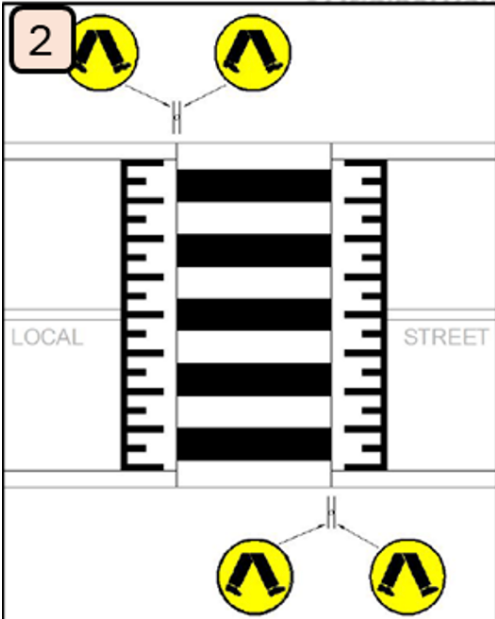
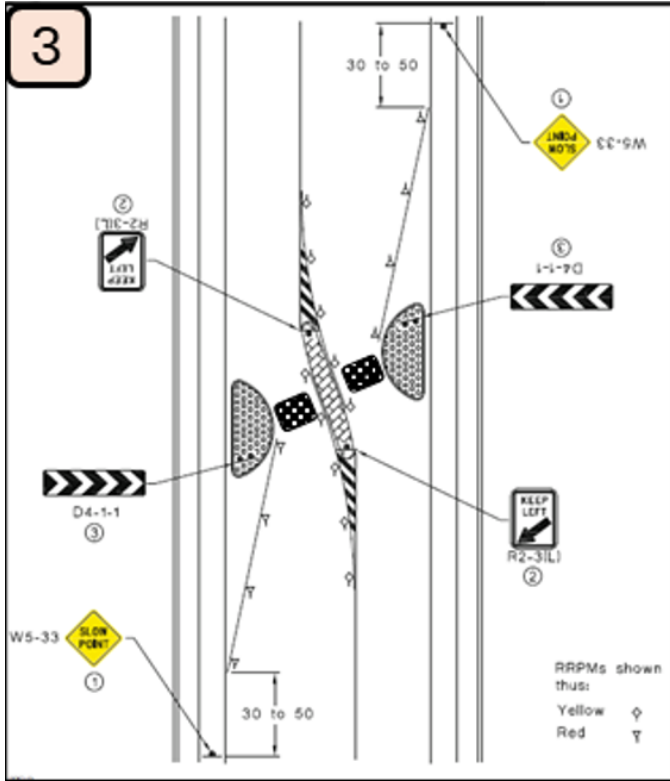
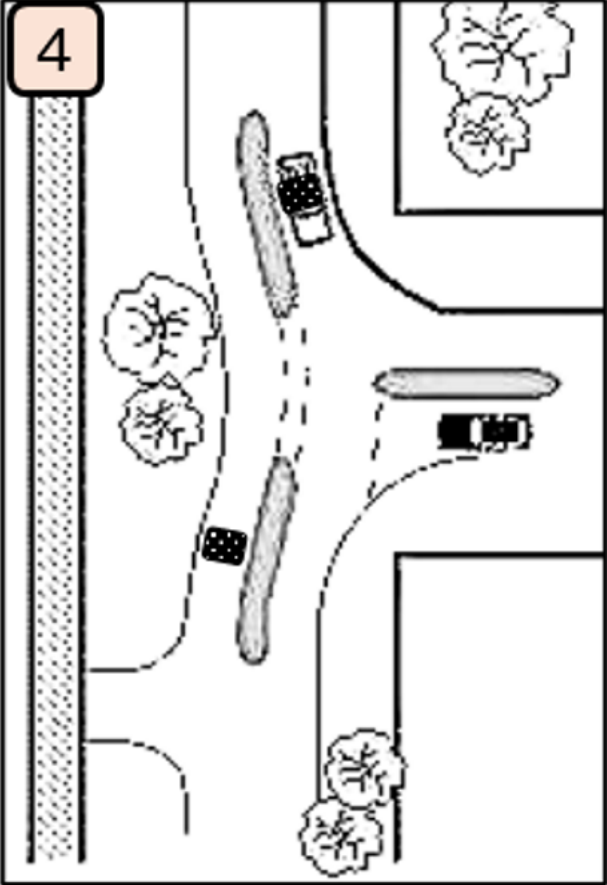


MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
1	Wattle Avenue	One-lane slow points. The exact number of slow points to be determined during the design stage.	Reduction in speeds (32-34%¹) Reduction in non-local traffic

¹ Source: AGTM Part 8

MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
2	Wattle Avenue and Wattle Avenue/Edwards Road intersection	Wombat crossing 	Increase pedestrian and bicycle safety Reduction in speeds (21%-45%³) Reduction in non-local traffic Reduction in crash risks

