbrae Avenue / Glenferrie Avenue junction

To deliver the proposed upgrades, in total four on-street parking spaces will need to be removed at locations 2 and 5 (two at each junction location).

The installation of a central median at the Urrbrae Avenue and Cross Road intersection will be considered in consultation with the local community and DIT to address U-turn movements observed at this location, particularly during peak periods.

RECOMMENDATION 10

WOOLTANA AND GLENROWAN AVENUES INTERSECTION WITH FERGUSON AVENUE

Improve Wooltana Avenue and Glenrowan Avenue intersection with Ferguson Avenue to improve sight lines and safety.

KEY STREET INFORMATION

Wooltana Avenue road width:
9.2 metres

Wooltana Avenue street length:
1,315 metres

Traffic volume:
approx. 2,097 vehicles per day

Car speed (85th percentile): 47.7 km/h

DESIGN APPROACH

The proposed design aims to improve sightlines by keeping greater clearance from parked vehicles near the intersection and adding painted markings through its centre.

While physical measures such as kerb extensions were also considered, restrictions from service vehicle movements and driveway access meant that alternative designs were heavily constrained, offering little functional benefit.

FEEDBACK

Total responses indicating level of support: 91
Comments received: 35

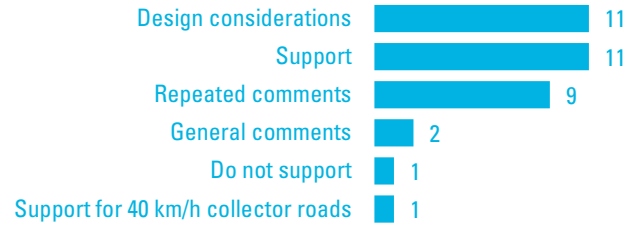
Level of support (proportion, and number of respondents)

A total of 35 comments were received for this recommendation. The largest share of comments related to design considerations, particularly around proposed parking restrictions and improvements to pedestrian facilities. Notably, the number of comments expressing support for the recommendation was equal to those raising design considerations.

Eleven comments raised design considerations. While the proposed improvements were generally supported, respondents highlighted the need for stronger parking controls and improved pedestrian facilities, including a crossing and kerb ramps, to address accessibility and safety concerns. Issues with sightlines near Wooltana Avenue and parking associated with the nearby RSL were also noted as contributing to congestion and reduced safety.

The 34 comments were grouped into overarching themes, as shown in the chart below.

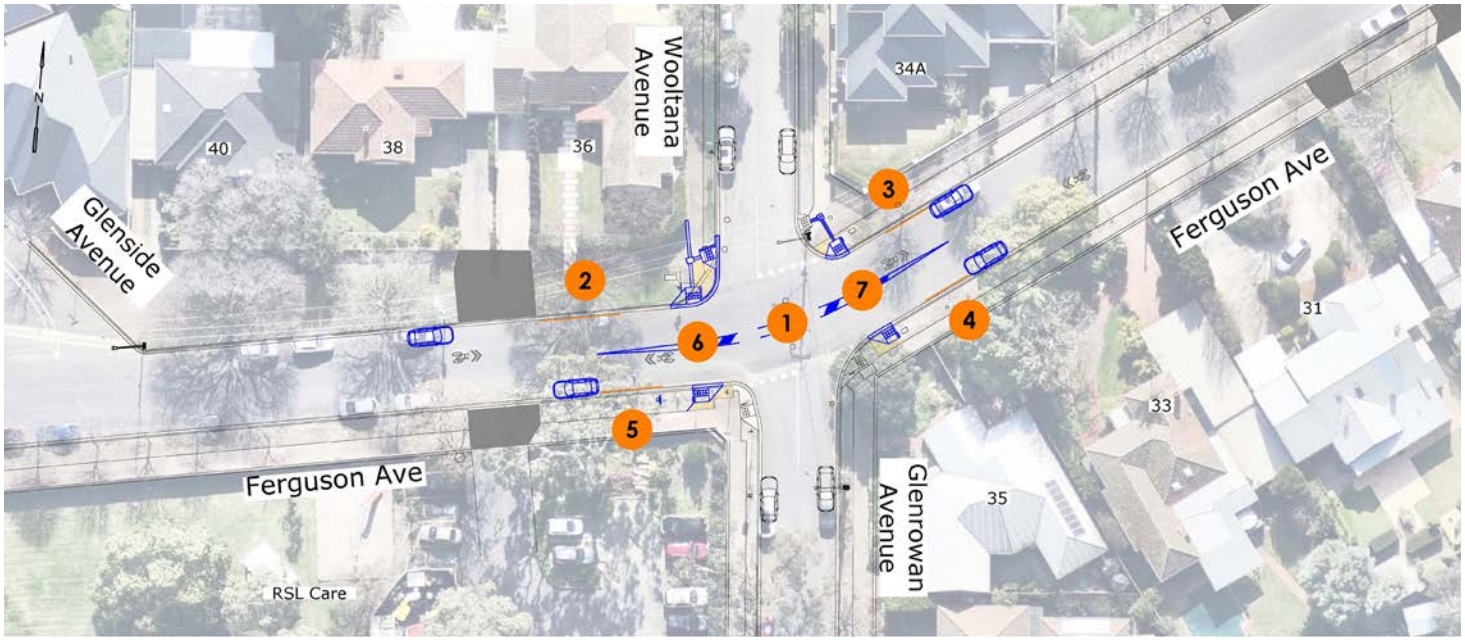
Overarching themes identified from community comments



