

11.1 IMPLEMENTATION OF 40KM/H SPEED LIMIT IN NORWOOD & KENT TOWN

REPORT AUTHOR:	Manager, Traffic & Integrated Transport
GENERAL MANAGER:	General Manager, Urban Planning & Environment
CONTACT NUMBER:	8366 4542
FILE REFERENCE:	qA60176
ATTACHMENTS:	A - B

PURPOSE OF REPORT

The purpose of this report is to:

- present to the Council the outcomes of the community consultation regarding the proposal to introduce a 40km/h speed limit in residential streets of Norwood & Kent Town (*40km/h speed limit in Norwood & Kent Town*); and
- to seek the Council's endorsement to implement the 40km/h speed limit in Norwood & Kent Town, as recommended by the Traffic Management & Road Safety Committee at its meeting held on 18 August, 2021.

BACKGROUND

There have been a number of steps culminating in the proposal to introduce 40km/h speed limit in Norwood and Kent Town, as summarised below:

- 6 April, 2020: The Council resolved to request the Traffic Management & Road Safety Committee (*"the Committee"*) to investigate the introduction of a City-wide 40km/h area speed limit;
- 18 August 2020: The Committee recommended to the Council that the investigations identified sufficient justification to consider the *staged* implementation of 40km/h speed limit in residential streets across the City, with an initial focus on Norwood and Kent Town;
- 16 February 2021: The Committee recommended to the Council to undertake community consultation on the proposal to understand the community's attitude toward the reduced speed limit prior to endorsing its implementation;
- 6 April 2021: The Council endorsed that community consultation proceed for the proposal to introduce a 40km/h area speed limit on residential streets in Norwood and Kent Town; and
- 10 August 2021: The Traffic Management & Road Safety Committee recommended to the Council that based on the outcomes of the community consultation, there is justification to implement a 40km/h speed limit in the suburbs of Norwood and Kent Town, subject to approval by the Department for Infrastructure & Transport. A copy of this report is contained in **Attachment A**.

On 10 November, 2021, the Department for Infrastructure & Transport provided 'in-principle' support to implement a 40km/h speed limit in Norwood & Kent Town on the roads depicted in **Attachment B**, subject to Council approval.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Reducing traffic speed in residential streets has the potential to support and facilitate the Outcomes and Objectives of the Council's Strategic Management Plan, *City Plan 2030*, as listed below.

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1: Convenient and accessible services, information and facilities.

Objective 2: A people-friendly, integrated, sustainable and active transport network.

Objective 3: An engaged and participating community.

Objective 4: A strong, healthy, resilient and inclusive community.

Outcome 2: Cultural Vitality

A culturally rich and diverse city, with a strong identity, history and sense of place.

Objective 4. Pleasant, well designed, and sustainable urban environments

Objective 5. Dynamic community life in public spaces and precincts.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$25,000 in its 2021-2022 Budget to implement the 40km/h Speed Limit in Norwood and Kent Town. This fee was an estimate based on the funding required to implement 40km/h speed limit in Stepney, Maylands and Evandale in 2017.

As the project has developed, the cost to implement has been further refined. It is estimated that the cost to outsource the preparation of the design plans, manufacture the signs and install the signs, will be in the order of \$50,000.

A funding submission has been submitted to the Council as part of the 2022-2023 Budget for an additional \$25,000 to cover these additional costs.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

If the Council determines to proceed with the implementation of a 40km/h area speed limit in Norwood and Kent Town, it would be appropriate to include an education and awareness campaign so that citizens are given advance notification of the speed limit change.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Reducing the speed to 40km/h in residential streets improves safety for pedestrians and cyclists which can encourage more people to choose environmentally sustainable transport options for short trips.

RESOURCE ISSUES

If the Council determines to proceed with the implementation of a 40km/h speed limit in Norwood and Kent Town, there will be considerable staff resources required to manage the implementation. This will include engaging a Consultant to prepare plans depicting the details and location of signs, arranging for manufacture and installation, and ensuring that the community is made aware of the change.

RISK MANAGEMENT

If the Council determines to proceed with the implementation of a 40km/h speed limit in Norwood and Kent Town, risk management would be minimal because all works would be undertaken in accordance with the requirements of the Department for Infrastructure & Transport and relevant Australian Standards and Guidelines.

COVID-19 IMPLICATIONS

At this stage, it is unlikely that the finalisation of this project will be affected by Covid-19.

CONSULTATION

- **Staff**

General Manager, Urban Planning & Environment
Manager, City Services
Acting Manager, Urban Services

- **Community**

A *Have Your Say!* campaign was undertaken from 17 May 2021 to 21 June 2021.

6,878 postcards were delivered directly to residents, home-owners and traders in Norwood and Kent Town, letters were sent to key stakeholders and the wider community were informed by various means including print and digital media.

- **Other Agencies**

Department for Infrastructure and Transport (DIT)
City of Burnside
City of Adelaide
SAPOL

DISCUSSION

The area that is proposed for a 40km/h speed limit is bound by Magill Road, Portrush Road, Kensington Road, Dequetteville Terrace and North Terrace. The affected streets are the residential streets of Norwood and Kent Town, excluding The Parade West and Osmond Terrace. The roads under the care, control and maintenance of the State Government (The Parade, Fullarton Road, Rundle Street and Flinders Street) are also excluded. The subject area and affected streets are illustrated on the map contained in **Attachment B**.

The investigations which have been undertaken throughout 2020 and 2021 that resulted in the Council's endorsement at its meeting held on 6 April 2021 to undertake community consultation on the 40km/h speed limit in Norwood and Kent Town, are summarised below:

- 40km/h in residential streets aligns with the '*National Road Safety Strategy 2011-2020*', which is the overarching document that provides the national framework for road safety and is committed to by all State and Territory Governments.
- Research shows that the implementation of 40km/h signs in residential streets results in widespread minor speed reduction, indicating that it is a successful and low-cost intervention that changes motorist behaviour and improves safety.
- There have been 160 crashes involving vulnerable road users (cyclists and pedestrians) within the Council's local road network over the past five (5) years and a reduced speed limit to 40km/h represents an opportunity to significantly reduce the number of crashes and injuries over time.
- The Department for Infrastructure & Transport supports 40km/h speed-limited areas to help create a speed environment appropriate to residential streets and in precincts where existing speeds are not overly high.
- Evaluation of the implementation of 40km/h in Stepney, Maylands and Evandale identified that there has been a mean speed reduction of between 1.4 km/h and 3.7km/h.
- A staged approach instead of a City-wide approach was adopted to allow for progressive monitoring and evaluation to ensure that the desired outcomes are being achieved and to ensure the roll-out could be undertaken in a sustainable manner within existing resources.

