

FINAL RECOMMENDATIONS following the community engagement			
High Priority Actions - Table 1			
Area	Action/s	Estimated Costs	Notes
Unley	Mary Street - on-street parking controls for safe traffic flow while maintaining speeds. The treatments could be off-set parking controls creating a 'meander effect'.	\$2,000 -3,000	Mary Street is a narrow local road that connects between King William Road and often creates a potential hazard due to the lack of space for two way traffic
	Beech Avenue, Unley - investigate and implement traffic changes at 'bend' in road to improve safety	\$5,000	Following residents' concerns, the situation was investigated and recommended action to change the traffic movements along 'bend'
	Salisbury Street and Palmerston Road - Install raised table as part of No Entry thresholds on Salisbury Street and Palmerston Road	\$40,000	Salisbury residents have been complaining about vehicles disobeying the No Entry and on-street parking being utilised by the all-day parkers. The proposal would raise the intersection awareness and reduce the disobeying of No Entry signs which is a safety issue.
Goodwood	Albert Street (near King William Road) Parking restrictions during peak hour	\$2,000	Allows safe traffic movements along Albert Street. Improves accessibility for residents. Proposal to be implemented following community consultation
	Improve road safety at the intersection of Mike Turtur and Railway Terrace South across Musgrave Street	\$20,000	Current situation is causing concern about cyclist/ped/vehicle conflict & insufficient sight distance at the intersection of the bikeway/Musgrave St/Railway Tce Sth. Improve cyclists safety and awareness
Wayville	Parsons Street -Restrict right turns into Parsons Street from Goodwood Road during the AM and PM peak.	\$5,000	In the last five years 28 crashes were recorded, of which six involved right turns at this intersection. Restricting right turns will reduce the crash risk at the Goodwood Road / Parsons Street intersection. It also restricts 'rat-running' traffic.
	Lehunte Street - Install driveway link on LeHunte street adjacent Wayville Reserve	\$50,000-\$100,000	13% of AM and 11.5% of PM through traffic in Wayville Area, cut through this section of Le Hunte Street. Average speed recorded is 41.2km/h and 85th percentile speed recorded is 48.2km/h. Driveway links will help manage vehicle speeds and discourage rat running through precinct.
	Young Street/Short Street - Install modified T-junction with driveway entry treatment at Young Street / Short Street junction	\$50,000-\$75,000	LATM measures at Parsons St & Le Hunte St have the potential to displace traffic to Short St (via Young St & Rose Tce). Modified intersection with driveway entry treatment will discourage rat running through precinct and manage vehicle speeds
Rose Terrace /Short Street - Install modified T-junction with driveway entry treatment at Rose Street / Short Street junction	\$50,000-\$75,000	LATM measures at Parsons St & Le Hunte St have the potential to displace traffic to Short St (via Young St & Rose Tce). Modified intersection with driveway entry treatment will discourage rat running through precinct and manage vehicle speeds	
<b>Total estimated costs - \$224,000 to \$325,000</b>			

FINAL RECOMMENDATIONS following the community engagement				
Medium/Low Priority Actions - Table 2				
Area	Action/s	Priority	Estimated Costs	Notes
Unley	Install kerb build outs at Hughes Street / Palmerston Road intersection	Medium (3-5 yrs)	\$25,000	Palmerston Place is a narrow street with intersection with Hughes Street. Having a kerb built out will alleviate the sight distance for vehicles exiting the street and improve pedestrian safety
	Install kerb build outs at Hughes Street / Roberts Street intersection	Medium (3-5 yrs)	\$25,000	To improve the sight lines for vehicles exiting Roberts Street
	Install kerb build outs at Hughes Street / Salisbury Street intersection	Medium (3-5 yrs)	\$25,000	To improve the sight lines for vehicles exiting Salisbury Street
	Install raised intersection at Thomas Street / Mornington Road intersection	Medium (3-5 yrs) or in line with bicycle plan priorities	\$50,000-\$75,000	Control vehicle speeds near bike access to Mornington Road
	Install angled parking on Salisbury Street and Palmerston Road north of Park Lane	Low (within 10 yrs) or as part of a road renewal project	\$50,000-\$75,000	Increase parking provision near Greenhill Road businesses
	North-South Bicycle Route Upgrade (overlaps with Walking and Cycling Plan)	Medium (3-5 yrs) or in line with bicycle plan priorities	\$100,000	Improve cyclist safety
	Upgrade Little Charles Street and Palmerston Place to shared streets	Low (within 10 yrs) or as part of road renewal project. Crossing upgrade may form part of bicycle plan priorities	\$100,000 - \$150,000	Council considered various options for improvements at these streets. However, it's a challenging road network due to a combination of competing demands and access issues. The shared street approach would provide a calmer road environment that is safer for vulnerable users like cyclists and pedestrians while maintaining the local accesses. Provide safe access for pedestrians and cyclists
Goodwood	Install kerb build outs at Hardy Street / Albert Street intersection and Weller Street / Albert Street intersection	Medium (within 5 yrs) subject to outcome of proposed road closures	\$25,000-\$30,000	Improve sight distance at intersections, assists in preventing crashes, improve pedestrian crossing opportunities
	Reverse traffic control priority at Florence Street / Ada Street intersection and Lily Street / Ada Street intersection	Medium (within 5 yrs)	\$5,000	Investigations have indicated that Ada Street is used as a minor through route by some drivers. Following installation of LATM devices on Weller & Hardy Streets, it would be desirable to break up through movements along Lily Street and Ada Street at more appropriate locations, Manage vehicle speeds along Lily Street and Ada Street, Assist in discouraging rat running through precinct
	Investigate continuing the shared use path along Railway Tce South adjacent the tram line	Medium to Low (within 10yrs)	TBC - subject to feasibility study and DPTI approval	Community concerns about bikeway joining traffic at this point. A continued shared path will improve cyclists safety and separate cyclist and vehicular traffic
	Install entry threshold treatment at entrance to Albert Street from King William Road	Medium (within 5yrs)	\$25,000	Concerns about corner cutting and speeding around corner when turning right from King William Road into Albert Street. A threshold treatment will assist to control vehicle speeds on entry to Albert Street and improve conditions for pedestrians