RESPONSE AND PROPOSAL

Based on community feedback, design testing was undertaken to assess whether new north-south kerb ramps could be accommodated at the intersection. This was able to be achieved without the removal of any additional on-street parking beyond the four spaces already proposed as part of the original design.

Minor changes were made to the initial proposed design concept. The updated plan is shown on the next page.



WOOLTANA AND GLENROWAN AVENUES INTERSECTION WITH FERGUSON AVENUE

STREET UPGRADE PLAN

Purpose: To improve Wooltana Avenue and Glenrowan Avenue intersection with Ferguson Avenue to improve sight lines and safety

1 Painted diagonal markings

2 3 4 5

Site line and site distance improvements

To deliver the proposed improvements, one on-street parking space will need to be removed at each location (removal of four parking spaces in total).

6 Junction corner modified and pedestrian accessible kerb ramps

7 Pedestrian accessible kerb ramps

To deliver the proposed upgrades, four on-street parking space will be removed as noted above.

RECOMMENDATION 11

WYCLIFF STREET AND FISHER STREET JUNCTION

Improve the Wycliff Street and Fisher Street junction to discourage truck traffic and enhance safety.

KEY STREET INFORMATION

Wycliff Street road width: 7.6 metres

Wycliff Street length: 158 metres

Traffic volume:
approx. 184 vehicles per day

Car speed (85th percentile): 42 km/h

DESIGN APPROACH

Although Wycliff Street is only 7.6 metres wide and unsuitable for heavy vehicles, its wide junction appears to encourage occasional truck use, leading to issues such as street trees being struck. The proposed design narrows the intersection with a three-metre-wide pedestrian refuge, better reflecting the character of a local street while improving pedestrian safety and calming traffic.

FEEDBACK

Total responses indicating level of support: 95
Comments received: 39

Level of support (proportion, and number of respondents)

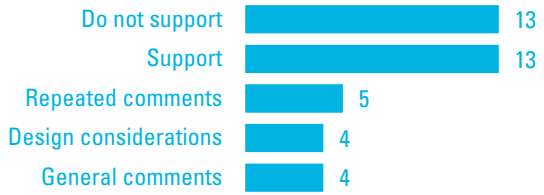
NO	NEUTRAL	YES
17%, 16	21%, 20	62%, 59

A total of 39 comments were received for this recommendation. Community views were mixed, with support evenly divided, with 13 comments in favour and 13 opposing the recommendation.

Four comments raised design considerations. The proposed pedestrian refuge at the Wycliff Street/Fisher Street junction was questioned, with some respondents suggesting it may offer limited benefit while reducing parking and affecting driveway access, and three directly affected residents not supporting the proposal. Concerns were also raised about visibility for turning vehicles due to parked cars and vegetation, with comments noting that unsafe driving is primarily associated with cars rather than trucks.

The 39 comments were grouped into overarching themes, as shown in the chart below.

Overarching themes identified from community comments



RESPONSE AND PROPOSAL

Although the project is considered to have merit, consultation results indicate lower local support than for other recommendations.

Given the lack of support from directly impacted residents, the Administration's view is to remove this recommendation from the LATM. The recommendation was included based on community feedback rather than supporting data and can be further considered as part of a future asset renewal project, at a later date.

The Wycliff Street and Fisher Street junction proposal was withdrawn from recommendations.

Recommendations 12 to 15 were developed following the initial round 1 consultation held in November/December 2024. No concept plans have yet been prepared for these locations; these will require further deigns investigation and consultation prior to implementation occurring.

Recommendations 12, 14 and 15 are advocacy recommendations to DIT, as they relate to State-owned roads. Recommendation 13 will be considered as part of the next five-year Walking and Cycling Plan (2028–2032), which is planned to be developed in 2026–2027.