The suburbs of Norwood and Kent Town were selected as the first stage of this initiative because:

- Norwood and Kent Town are adjacent to the Stepney, Maylands and Evandale triangle which was speed limited to 40 km/h in 2019 as part of the *Stepney, Maylands and Evandale Local Area Traffic Management Study* undertaken in 2017. It is appropriate that the staged approach is undertaken in adjacent suburbs to provide consistency for motorists, rather than a series of speed limit changes; and
- the land-use and street layout of Norwood and Kent Town results in moderate traffic speeds that meet the requirements for 40km/h set out by the Department for Infrastructure & Transport (DIT), without the need for additional traffic calming measures.

The Parade West and Osmond Terrace are excluded from the 40km/h speed limit in Norwood and Kent Town because:

- The Parade West acts as a sub-arterial road, linking roads under the care and control of DIT which have varying speeds (Rundle Street - 50km/h, Flinders Street - 60km/h, Fullarton Road -60km/h, and The Parade - future proposed 50km/h). Roads with a sub-arterial function are rarely reduced to 40km/h unless major infrastructure changes to reduce speed are concurrently applied. Given that the funds are not available to undertake this at present, it is prudent to retain 50km/h along The Parade West for the foreseeable future; and
- Osmond Terrace is a major north-south link between Nelson Street, Stepney (a road under the care and control of DIT with a speed of 60km/h) and Prescott Terrace (a road maintained by the City of Burnside with a speed of 50km/h). Liaison with the Department and the City of Burnside, identified that there are no plans to reduce the speed limits of these roads. Therefore, for motorist consistency and acceptance of reduced speed limits, it is considered appropriate to maintain the existing speed of 50km/h along Osmond Terrace for the foreseeable future.

The Parade Master Plan, which has been endorsed by the Council, proposed the implementation of the following speed limits along The Parade:

- 50 km/h (from 60km/h) from Fullarton Road to Osmond Terrace; and
- 40 km/h (from 50km/h) from Osmond Terrace to Portrush Road.

Final approval from the Department for Infrastructure & Transport to change these speed limits on The Parade has not yet been provided. Therefore, The Parade has been excluded from the community consultation for a 40km/h speed limit proposal for Norwood and Kent Town.

Consultation Strategy

The *Have Your Say!* campaign commenced on Monday 17 May 2021 and closed on Monday 21 June 2021.

6,878 postcards were delivered to residents, property owners and traders in Norwood and Kent Town including:

- 5,020 postcards letterbox dropped into every dwelling and business in Norwood and Kent Town; and
- 1,858 postcards delivered via Australia Post to property owners who do not reside in Norwood or Kent Town.

The community was informed that consultation was open by a range of advertising including core flute road signs, posters at Council buildings, an advertisement in The Advertiser, a media release, a banner on Council's website and social media posts. In addition, emails were sent to inform key stakeholders including, the Norwood Residents Association, the Kent Town Residents Association and the Prince Alfred College.

The invitation included a QR Code and link to additional information and a survey on the Council's website. The survey could be completed on-line or hard-copy, and included a space for comments and the following questions:

1. Do you support a 40km/h speed limit in the residential streets of Norwood and Kent Town, excluding State Government Roads (Fullarton Road, Flinders Street, Rundle Street & The Parade), and Council Roads (The Parade West & Osmond Terrace).
2. Do you live and/or work in Norwood and/or Kent Town?
3. Do you visit or commute through Norwood and/or Kent Town?

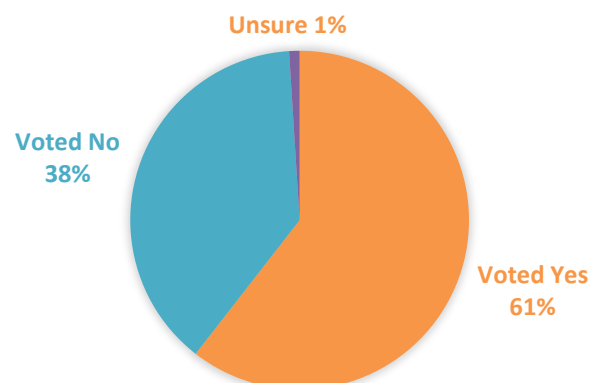
Consultation Outcomes

The Council received a total of 803 responses to the survey. These have been collated into a table (names and addresses removed), and are contained in Attachment C of the Traffic Management & Road Safety Committee Report, which is contained in **Attachment A** of this report.

Of the 803 respondents, 642 live and/or work in Norwood and/or Kent Town, representing 9.3% of the total number of postcards delivered. The remaining 161 respondents visited or commuted through Norwood and/or Kent Town or they may own a home in Norwood or Kent Town but live elsewhere.

Of the 803 responses:

- 486 (60.5%) respondents support the proposal by ticking the 'yes' box;
- 309 (38.5%) respondents do not support the proposal by ticking the 'no' box; and
- 8 (1%) respondents were unsure.



Of the 486 respondents who support the proposal:

- 369 lived or worked in Norwood and/or Kent Town;
- 114 visited or commuted through Norwood and/or Kent Town; and
- 3 did not answer this question.

Of the 309 respondents who do not support the proposal:

- 265 lived or worked in Norwood and/or Kent Town; and
- 44 visited or commuted through Norwood and/or Kent Town.

All 8 of the 'unsure' respondents lived and/or worked in Norwood and Kent Town.

The most common comments from citizens who support the proposal are:

- too many cars are speeding in the residential streets;
- it will improve safety for my family;
- It will be nicer to ride my bike;
- It will be better for pedestrians of all ages;
- It will discourage people from cutting through residential streets;
- It is a sensible approach to road safety; and
- Norwood would be a nicer place to shop and visit.

The most common comments from citizens who do not support the proposal are:

- multiple speed limits are confusing;
- it is not necessary, 50km/h is fine;
- there is no justification for 40km/h;
- people will continue to speed anyway;
- 40km/h is too slow
- It is a stupid / ridiculous idea / “nanny state”;
- There is no benefit; and
- Will increase travel time / inconvenient to commuters

Consultation summary

It is considered that a 60.5% majority indicates that there is sufficient community support to justify the implementation of the proposed 40km/h speed limit in Norwood and Kent Town.

Legislative requirements of the Department for Infrastructure & Transport (DIT)

The Council does not have the authority to install 40km/h speed limit signs without approval from the Department for Infrastructure & Transport (DIT). The legislative requirements that must be met prior to seeking such approval are listed in TABLE 1, along with the current progress of each item.