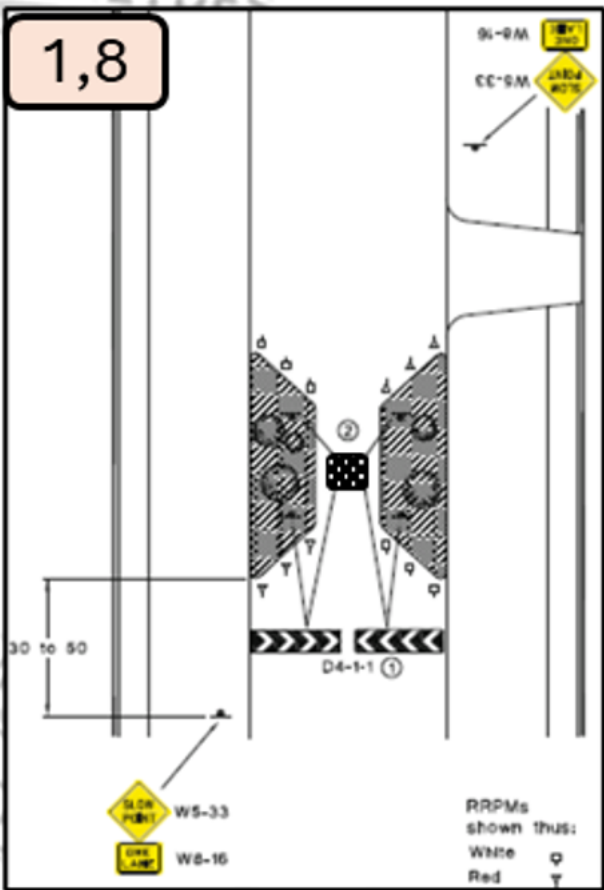
MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
3	Edwards Road adjacent to the reserve	Two-lane slow point 	Reduction in speeds (15-27%³) Reduction in non-local traffic

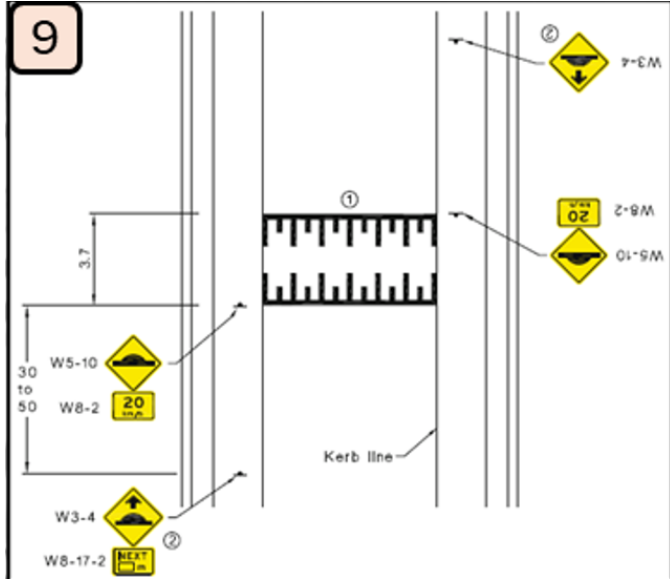
MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
4	Edwards Road at Filmont Drive	Modified intersection 	Reduction in speeds (56%³) Reduction in non-local traffic Reduction in crash risks

MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
5	Edwards Road between Tower Road and Filmont Drive	Road narrowing (lane reductions) with kerb outstands 	Reduction in speeds (7%³) Reduction in non-local traffic Reduction in crash risks

MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
6	Edwards Road approach to Duncans Road	Road narrowing (lane reduction) 	Reduction in speeds (7%³) Reduction in non-local traffic Increase pedestrian/cyclist safety

MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
7	Tower Road at Salisbury Street	Extend the central island to prohibit right turns into Salisbury Street 	Reduction in speeds Reduction in non-local traffic

MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
8	Tower Road	One-lane slow points  Diagram illustrating a one-lane slow point treatment on Tower Road. The diagram shows a two-lane road narrowing to a single lane with a center turn lane. A '1,8' sign is at the start of the narrow section. A '30 to 50' speed limit change is indicated. A 'D4-1-1' sign is at the narrow section. A 'WS-33' sign is at the start of the narrow section. A 'WS-16' sign is at the end of the narrow section. A legend shows 'RRPMs shown thus: White Q, Red Y'.	Reduction in speeds (32-34%³) Reduction in non-local traffic

MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
9	Sinns Avenue and Slattery Street	Speed humps 	Reduction in speeds (21%-45%³) Reduction in crash risks

MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
10 & 11	Sinns Avenue	Central island (semi-mountable) at the bend Splitter island at the approach to Slattery Street  	Reduction in speeds (15%³) Reduction in crash risks

MAP ID	LOCATION	POSSIBLE TREATMENT	ANTICIPATED OUTCOME
The following treatment locations are on the state arterial road network managed and operated by the Department of Transport and Planning. Council will continue to work with DTP to discuss and develop these idea.			
12	Duncans Road/Synnot Street intersection	Prohibit right turn movement and provide a dedicated left turn lane at the eastern approach	Increased throughput for the eastern left turn movement
13	Duncans Road/Synnot Street intersection	Widen the eastern approach to accommodate one right turn, two through and one left turn lanes	Increased capacity for the overall intersection
14	Duncans Road/Edwards Road intersection	Adjust signal settings of the adjacent POS to increase the capacity of right turns being used by local traffic	Increased capacity of the right turn movement out of Edwards Road

PROPOSED TRAFFIC MANAGEMENT PLAN TREATMENTS