RECOMMENDATION 12

GLEN OSMOND ROAD PEDESTRIAN ACTUATED CROSSING (PAC)

Advocate to DIT to implement safety measures at the Glen Osmond Road PAC south of Fisher Street, noting its connection to Glen Osmond Primary School.

FEEDBACK AND RESPONSE

Total responses indicating level of support: 95

Level of support (proportion, and number of respondents)

No changes were made to the initial proposal.

RECOMMENDATION 13

RIVERDALE / ROSSINGTON NEIGHBOURHOOD BICYCLE ROUTE

Prioritise the delivery (concept design to construction) of Riverdale / Rossington Neighbourhood Bicycle Route in its next version of its Walking and Cycling Implementation Plan 2028–32.

FEEDBACK AND RESPONSE

Total responses indicating level of support: 95

Level of support (proportion, and number of respondents)

No changes were made to the initial proposal.

RECOMMENDATION 14

NEW BICYCLE AND PEDESTRIAN ACTUATED CROSSING (BPAC)ON FULLARTON ROAD NORTH OF CHELTENHAM STREET

Advocate to DIT for the installation of a new BPAC on Fullarton Road just north of Cheltenham Street to improve east-west crossing access for people walking and cycling, improve access to Highgate Village Business Precinct and bus stops 10 Fullarton Road east and west sides.

FEEDBACK AND RESPONSE

Total responses indicating level of support: 98

Level of support (proportion, and number of respondents)

No changes were made to the initial proposal.

RECOMMENDATION 15

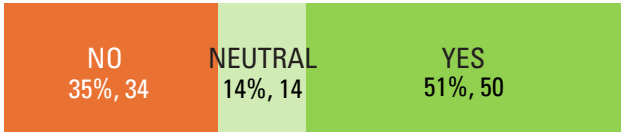
REDUCE SPEED LIMIT ON FULLARTON ROAD BETWEEN CLINTON AVENUE AND FISHER STREET

Advocate to DIT to reduce the speed limit from 60km/h to 50km/h between Clinton Avenue and Fisher Street to improve safety and access adjacent to Highgate Village Centre and Fullarton Community Centre.

FEEDBACK AND RESPONSE

Total responses indicating level of support: 95
The Highgate Village Association has expressed support for this proposal.

Level of support (proportion, and number of respondents)



No changes were made to the initial proposal.

New recommendations added following the round 2 consultation

Recommendations 16 to 20 were developed following the round 2 engagement in October/November/December 2025. No concept plans have yet been prepared for these locations; these need to be further developed and consulted on prior to progressing to detailed design and implementation.

RECOMMENDATION 16

WOOLTANA AVENUE (ADJACENT TO BERTRAM HAWKER KINDERGARTEN)

Identify opportunities to implement additional traffic management measures to enhance the kindergarten's visibility, calm traffic, and improve pedestrian crossings at the Lindsay Avenue junction.

RECOMMENDATION 17

NEW BICYCLE AND PEDESTRIAN ACTUATED CROSSING (BPAC) ON CROSS ROAD JUST EAST OF WAITE ROAD

Improve safe and convenient access for people walking and riding across Cross Road, while creating safer turning opportunities and moderating traffic movements in the immediate area.

Waite Road in the City of Mitcham features a shared-use path running alongside The University of Adelaide Waite Campus. Along Cross Road, there is a median refuge just east of Waite Road and another approximately 60 metres to the west; however, no signalised crossing exists along the 1.6 km section between Fullarton Road and Glen Osmond Road.

To support access to Council's planned Riverdale Road / Rossington Avenue bicycle route and the Waite Road shared-use path, a signalised BPAC crossing east of Waite Road would significantly improve safety and accessibility. This crossing could also create gap opportunities for motorists, making right turns out of Waite Road safer and easier without signalising the intersection, as suggested by some residents, and could reduce the number of U-turns currently undertaken at the Urrbrae Avenue junction.

RECOMMENDATION 18

ENHANCED BICYCLE CONNECTIVITY FROM GLEN OSMOND ROAD TO RIDGE PARK

Identify opportunities to improve bicycle connectivity from Glen Osmond Road to the Ridge Park shared-use path network.

The existing bicycle lane currently ends abruptly just south of the Southern Cross Care driveway. This issue was raised through community feedback and, upon review, was viewed to be genuine with possible improvements.

RECOMMENDATION 19

BURNHAM AVENUE AND PALMER AVENUE JUNCTION

Identify opportunities to calm traffic and improve pedestrian accessibility at Burnham Avenue and Palmer Avenue junction.