TABLE 1: DIT REQUIREMENTS FOR APPROVAL

Item	DIT Requirement	Current Progress
1	A clear 40km/h area speed limit boundary is defined (generally bound by arterial roads, rivers or rail lines)	Completed
2	Resolution from Council	Purpose of this report
3	Letter of support from Local State Member of Parliament	Completed
4	Consultation with neighbouring Councils	Completed
5	Consultation with DIT	Completed
6	Consultation with SAPOL	Completed
7	Speed data collection and analysis as detailed to identify if traffic management devices are required as part of implementation.	Completed
8	Proposed traffic calming devices on streets with higher speeds	Completed (Assessment undertaken and additional traffic calming devices are not required).
9	A list of all streets less than 250m in length	Completed
10	A site plan showing proposed signs	To be undertaken if endorsed by Council
11	A Traffic Impact Statement	DRAFT submitted to DIT and support provided in-principle. Final to be submitted, with site plans, if endorsed by Council.

On the basis that the Council endorses the implementation of 40km/h in Norwood & Kent Town, the remaining legislative requirements will be undertaken:

- updating the DRAFT Traffic Impact Statement to include:
 - confirmation that the proposal has been endorsed by the Council; and
 - site plans showing proposed sign locations and alterations to existing signs;
- write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs (as required under section 21 of the *Road Traffic Act 1961*);

Subsequent to receiving approval from DIT, the following will be undertaken:

- 40km/h area-wide speed limit signs will be installed; and
- liaison with SAPOL to ensure that appropriate enforcement will be undertaken post-implementation.

OPTIONS

Option 1

Do nothing. The Council can decide that despite respondents being in-support of the 40km/h speed limit in Norwood & Kent Town and the support from the Department for Infrastructure & Transport, that the existing default speed limit of 50km/h should remain.

This approach is not recommended on the basis that the investigations into a reduced speed limit has identified that 40km/h is a best-practice, sensible, low-cost approach to improving road safety on residential streets and it is also supported by the majority of the consultation respondents who live, work, visit and commute in Norwood and Kent Town.

Option 2

The Council can decide that given the consultation outcomes for a 40km/h speed limit in Norwood and Kent Town provides sufficient justification to proceed with its implementation as depicted in **Attachment B**.

This approach is recommended because the introduction of a 40km/h speed limit in the residential streets of Norwood and Kent Town is a practical and cost-effective solution to traffic calming, is supported by all levels of Government Australia-wide and the consultation outcomes indicated community support.

CONCLUSION

There has been significant research, investigations and community consultation undertaken to arrive at this point, all of which supports the implementation of a 40km/h speed limit in the residential streets of Norwood & Kent Town.

It is considered that given the consultation outcomes in respect to the number of respondents in favour of introducing a 40km/h speed limit in Norwood and Kent Town, there is sufficient justification to implement a 40km/h speed limit in Norwood and Kent Town as contained in **Attachment B**. If the proposal is endorsed, Council staff will proceed to complete the final tasks required to install the 40km/h signs and hence, finalise the implementation of the 40km/h speed limit in the residential streets of Norwood and Kent Town.

COMMENTS

Nil.

RECOMMENDATION

1. That the outcomes of the community consultation, as outlined in this report and the report presented to and considered by the Traffic Management & Road Safety Committee at its meeting held on 10 August, 2021, regarding the proposal to implement a 40km/h speed limit in the residential streets in the suburbs of Norwood & Kent Town (as depicted in **Attachment B**), be received and noted.
2. That the Council approves the introduction of a 40km/h speed limit in the residential streets in the suburbs of Norwood and Kent Town, on the roads as depicted in **Attachment B** of this report, and authorises the Chief Executive Officer to:
 - complete any tasks required to meet legislative and Department of Infrastructure & Transport (DIT) requirements to enable the 40km/h speed limit signs to be installed, namely:
 - engage Consultants to prepare a sign schedule and plans showing proposed sign locations and alterations to existing signs;
 - update the DRAFT Traffic Impact Statement to a FINAL version to submit to DIT. This will include the sign schedule and plans, the support letter from the local MP and notification that the Council has endorsed the proposal; and
 - write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs as required under section 21 of the *Road Traffic Act 1961*;
 - liaise with SAPOL following the installation of signage to ensure that appropriate enforcement of the 40km/h speed limit is undertaken; and
 - undertake a promotional awareness campaign regarding the introduction of a 40km/h speed limit in the residential streets in the suburbs of Norwood and Kent Town.

Cr Sims left the meeting at 7.12pm.

Cr Sims returned to the meeting at 7.14pm.

Cr Duke moved:

1. *That the outcomes of the community consultation, as outlined in this report and the report presented to and considered by the Traffic Management & Road Safety Committee at its meeting held on 10 August, 2021, regarding the proposal to implement a 40km/h speed limit in the residential streets in the suburbs of Norwood & Kent Town (as depicted in **Attachment B**), be received and noted.*
2. *That the Council approves the introduction of a 40km/h speed limit in the residential streets in the suburbs of Norwood and Kent Town, on the roads as depicted in **Attachment B** of this report, and authorises the Chief Executive Officer to:*
 - *complete any tasks required to meet legislative and Department of Infrastructure & Transport (DIT) requirements to enable the 40km/h speed limit signs to be installed, namely:*
 - *engage Consultants to prepare a sign schedule and plans showing proposed sign locations and alterations to existing signs;*
 - *update the DRAFT Traffic Impact Statement to a FINAL version to submit to DIT. This will include the sign schedule and plans, the support letter from the local MP and notification that the Council has endorsed the proposal; and*
 - *write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs as required under section 21 of the Road Traffic Act 1961;*
 - *liaise with SAPOL following the installation of signage to ensure that appropriate enforcement of the 40km/h speed limit is undertaken; and*
 - *undertake a promotional awareness campaign regarding the introduction of a 40km/h speed limit in the residential streets in the suburbs of Norwood and Kent Town.*

Seconded by Cr Whittington and carried unanimously.

Attachment A

Implementation of 40km/h Speed Limit in Norwood & Kent Town

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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City of
**Norwood
Payneham
& St Peters**

3.1 40KM/H SPEED LIMIT IN NORWOOD & KENT TOWN - COMMUNITY CONSULTATION

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA60176
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to:

- present the Traffic Management & Road Safety Committee (“the Committee”) with the outcomes of the community consultation regarding the proposal to introduce a 40km/h speed limit in residential streets of Norwood and Kent Town (“the 40km/h speed limit in Norwood and Kent Town”); and
- to provide the Committee with recommendations regarding the next steps towards implementation of the 40km/h speed limit in Norwood and Kent Town.

BACKGROUND

At the Council meeting held on 6 April 2021, the Council endorsed that community consultation proceed for the proposal to introduce a 40km/h area speed limit on residential streets in Norwood and Kent Town.