	Install entry threshold treatments at local road entrances from Goodwood Road in accordance with Goodwood Road upgrade works	Medium to Low (within 10yrs) or in accordance with Goodwood Road master plan priorities	N/A - part of Goodwood Road project	Control vehicles speeds on entry to local roads and improve conditions for pedestrians
	Implement bike boulevards on Weller Street and Simpson Parade	Medium to Low (within 10yrs) or in accordance with bicycle plan priorities	Subject to further study	Around 87 cyclists have been recorded using Weller Street during morning peak; it is part of the local street link to the Mike Turtur Bikeway. Provide direct cycling connections through the precinct, 'Better Connect' strategic cycling routes through the precinct, provide safe alternative north-south cycling route to King William Road
	Install pedestrian refuge on Albert Street adjacent Soutar Park	Medium to Low (within 10 yrs)	\$25,000	Traffic volumes in excess of 2000 veh per day, and 85th percentile speeds of 40-45km/h have been recorded. Kerb build outs will improve pedestrian safety in the vicinity of the park, Improve connections to Soutar Park
	Review bus stop locations on Goodwood Road in relation to existing and proposed future crossings	Low (within 10 yrs) unless completed as part of wider Goodwood Road or public transport review project	\$5,000	Improve access to public transport and improve pedestrian safety
Wayville	Install roundabout at Joslin Street / Davenport Terrace intersection	Medium (within 5yrs)	\$75,000-\$100,000	Average daily traffic volume of up to 1715 vehicles per day have been recorded in Joslin Street, but roundabouts increase risk for cyclists. Therefore, the proposed design to be considered for a 'radial' - cyclists friendly - roundabout as Joslin Street is part of the existing bike network. A roundabout may discourage rat running through precinct, Average Speed recorded as 41.7km/h and 85th percentile speed recorded as 47.7km/h. A new roundabout at this location will manage vehicle speeds
	Install roundabout at Clark Street / Davenport Terrace intersection	Medium (within 5 yrs)	\$75,000-\$100,000	15% of daily traffic in the area travels via Davenport Terrace. A roundabout at this location will discourage rat running through precinct. Average Speed of 41.8km/h and 85th percentile speed of 49.7km/h have been recorded in Davenport Terrace. A roundabout at this location will help manage vehicle speeds.
	Consider left in/ left out type of treatment at Bartley Crescent intersection with Greenhill Road - Amended following community consultation	Medium (within 5 yrs)	\$50,000-\$75,000	Amended following community engagement. Proposed amendment to allow left in/left out movements at the intersection.
	Install bicycle advisory treatments on Joslin Street and Clark Street (overlaps with Walking and Cycling Plan)	Medium to low (5-10 yrs) or in accordance with bicycle plan priorities	costs are within existing Walking and Cycling Plan	The 2015 Draft Walking and Cycling Plan recommends bicycle advisory treatments to improve awareness of cyclists on these routes, improves way finding for cyclists
	Formalise Moresby Street as a shared street	Low (within 10 yrs) or when road is due for renewal	\$100,000	Due to the nature of the street (low volume, low speed traffic) and proximity to tram line, formalising Moresby Street as a shared street will improve pedestrian safety near the tram stop, and encourage use of public transport

**Total estimated costs - \$515,000 to \$940,000**

Overlaps with Walking and Cycling Plan (WCP). The actions are to be carried out as per WCP.