This location forms part of Glen Osmond trail, as well as identify path access improvement at Tallala Tce and across this footbridge and where existing bollards are located. This should also include improving access at Tallala Terrace across the footbridge and reviewing the existing bollard locations.

RECOMMENDATION 20

FISHER STREET AND FULLARTON ROAD TRAFFIC SIGNALS

Advocate to DIT to upgrade pedestrian accessibility and upgrade ramps.

Note that meeting DDA requirements will be challenging due to underground services.

PRIORITISATION OF RECOMMENDATIONS

Prioritisation approach

Following technical analysis of traffic data and two rounds of community engagement, Table 2 on the next page lists the prioritisation of recommendations using the definitions outlined in Table 1. The indicative delivery timeframes are also based on the categories set out in Table 1.

Table 1. Prioritisation definitions

High	Medium	Low
Safety risk identified that requires short-term action or has strong community support for change	Potential safety risk or moderate community support for change	Not considered a safety risk or has low to moderate community support
Timeframe: 1 to 4 years	Timeframe: 4 to 6 years	Timeframe: 6+ years

Prioritisation is necessary, recognising that Council operates within finite resources and budgets and therefore needs to focus on projects that deliver the greatest benefit to the broader local community. This approach helps ensure that outcomes are considered at a network level rather than being limited to individual streets.

A high-level design investigation has been undertaken for Recommendations 1 to 10, supported by two rounds of community engagement. Accordingly, unless significant design changes are required due to altered conditions or constraints, these projects will proceed directly to detailed design and construction without further consultation. This approach is particularly relevant for projects scheduled for delivery in the short to medium term (1–6 years).

For lower-priority projects, additional consultation is likely to be undertaken, noting that several years may pass before delivery and that conditions, community expectations, and residents may change over time.

Advocacy to the Department for Infrastructure and Transport (DIT) for Recommendations 12, 14, 15, 17 and 20 will be on-going and progressed as opportunities arise, particularly in the context of setting key transport and strategic directions for the arterial roads surrounding the area.

New design recommendations (16, 18 and 19) will require concept design development and initial community consultation before progressing to detailed design and implementation.

Prioritisation of the recommendations

Table 2. Prioritisation of the recommendations

Recommendations and priority	Comments
High Recommendation 1 – Florence Street	This project targets the high 85th percentile speeds observed on the street (47–48 km/h). While it ranked second-to-last in overall support among the recommendations, it still received strong backing at 82%. The project is relatively simple to implement and provides a cost-effective safety improvement that can be delivered quickly, which is why it has been given a high priority ranking.
Medium Recommendation 2 – Katherine Street	Katherine Street generally has relatively low traffic volumes (less than 850 vehicles per day) and 85th percentile speeds (less than 38 km/h), however it forms part of Council's Walking and Cycling network and is located adjacent a popular reserve, Katherine Street Park. It is viewed appropriate to be a medium-term priority project.
High Recommendation 3 – Wattle Street	This project delivers broader community benefit by improving pedestrian and cyclist accessibility across a busy local collector road. It will require negotiation with the property owner at 21 Wattle Street to relocate the existing driveway crossover; the owner has, in principle, expressed support for the project during preliminary discussions. Prioritising detailed design is therefore considered appropriate to maintain momentum and continue constructive engagement with the property owner. Due to strong opposition to the raised intersection at the junction with Nelson Street, the delivery of this recommendation is proposed to be staged. Stage 1 will involve the implementation of the priority crossing. Stage 2 will include raised intersections at Nelson Street and Milton Street. Stage 2 will be considered following a review of the priority crossing 12 months post implementation and the level of compliance observed.
Low Recommendation 4 – Alma Road	Alma Road generally experiences low traffic volumes (fewer than 400 vehicles per day) and moderate 85th percentile speeds (ranging from 42 km/h to 44 km/h). It is recommended that this measure be considered for implementation following the delivery of Recommendation 3. Any changes to Recommendation 3 and the location of the priority crossing may affect the proposed improvements on Alma Road.
High Recommendation 5 – Fisher Street and Beaconsfield Road	This project delivers broader community benefits in addition to safety improvements, particularly for the Glen Osmond Primary School community, which has raised on-going concerns for several years regarding non-compliance at the existing "koala" crossing and poor driver behaviour during busy school drop-off and pick-up periods. Prioritising the detailed design phase is therefore considered appropriate.
High Recommendation 6 – Ferguson Avenue and Riverdale Road	This project delivers broader community benefits alongside safety improvements, particularly in response to longstanding community concerns regarding the staggered intersection. Issues raised include poor sight lines and vehicle speeds on approach, which have been ongoing for several years. Prioritising the detailed design phase is therefore considered appropriate.
Medium Recommendation 7 – Ferguson Avenue and Myrtle Avenue	Council currently has an application with DIT to reduce the speed limit from 50 km/h to 40 km/h on Ferguson Road. This recommendation will not only enhance safety at the junction but also reinforce Fergusons Avenue's function as a 40 km/h local collector road. It is considered appropriate to classify this as a medium-term priority project, noting that Council is still awaiting a response from DIT regarding the status of the application.

