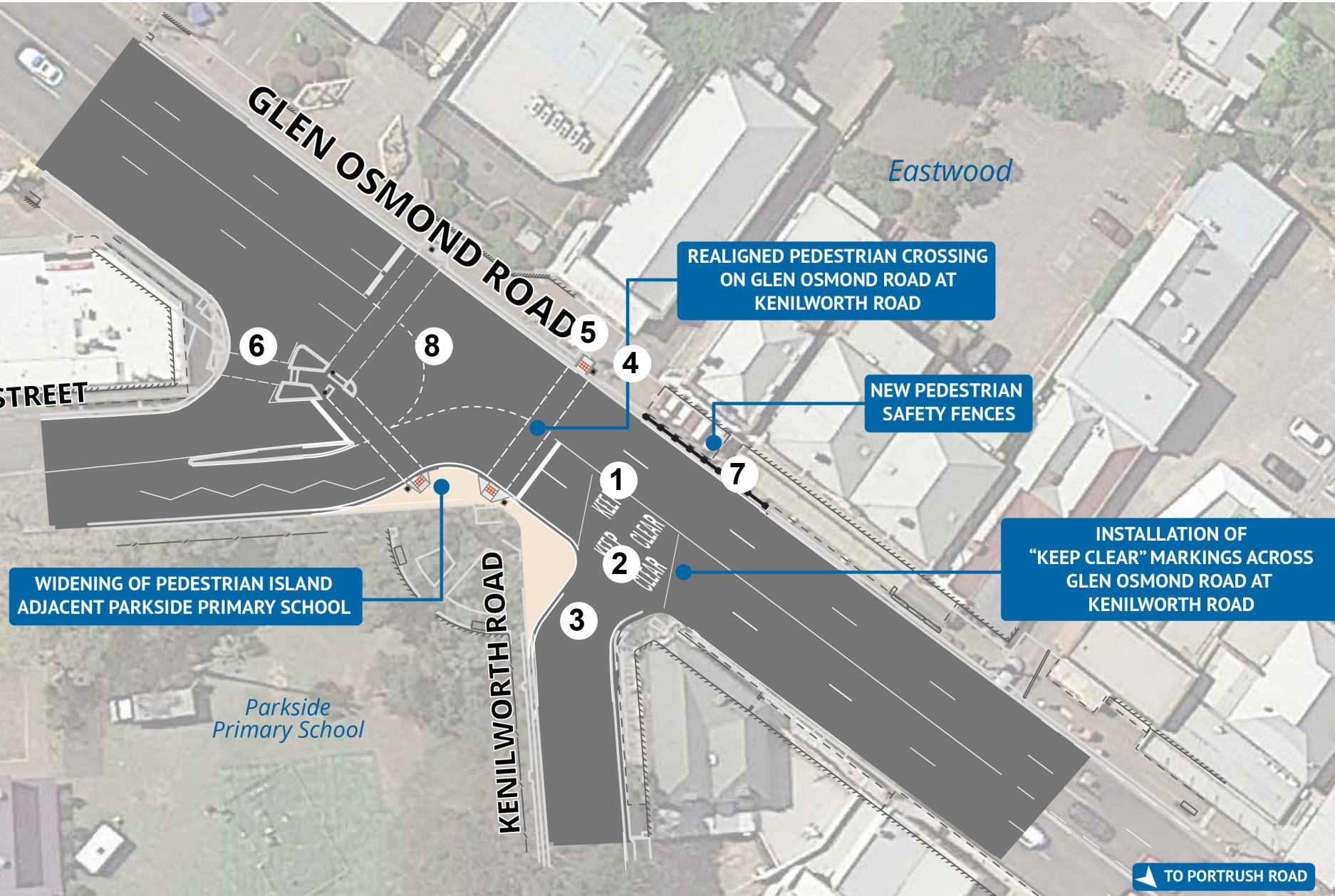


Walking SA's Feedback



- 1. Right turns into Kenilworth Road:**
Walking SA have concerns with maintaining right turns into Kenilworth Rd, noting that they were previously signalled, and with the proposed design will be unsignalled. It is considered that queuing that previously occurred within the intersection will now occur just east of the proposed new pedestrian crossing, and across the pedestrian crossing itself. If the 'Keep Clear' is blocked, which is likely noting it's proximity to the intersection approach, this may cause unsafe driver behaviours and conflict between pedestrians wanting to cross Glen Osmond Road and queued vehicles.
- 2. 'Keep Clear' markings:** Although Walking SA appreciate the need for the 'Keep Clear' markings to facilitate right turns into Kenilworth Road, there is significant concern regarding the safety of pedestrians crossing Kenilworth Road. Noting the limited opportunities that right turners will have to access Kenilworth Road (during the busy peak periods), it is likely that right turn movements will become more aggressive, and with queued vehicles may block pedestrian sight lines.

Walking SA's Feedback (cont.)

- 3. Kenilworth junction:** Noting that Kenilworth Road junction is a one-way entry point from Glen Osmond Road, Walking SA recommend that DIT undertake further improvements to narrow the Kenilworth Road junction approach including the provision of accessible kerb ramps, landscaping/greening and threshold treatments, such as street print.
- 4. Art shop driveway accessibility:** It is not clear from the concept design presented how the Art shop driveway will be managed. Will right turns into and out of the Art shop be restricted. Will the driveway be upgraded to improve its legibility, noting school children will need to cross the driveway to access the laneway to Main Street (which is the key pedestrian desire line). Walking SA would like DIT to further consider removal of the driveway access point, with access via Main Street, as per the other businesses in the area or at least narrowed and restricted to left in / left out. It is likely that during the busy school drop-off and pick-up periods that pedestrians will end up storing across the driveway.
- 5. Kerb ramp width:** It is difficult to see from the concept design, however the kerb ramp width presents as minimum width of 1.2 metres, and on the northern side is even further limited with upright kerbs. Walking SA would like to see these kerb ramps widened, particularly noting the high pedestrian demand, to at least 1.8 metres.
- 6. Young Street slip lane:** Intersection slip lanes are a poor pedestrian design outcome that is aimed at prioritising vehicle movements. Walking SA would like to see the slip lane removed and the space returned to public realm. At a minimum, the slip lane should be designed to be a raised wombat to prioritise movements by people walking and calm traffic.
- 7. Pedestrian fencing:** Pedestrian fencing is also a poor pedestrian design outcome, and typically applied when pedestrians are not accommodated from a desire line perspective (that is, the designed pedestrian crossing point, doesn't take pedestrians to where they want to go). It is noted however, that schools often request pedestrian fencing, as it is a perceived safety measure. If pedestrian fencing is required for this project, the design of the fencing should be considered, such that it contributes to the amenity of the street.
- 8. 40km/h School Speed Zone:** To improve safety around all schools (primary and high) that front busy arterial roads, Walking SA encourages DIT to consider installing 40 km/h School Speed Zones to calm traffic and increase motorist awareness of the school and the higher than normal pedestrian activity during school drop-off and pick-up times. This section of Glen Osmond Road is an ideal location for a 40 km/h School Speed Zone and should be considered as part of the design.