There were a number of steps culminating in the proposal to introduce 40km/h speed limit in Norwood and Kent Town as summarised in the dot points below:

- 6 April, 2020: The Council resolved to request the Committee to investigate the introduction of a City-wide 40km/h area speed limit.
- 18 August 2020: The Committee recommended to the Council that the investigations identified sufficient justification to consider the *staged* implementation of 40km/h speed limit in residential streets across the City, with an initial focus on Norwood and Kent Town.
- 16 February 2021: The Committee recommended to the Council to undertake community consultation on the proposal to understand the community’s attitude toward the reduced speed limit prior to endorsing its implementation.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Reducing traffic speed in residential streets has the potential to support and facilitate the Outcomes and Objectives of the Council’s Strategic Management Plan, *City Plan 2030*, as listed below.

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1: Convenient and accessible services, information and facilities.

Objective 2: A people-friendly, integrated, sustainable and active transport network.

Objective 3: An engaged and participating community.

Objective 4: A strong, healthy, resilient and inclusive community.

Outcome 2: Cultural Vitality

A culturally rich and diverse city, with a strong identity, history and sense of place.

Objective 4: Pleasant, well designed, and sustainable urban environments

Objective 5: Dynamic community life in public spaces and precincts.

FINANCIAL AND BUDGET IMPLICATIONS

The consultation campaign for the proposed 40km/h speed limit in Norwood & Kent Town was managed by Council staff. The cost for materials (printing, delivery and advertising) was \$8,574 and was funded from the recurrent Traffic & Integrated Transport budget.

If the Council determines to proceed with implementation of a 40km/h speed limit in Norwood and Kent Town, there would be costs associated with the planning and mapping of sign locations, sign manufacture, sign installation and community education.

The Council has allocated \$25,000 in its 2021-2022 Budget to implement the 40km/h Speed Limit in Norwood and Kent Town. This fee was an estimate based on the funding required to implement 40km/h speed limit in Stepney, Maylands and Evandale in 2017.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

If the Council determines to proceed with the implementation of a 40km/h area speed limit in Norwood and Kent Town, it would be appropriate to include an education and awareness campaign so that citizens are given advance notification of the speed limit change.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Reducing the speed to 40km/h in residential streets improves safety for pedestrians and cyclists which can encourage more people to choose environmentally sustainable transport options for short trips.

RESOURCE ISSUES

If the Council determines to proceed with the implementation of a 40km/h speed limit in Norwood and Kent Town, there will be considerable staff resources required to manage the implementation. This will include seeking final approval from the Department for Infrastructure & Transport, planning the location of signs, arranging for manufacture and installation, and ensuring that the community is made aware of the change.

RISK MANAGEMENT

If the Council determines to proceed with the implementation of a 40km/h speed limit in Norwood and Kent Town, all works will be undertaken in accordance with the requirements of the Department for Infrastructure & Transport and relevant Australian Standards and Guidelines.

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Staff**

General Manager, Urban Planning & Environment
Manager, City Services
Acting Manager, Urban Services

- **Community**

A *Have Your Say!* campaign was undertaken from 17 May 2021 to 21 June 2021.

6,878 postcards were delivered directly to residents, home-owners and traders in Norwood and Kent Town, letters were sent to key stakeholders and the wider community were informed by various means including print and digital media.

Details of the *Have Your Say!* campaign are provided in this report and a sample of the consultation materials are contained in **Attachment A**.

- **Other Agencies**

- Department for Infrastructure and Transport (DIT)
- City of Burnside
- City of Adelaide
- SAPOL.

DISCUSSION

The area that is proposed for a 40km/h speed limit is bound by Magill Road, Portrush Road, Kensington Road and Dequetteville Terrace. The affected streets are the residential streets of Norwood and Kent Town, excluding The Parade West and Osmond Terrace. The roads under the care, control and maintenance of the State Government (The Parade, Fullarton Road, Rundle Street and Flinders Street) are also excluded. The subject area and affected streets are illustrated on the map contained in **Attachment B**.

The investigations undertaken throughout 2020 and 2021 that resulted in the Council's endorsement at the meeting held on 6 April 2021 to undertake community consultation on the 40km/h speed limit in Norwood and Kent Town, are summarised below:

- 40km/h in residential streets aligns with the '*National Road Safety Strategy 2011-2020*', which is the overarching document that provides the national framework for road safety and is committed to by all State and Territory Governments.
- Research shows that the implementation of 40km/h signs in residential streets results in widespread minor speed reduction, indicating that it is a successful and low-cost intervention that changes motorist behaviour and improves safety.
- There have been 160 crashes involving vulnerable road users (cyclists and pedestrians) within the Council's local road network over the past five (5) years and a reduced speed limit to 40km/h represents an opportunity to significantly reduce the number of crashes and injuries over time.
- The Department for Infrastructure & Transport supports 40km/h speed-limited areas to help create a speed environment appropriate to residential streets and in precincts where existing speeds are not overly high.
- Evaluation of the implementation of 40km/h in Stepney, Maylands and Evandale identified that there has been a mean speed reduction of between 1.4 km/h and 3.7km/h.
- A staged approach instead of a City-wide approach was adopted not just as a practical budgeting approach but also to allow for progressive monitoring and evaluation to ensure that the desired outcomes are being achieved.

Norwood and Kent Town was selected at the first stage because:

- Norwood and Kent Town are adjacent to the Stepney, Maylands and Evandale triangle which was speed limited to 40 km/h in 2019 as part of the *Stepney, Maylands and Evandale Local Area Traffic Management Study* undertaken in 2017. It is appropriate that the staged approach is undertaken in adjacent suburbs to provide consistency for motorists, rather than a series of speed limit changes, and
- the street layout and dwelling density of Norwood and Kent Town is conducive to meeting the requirements for 40km/h set out by the Department for Infrastructure & Transport (DIT).

The Parade West and Osmond Terrace are excluded from the 40km/h speed limit in Norwood and Kent Town because:

- The Parade West acts as a sub-arterial road, linking roads under the care and control of DIT which have varying speeds (Rundle Street - 50km/h, Flinders Street - 60km/h, Fullarton Road -60km/h, and The Parade - future proposed 50km/h). Roads with a sub-arterial function are rarely reduced to 40km/h unless major infrastructure changes to reduce speed are concurrently applied. Given that the funds are not available to undertake this at present, it is prudent to retain 50km/h along The Parade West for the foreseeable future.
- Osmond Terrace is a major north-south link between Nelson Street, Stepney (a road under the care and control of DIT with a speed of 60km/h) and Prescott Terrace (a road maintained by the City of Burnside with a speed of 50km/h). Liaison with the Department and the City of Burnside, identified that there are no plans to reduce the speed limits of these roads. Therefore, for motorist consistency and acceptance of reduced speed limits, it is considered appropriate to maintain the existing speed of 50km/h along Osmond Terrace for the foreseeable future.