Recommendations and priority	Comments
Low Recommendation 8 - Clinton Avenue	Clinton Avenue experiences low traffic volumes (fewer than 550 vehicles per day). While moderate to high 85th percentile speeds of 46–47 km/h are observed, only two Clinton Avenue residents responded to the second round of consultation, not supporting the recommendation due to parking impacts. As the proposed treatment is largely street-specific and does not deliver broader benefits to the wider community, it has been assigned a low priority.
Medium Recommendation 9 – Urrbrae Avenue	Urrbrae Avenue experiences moderate traffic volumes (approximately 1,000 vehicles per day) and moderate 85th percentile speeds (around 47 km/h). Round two consultation also identified that a number of vehicles are using Urrbrae Avenue to perform U-turns at the junction with Cross Road, likely due to the difficulty of turning right from Waite Road onto Cross Road. While the proposed improvements are primarily street-specific, they are also expected to support the 40 km/h speed limit on Ferguson Avenue through the proposed raised junction treatment and enhance safety at Glenferrie Avenue, a key connection to Estia Health Myrtle Bank. The project is therefore considered appropriate as a medium-term priority.
High Recommendation 10 – Wooltana and Glenrowan Avenues Intersection with Ferguson Avenue	This recommendation received the highest level of community support (96%) and has therefore been designated as a high-priority action for implementation. The recommendation has been updated in response to community feedback to incorporate pedestrian improvements, including the introduction of north-south kerb ramps to enhance accessibility, particularly given the site's proximity to the RSL.
Withdrawn Recommendation 11 – Wycliff Street and Fisher Street	Based on local community feedback from residents directly impacted this recommendation is proposed to be removed.

Recommendations and priority	Comments
Recommendation 12 – Glen Osmond Road Pedestrian Actuated Crossing (PAC) On-going action	Identify opportunities to advocate to DIT. A 40 km/h school speed zone is proposed to be implemented in the future encompassing this PAC, with details to be confirmed by DIT.
Recommendation 13 – Riverdale / Rossington Neighbourhood Bicycle Route On-going action	Consider as part of the next iteration of the Walking and Cycling Plan 2028–2032.
Recommendation 14 – New Bicycle and Pedestrian Actuated Crossing (BPAC) on Fullarton Road On-going action	Identify opportunities to advocate to DIT to undertake further investigations to assess its impacts and feasibility.
Recommendation 15 – Reduce speed limit on Fullarton Road On-going action	Identify opportunities to advocate to DIT to reduce the speed limit in line with other main streets in the Unley area.
High Recommendation 16 – Wooltana Avenue (Adjacent to Bertram Hawker Kindergarten)	Minor line-marking and signage improvements have already been implemented. Further concept design development and consultation are needed to identify additional enhancements. Given its proximity to a kindergarten, this recommendation has been designated as high priority.
Recommendation 17 – New Bicycle and Pedestrian Actuated Crossing (BPAC) on Cross Road just east of Waite Road On-going action	Identify opportunities to advocate to DIT and the City of Mitcham.

Recommendations and priority	Comments
Medium Recommendation 18 – Enhanced Bicycle Connectivity from Glen Osmond Road to Ridge Park	This recommendation would require DIT approval for implementation and, while it is considered an appropriate safety initiative, it would ideally be led by DIT, particularly given the lack of safe bicycle facilities on Glen Osmond Road.
Low Recommendation 19 – Burnham Avenue and Palmer Avenue junction	Further concept design development and consultation are needed to identify additional improvements. This recommendation emerged from community feedback during the second round of consultation and is primarily aimed at enhancing accessibility rather than addressing safety concerns. As such, assigning it a low priority is considered appropriate.
Recommendation 20 – Fisher Street and Fullarton Road Traffic Signals On-going action	Opportunities should be explored to advocate to DIT for improved pedestrian accessibility at this intersection, as several comments during the second round of consultation highlighted its importance, particularly due to its connection to the Fullarton Community Centre.