

#### **LOCAL ROAD ACCESS**

- The underpass barriers will extend approximately 420 metres along South Road either side of ANZAC Highway and will physically prevent traffic turning right into and out of Hale Street, Orchard Street, Mortimer Street, Basnett Street and Tyson Street. This represents only a minor change to the existing arrangement as the raised median on South Road prevents right turns at all but Hale Street. Right turns will be also prevented at Forest Street, Eurilpa Avenue, Garfield Avenue and Herbert Road (near the ends of the underpass) for safety reasons.
- On the eastern side of South Road changes include:
  - Herbert Road, Ashford—left out only;
  - Orchard Avenue, Everard Park—left in only accessible from ANZAC Highway, and left out of Orchard Avenue;
  - Hale Street, Everard Park—left in and left out only;
  - Eurilpa Avenue, Everard Park — left in and left out only.
- On the western side of South Road, changes include:
  - Tennyson Street, Kurralta Park — left in and left out only;
  - Garfield Avenue, Kurralta Park—left in and left out only;
  - Forest Street, Glandore — closed
- The above changes have been made based on road safety considerations.
- Preventing these movements may inconvenience some residents and businesses but it will also discourage rat-running through some areas. Motorists will have to take alternative routes to access local streets which may include travelling via other local streets, ANZAC Highway or making U-turns at the signalised intersection (which is permitted).
- Other temporary closures of local side streets may occur during the construction period, with advance notice to residents.

#### **ACCESS TO ADJACENT PROPERTIES ON THE EASTERN SIDE OF SOUTH ROAD**

- At present, the median on South Road prevents right turns directly into and out of the driveways of adjacent properties. Motorists restricted by the median may either make U-turns at median openings or take alternative, but indirect, routes via local streets to allow left hand turn entry or exit at the driveways.
- The underpass will maintain the present restrictions on direct right turn access. U-turns on South Road will be permitted under traffic light control at the intersection.
- Motorists wanting to enter or exit property driveways will have to take similar alternative routes to those undertaken now.

#### **ACCESS TO ADJACENT PROPERTIES ON THE WESTERN SIDE OF SOUTH ROAD**

- At present, the median on South Road prevents right turns directly into and out of the driveways of adjacent properties. Motorists restricted by the median may either make U-turns at median openings or take alternative, but indirect, routes via local streets to allow left hand turn entry or exit at the driveways.
- The underpass will maintain the present restrictions on direct right turn access. U-turns on South Road will be permitted under traffic light control at the intersection.
- Motorists wanting to enter or exit property driveways will have to take similar alternative routes to those undertaken now.

August 2007



### **BUS ROUTES AND STOPS**

- An estimate of the maximum distance required for a pedestrian to travel from any point on one side of South Road to access the nearest bus stop on the opposite side of South Road has been undertaken. North of the intersection of ANZAC Highway, this distance will be approximately 380m. South of the intersection, the maximum distance will be approximately 420m. (The total walking time will be dependent on the route taken and any additional distance to/from your house).
- Existing bus routes will be maintained during and following construction of the underpass.
- Six bus stops will be relocated because buses will be otherwise pulling into and out of stops at the ends of the underpass (which would be unsafe) or because the new locations will be more convenient for passengers who have to cross South Road.
- Changes to bus stop locations include:
  - On the western side of South Road, stops 4 and 4A will be relocated to a single stop north of Tennyson Street and Stops 6 and 6A will be combined into a single new Stop 6 located further north towards the intersection
  - On the eastern side, stop 5 will be moved south of Tyson Street and Stop 4A will be moved north of Alexander Avenue.
  - On the southern side of ANZAC Highway, stop 5 will be removed and stop 5A relocated to the west.
- All bus bays will be indented into the kerb wherever possible to allow buses to stop without impeding the flow of traffic.
- The future of the Bus 241 route has been agreed to by the Public Transport Division and the City of West Torrens. At a date yet to be determined, the 241 bus will travel on Everard Avenue, Ashford, over South Road and onto Barwell Avenue, turning left onto Beauchamp Street and right out onto Tennyson Street, Kurralta Park. The trip back into the City follows the same route in reverse. Residents will be advised in advance, of these changes being implemented.

### **TRAM LEVEL CROSSING**

- The South Australian Government has announced that a tram overpass will be designed and built within the next two years, in the same timeframe as construction of the Anzac Highway underpass. The tramline overpass will enhance the flow of traffic on one of the busiest commuter routes.

### **PARKING**

- Local Councils have been consulted on changes to on-street parking provisions on ANZAC Highway and South Road.
- Clearway conditions will apply along South Road for the full extent of the underpass.
- The existing clearway operation along ANZAC Highway will be retained.
- There will be little or no adjacent development along the western side of South Road following the acquisition of existing properties.
- No stopping restrictions will apply on South Road between the tram crossing and Everard Avenue, similar to the existing restrictions.
- On-street parking on ANZAC Highway on the south eastern corner of the intersection is will be prohibited, with motorists encouraged to use the existing off street parking at these businesses..
- These parking arrangements have been included for safety reasons and to promote free flow traffic.

### **NON-LOCAL TRAFFIC**

- Some motorists currently bypass the intersection using local streets to avoid long delays and queues experienced at present, particularly in peak hours. The intersection improvements will reduce queue lengths and will encourage motorists to remain on the arterial roads. The Department for Transport, Energy and Infrastructure and local Councils have collected traffic volume information on these streets. The volumes of non-local traffic using Mortimer Street and Tennyson Street are expected to reduce significantly after completion of the underpass.

August 2007