The Parade Master Plan, which has been endorsed by the Council, proposed the implementation of the following speed limits along The Parade:

- 50 km/h (from 60km/h) from Fullarton Road to Osmond Terrace; and
- 40 km/h (from 50km/h) from Osmond Terrace to Portrush Road.

Final approval from the Department for Infrastructure & Transport to change these speed limits on The Parade has not yet been provided. Therefore The Parade has been excluded from the community consultation for a 40km/h speed limit in Norwood and Kent Town.

Consultation Strategy

The *Have Your Say!* campaign commenced on Monday 17 May 2021 and closed on Monday 21 June 2021.

6,878 postcards were delivered to residents, property owners and traders in Norwood and Kent Town including:

- 5,020 postcards letterbox dropped into every dwelling and business in Norwood and Kent Town; and
- 1,858 postcards delivered via Australia Post to property owners who do not reside in Norwood or Kent Town.

The wider community was informed that consultation was open by a range of advertising including coreflute road signs, posters at Council buildings, an advertisement in The Advertiser, a media release, a banner on Council's website and social media posts. In addition, emails were sent to inform key stakeholders including, the Norwood Residents Association, the Kent Town Residents Association and the Prince Alfred College.

The invitation included a QR Code and link to additional information and a survey on the Council's website. The survey could be completed on-line or hard-copy, and included a space for comments and the following questions:

1. Do you support a 40km/h speed limit in the residential streets of Norwood and Kent Town, excluding State Government Roads (Fullarton Road, Flinders Street, Rundle Street & The Parade), and Council Roads (The Parade West & Osmond Terrace).
2. Do you live and/or work in Norwood and/or Kent Town?
3. Do you visit or commute through Norwood and/or Kent Town?

A sample of the consultation materials are contained in **Attachment A**.

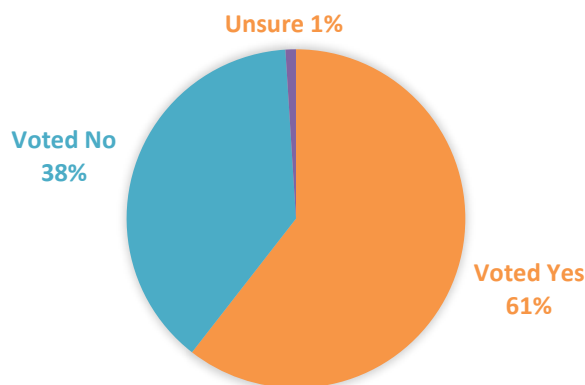
Consultation Outcomes

The Council received a total of 803 responses to the survey which have been collated into a table (names and addresses removed), and contained in **Attachment C**.

Of the 803 respondents, 642 live and/or work in Norwood and/or Kent Town, representing 9.3% of the total number of postcards delivered. The remaining 161 respondents visited or commuted through Norwood and/or Kent Town or they may own a home in Norwood or Kent Town but live elsewhere.

Of the 803 responses:

- 486 (60.5%) respondents support the proposal by ticking the 'yes' box;
- 309 (38.5%) respondents do not support the proposal by ticking the 'no' box; and
- 8 (1%) respondents were unsure.



Of the 486 respondents who support the proposal:

- 369 lived or worked in Norwood and/or Kent Town;
- 114 visited or commuted through Norwood and/or Kent Town; and
- 3 did not answer this question.

Of the 309 respondents who do not support the proposal:

- 265 lived or worked in Norwood and/or Kent Town; and
- 44 visited or commuted through Norwood and/or Kent Town.

All 8 of the 'unsure' respondents lived and/or worked in Norwood and Kent Town.

The most common comments from citizens who support the proposal are:

- too many cars are speeding in the residential streets;
- it will improve safety for my family;
- It will be nicer to ride my bike;
- It will be better for pedestrians of all ages;
- It will discourage people from cutting through residential streets;
- It is a sensible approach to road safety; and
- Norwood would be a nicer place to shop and visit.

The most common comments from citizens who do not support the proposal are:

- multiple speed limits are confusing;
- it is not necessary, 50km/h is fine;
- there is no justification for 40km/h;
- people will continue to speed anyway;
- 40km/h is too slow
- It is a stupid / ridiculous idea / nanny state;
- There is no benefit; and
- Will increase travel time / inconvenient to commuters

Consultation Summary

It is considered that a 60.5% majority indicates that there is sufficient community support to justify the implementation of the proposed 40km/h speed limit in Norwood and Kent Town.

Legislative Requirements of the Department for Infrastructure & Transport (DIT)

There are a number of further steps required prior to implementation of the 40km/h speed limit, to comply with the requirements of the Department for Infrastructure & Transport (DIT), as set out in the "The DIT publication, *Speed Limit Guidelines for South Australia*, which are to:

- obtain support from the Local State Member of Parliament;
- provide DIT with site plans showing proposed sign locations and alterations to existing signs;
- provide DIT with a Traffic Impact Statement that includes all investigations undertaken;
- liaise with SAPOL to ensure support and that appropriate enforcement will be undertaken post-implementation; and
- write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs (as required under section 21 of the Road Traffic Act 1961).

OPTIONS

The community consultation responses discussed in this report have identified that the majority of respondents support a speed limit of 40km/h in the residential streets of Norwood and Kent Town as depicted on the map contained in **Attachment B**.

The Committee is now required to provide advice on the next steps.

Option 1

The Committee can advise the Council that despite the community consultation responses being 60.5% of respondents in-support of the 40km/h speed limit in Norwood & Kent Town, the existing default speed limit of 50km/h should remain.

This approach is not recommended on the basis that the investigations into a reduced speed limit identified that 40km/h is a best-practice, sensible, low-cost approach to improving road safety on residential streets and is also supported by the majority of the consultation respondents who live, work, visit and commute in Norwood and Kent Town.

Option 2

The Committee can advise the Council that the consultation outcomes for a 40km/h speed limit in Norwood and Kent Town provides sufficient justification for Council staff to undertake the final tasks that are required by the Department of Infrastructure & Transport and to seek approval from the Minister to install the 40km/h speed limit signs and proceed with implementation.

The final tasks are to:

- Obtain support from the Local State Member of Parliament;
- Provide DIT with site plans showing proposed sign locations and alterations to existing signs;
- Provide DIT with a Traffic Impact Statement that includes all investigations undertaken; and
- Liaise with SAPOL to ensure support and that appropriate enforcement will be undertaken post-implementation.

Once the final tasks are completed satisfactorily, a letter is required to be written to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs as required under section 21 of the Road Traffic Act 1961.

The Committee could resolve that once approval from the Minister is granted, Council staff would prepare a report to Council that provides:

- A description of the outcomes of the final tasks undertaken, including the approval from The Minister;
- a description of the community awareness campaign to ensure the community has advanced warning of the speed reduction in Norwood and Kent Town; and
- a recommendation that the Council endorse the implementation for a 40km/h speed limit in Norwood & Kent Town as depicted in **Attachment B**.

If however, the final tasks cannot be completed satisfactorily and approval from the Minister cannot be granted, a report will be presented back to the Committee detailing these outcomes and suggesting alternative recommendations.

This approach is recommended because the introduction of a 40km/h speed limit in Norwood and Kent Town is a practical and cost effective solution to traffic calming, is supported by all levels of Government Australia-wide and the consultation outcomes indicated community support. This approach is a practical way forward to expediting the final tasks required and seeking endorsement from the Council rather than requiring an additional Committee meeting.

CONCLUSION

It is considered that given the consultation outcomes in respect to the number of respondents in favour of introducing a 40km/h speed limit in Norwood and Kent Town, there is sufficient justification to implement a 40km/h speed limit in Norwood and Kent Town as contained in **Attachment B**, and that Council staff can proceed to complete the final tasks required to seek approval from the Minister. On the satisfactory completion of these tasks, a report will be presented to the Council to seek endorsement for the implementation of the reduced speed limit in Norwood and Kent Town. If however, the final tasks cannot be completed satisfactorily and approval from the Minister cannot be granted, a report will be presented back to the Committee detailing these outcomes and providing alternative recommendations.

COMMENTS

The Council has allocated \$25,000 in its 2021-2021 Annual Business Plan and Budget to manufacture and install the 40km/h signs and therefore implementation can commence this financial year.

RECOMMENDATION

That the Traffic Management and Road Safety Committee recommends to the Council staff:

1. That the Council approves the introduction of a 40km/h speed limit in the suburbs of Norwood and Kent Town subject to completion of the tasks set out in Part 2 below.
 2. Council staff complete the final tasks that are required by the Department of Infrastructure & Transport (DIT) to enable the Council to implement the 40km/h speed limit signs, as set out in the DIT's 'Guidelines to Speed Limits in South Australia', namely:
 - write to the Local State Member of Parliament to request support for the implementation of a 40km/h area speed limit in Norwood and Kent Town;
 - prepare plans showing proposed sign locations and alterations to existing signs;
 - prepare a Traffic Impact Statement that includes all investigations undertaken;
 - liaise with SAPOL to ensure support, and that appropriate enforcement will be undertaken post-implementation; and
 - write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs as required under section 21 of the Road Traffic Act 1961.
 3. The Council notes that a report will be provided to the Council once the final tasks set out in Part 2 above have been completed.
-

Mr Shane Foley moved:

That the Traffic Management and Road Safety Committee recommends to the Council staff:

1. *That the Council approves the introduction of a 40km/h speed limit on the residential streets of Norwood and Kent Town as depicted on the map contained in Attachment B, subject to completion of the tasks set out in Part 2 below.*
2. *Council staff complete the final tasks that are required by the Department of Infrastructure & Transport (DIT) to enable the Council to implement the 40km/h speed limit signs, as set out in the DIT's 'Guidelines to Speed Limits in South Australia', namely:*
 - *write to the Local State Member of Parliament to request support for the implementation of a 40km/h area speed limit in Norwood and Kent Town;*
 - *prepare plans showing proposed 40km/h sign locations and alterations to existing signs, that would enforce the 40km/h speed limit on the residential streets in Norwood and Kent Town, as depicted on the map contained in Attachment B;*
 - *prepare a Traffic Impact Statement that includes all investigations undertaken;*
 - *liaise with SAPOL to ensure support, and that appropriate enforcement will be undertaken post-implementation; and*
 - *write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs as required under section 21 of the Road Traffic Act 1961.*
3. *The Council notes that a report will be provided to the Council once the final tasks set out in Part 2 above have been completed.*

Seconded by Cr Dottore and carried unanimously.

Attachment A

40km/h Speed Limit in Norwood & Kent Town Community Consultation

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters



**HAVE
YOUR
SAY!**

Proposed 40km/h speed limit in residential streets of Norwood and Kent Town

Consultation now open

Slower speeds > Safer streets > Nicer neighbourhoods

The Council is seeking your views on reducing the speed limit from 50km/h to 40km/h. Let us know what you think.

Provide your comments by 21 June 2021.
www.npsp.sa.gov.au/consultation



City of
Norwood
Payneham
& St Peters



Traffic speed has a substantial impact on the livability and amenity of our streets and neighbourhoods. The City of Norwood Payneham & St Peters is working towards improving road safety, encouraging sustainable transport and increasing community well-being.

Slower speeds > Safer streets > Nicer neighbourhoods

The proposed speed reduction affects residential streets only.

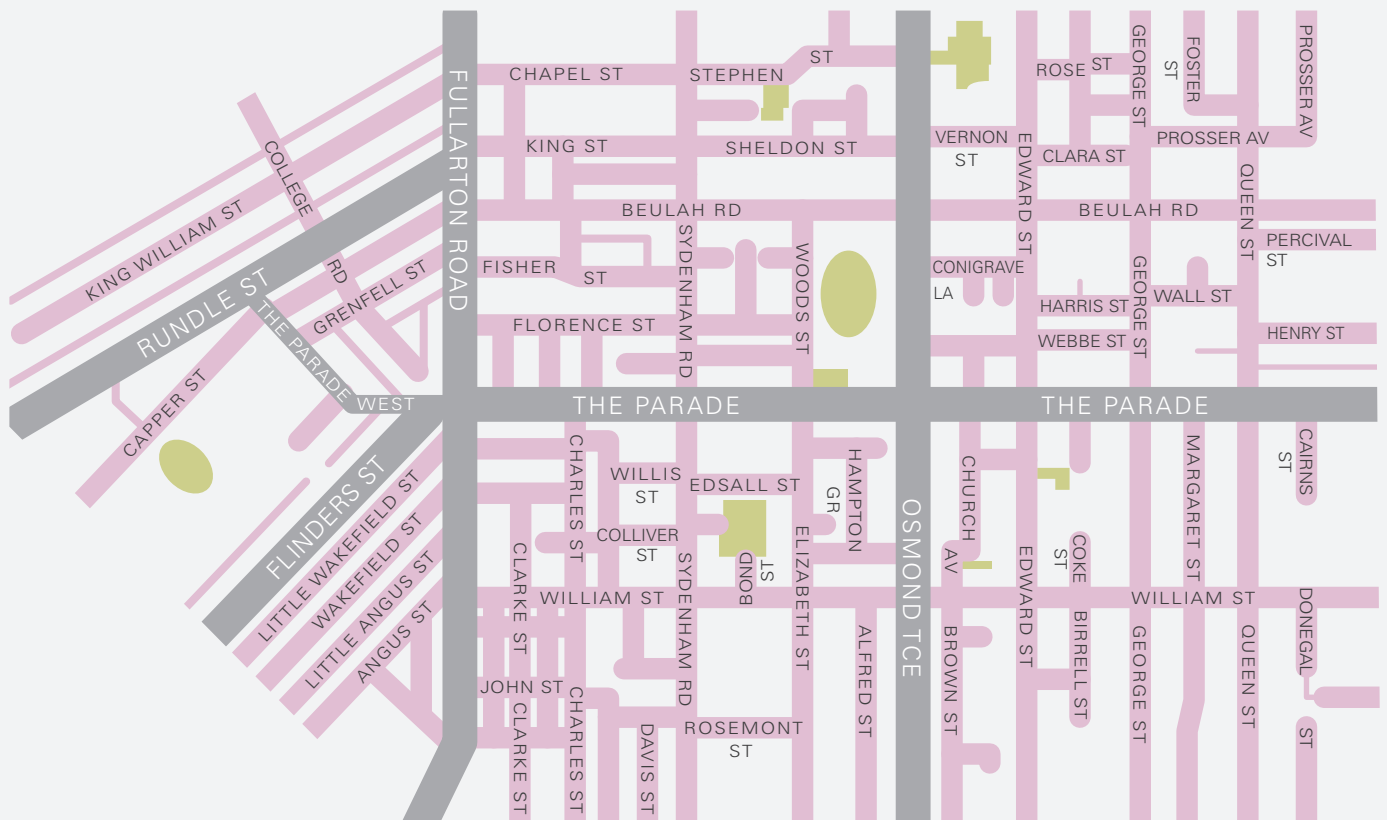
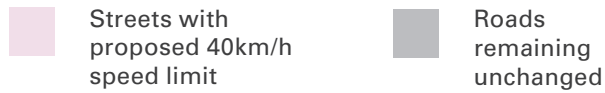
We value your input and comments on the proposal to implement a 40km/h speed limit in Norwood & Kent Town.

A short questionnaire is available on-line via the QR code or visit www.npsp.sa.gov.au/consultation

Alternatively, you can phone 8366 4555 to request a hard copy.

Comments must be received by 5pm, 21 June 2021.

The proposed speed reduction affects residential streets only.



We value your input and comments.

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials [f /cityofnpsp](https://www.facebook.com/cityofnpsp) [@cityofnpsp](https://www.instagram.com/cityofnpsp)



City of
Norwood
Payneham
& St Peters

Attachment B

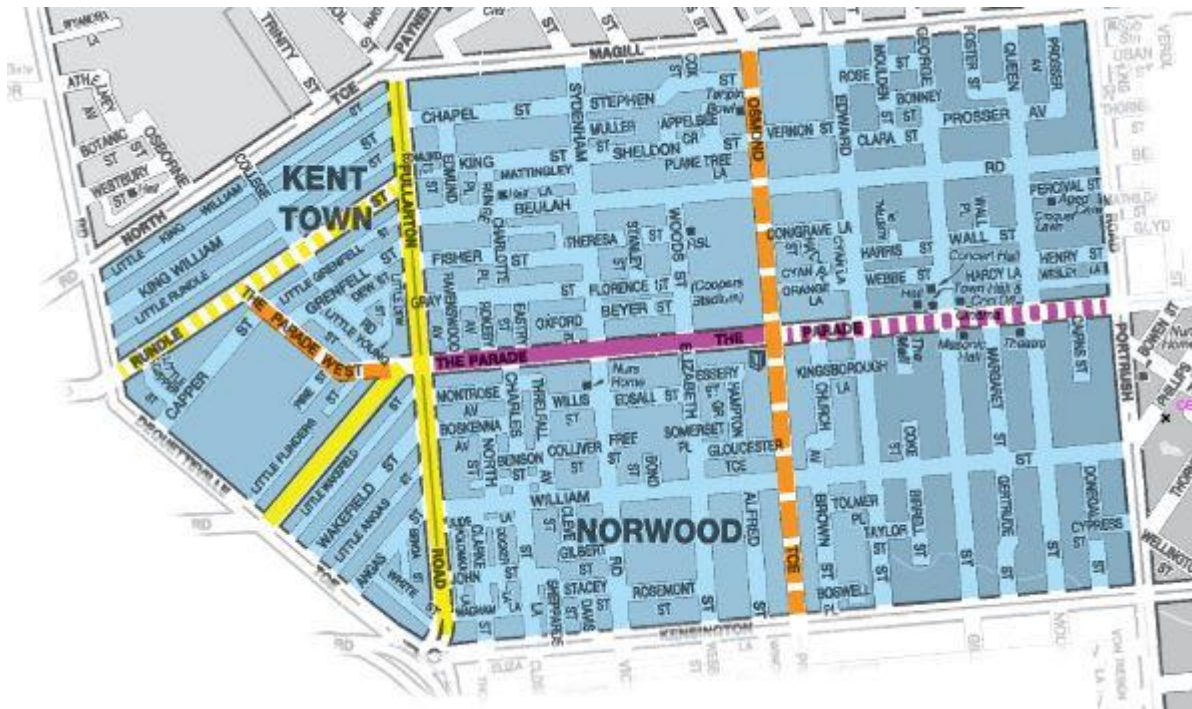
40km/h Speed Limit in Norwood & Kent Town Community Consultation

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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City of
Norwood
Payneham
& St Peters



COUNCIL ROADS

- Proposed 40km/h Area Speed Limit
- Existing 50km/h speed limit to remain

DIT ROADS - ongoing liaison required

- Proposed 40km/h Speed Limit (subject to future DIT approval)
- Proposed 50km/h Speed Limit (subject to future DIT approval)
- Existing 50km/h speed limit to remain
- Existing 60km/h speed limit to remain

Note: Consultation for reduced speed limits on The Parade were undertaken as part of the The Parade Master Plan

Attachment C

40km/h Speed Limit in Norwood & Kent Town Community Consultation

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	No	I ride my bike through Norwood and Kent Town and drive a car. 40km/h is an improvement but would prefer 30 km/h on side streets.
Yes	Yes	Please change speed limit, cars are way too fast on my street.
Yes	Yes	
Yes	Yes	This is long overdue and will need strong policing especially in smaller backstreets where cars roar through taking shortcut
Yes	Yes	I am a regular cyclist and I think that this speed limit change will make Norwood an even safer place to ride
Yes	Yes	
Yes	Yes	
Yes	No	I live in a neighboring suburb and think we should follow best practice of keeping our suburban roads safe for pedestrians and cyclists.
Yes	Yes	Cars travel too fast down residential streets in Norwood. As a resident I often have concerns for my children. I am in full support for the reduced speed limit
Yes	Yes	Hopefully lower speed limit could discourage commuters from speeding through narrow residential streets to avoid traffic lights or taking short cuts to main roads resulting in noisier and less safe side streets.
Yes	Yes	
Yes	Yes	Our street, Sydenham Rd, is being used too often as a cut through from Kensington Rd to The Parade and there are a few too many hoons speeding in our street and inadequate policing of the speed limit in our area.
Yes	Yes	This will be consistent with Unley area where the 40 kms limit is well accepted and makes the place feel safer. Sadly there are still those who insist in using excessive speeds so enforcement measures will need to be undertaken.
Yes	Yes	
Yes	No	I strongly support the introduction of a 40km/h speed limit on residential streets throughout Kent Town and Norwood and eventually the extension of a 40km/h speed limit to the rest of NP&SP and in particular to Kensington. Studies have shown that a 40km/h speed limit in residential streets would result in very minimal increases in the time to drive to the nearest arterial road.
Yes	Yes	
Yes	Yes	
Yes	Yes	Great idea!

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	I live and work within the NPSP council area and I fully support a reduction in speed limit. I see many benefits to a reduced speed limit, including; improved safety for active commuters and children, reduced noise levels, disincentive for traveling through residential streets "rat runs". Research conducted by the Centre for Automotive Safety Research shows that reducing speed is the quickest and easiest method of reducing road trauma. Each 5 km/h speed reduction approximately halves the risk of being involved in a serious injury crash. If we say that a 10 km/h speed limit reduction results in an average speed reduction of about 2.5 km/h then we should see about a 25% reduction in serious crashes. Within the council minutes I read that there were 160 venerable road user crashes in the last 5 years. If 40 of these could have been avoided by the implementation of a 40 km/h speed limit I would think it easily worth the \$25,000 investment.
Yes	Yes	I live in the Flinders Street, Kent Town. Every day during the rush hour, there is too much traffic and the speed is too fast. Worried about the kids going out to play. In addition, cars make too much noise if they go too fast. Thanks.
Yes	No	
Yes	No	
Yes	No	This has worked well in other Council areas, eg. Unley Council, for a very long time. I support a 40 km/h speed limit across all of metropolitan Adelaide, particularly in the busy, highly populated suburbs which attract people from all over the state for leisure activities, such as shopping and visiting hospitality venues.
Yes	Yes	I live in Margaret Street which is very narrow and busy. I am hoping that by reducing the speed it will be easier for me to get out of my driveway without cars looming in on me.
Yes	Yes	I live in George Street, and people drive like crazy. I have called the police sometimes but it still happens. I strongly welcome 40km.
Yes	Yes	I lived in Unley in the 80s and 90s when it went to 40kph and I agree with this speed limit. Please however don't do all the other horrible things Unley did, for example: speed humps (cause cars slowing down and speeding up so more emissions and more noise), long paved speed humps (aaaaaagh!), paved roads like King William Rd (noisy and bumpy to drive on and noisy for people who go to or live anywhere near the road). I hate going on Beulah rd Norwood now since the roundabouts were tightened and those ugly paved speed humps were put in. The paved section where you turn off Osmond tce to Beulah rd past the police station is awful to look at. The only good thing is the native plant islands. I get that this road was modified to help cyclists but the other day I waited for a cyclist ahead of me at the Edward st/Beulah rd roundabout. I then passed him but then had to slow down for the speed hump where he passed me. I then had to wait for him to reach and pass the next roundabout. The whole experience of driving that road now is irritating so I avoid it. Also, if I'm driving along a road that is an obstacle course of bumps and tight roundabouts then I am less able to concentrate on avoiding pedestrians and cyclists. In conclusion: 40 kph yes, and enforce the speed limit as much as you want, but please don't do all the other stuff to the roads.
Yes	Yes	
Yes	No	This 40 kmh limit save lives .
Yes	Yes	The streets are full of non residents speeding thought the area with no regard for others. It affects pedestrians, students, businesses.
Yes	Yes	Traffic volume and speeds continue to rise as Norwood's residential streets are now becoming commuter streets for eastern suburbs above Portrush Road. Made worse because many motorists are scared of the Britannia roundabout and thus use residential streets to avoid it.
Yes	No	I would love to visit more with my children. Calmer roads would be better for young families.
Yes	Yes	
Yes	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	No	My Mother lives in Norwood. I ride there once a week from either the City or Glandore. She also rides her bike in the area. I'd like safer conditions for both of us. During peak hours side streets are as dangerous as the Parade or Kensington road due to rat runners. As a rate payer my Mother deserves safer riding conditions and the council has a moral obligation to provide this.
Yes	Yes	I live and work in Kent Town and would also support speed limit reduction for The Parade West and Flinders Street. Pedestrian safety would be significantly enhanced on The Parade West if the speed limit were reduced.
Yes	Yes	The parade between Portrush road and Osmond terrace should be included 40km/h speed limit
Yes	No	Traffic and parking in Stepney is difficult to manage. Too congested. Anything to reduce volume and speed is welcome. The council needs to do more for bikes and pedestrians and less for cars. I support a 40km speed limit.
Yes	Yes	I live on King William St Kent Town & am concerned about traffic congestion, speeding & parking. 40km/hr limits would be an extremely positive change. Of particular concern is the lane ways through Kent Town. Hopefully these will also be considered for one way traffic only at some point.
Yes	No	These streets are used to ride through or to the Norwood area. They are either narrow, or have vehicles parked both sides. To stay clear of the door zone means riding in the middle of the lane. A lower speed limit is needed for such a congested area for safety for all, and for a more pleasant environment.
Yes	Yes	I am 10yrs old and think cars driving slower would be safer for everybody.
Yes	No	
Yes	Yes	I think this is very important in light of the increased traffic flow and street parking. It can be very difficult to safely move onto William street from our street due to the impaired view of oncoming traffic due to the street parking. This is worst at peak commuting times as traffic is invariably at or above the speed limit. I previously lived in Unley and found the 40km speed restrictions to be very effective. This proposal has my full supporter
Yes	Yes	I live on William St and generally the traffic is good. There are some hoons, especially late at night, and there is no speed limit restriction that is going to stop that. Additional policing during the night would be ideal.
Yes	Yes	
Yes	Yes	I live in The Parade, Norwood. General traffic noise doesn't bother me much but people speeding in revved-up cars and motor-bikes sometimes do. I realise that noise is probably a state government matter but anything that can be done to make our streets safer, quieter and less-polluted is a welcome move. Part of my contribution to the environment is to not own a car and walk everywhere I can, including the city and surrounding suburbs.
Yes	Yes	
Yes	Yes	Strongly support the reduction of speed limits.
Yes	Yes	
Yes	No	There are many pedestrians on Norwood which will benefit from this as it will be much safer.
Yes	Yes	
Yes	Yes	Lowered speed limits make sense as the number of people living in the precinct increases and the village feel / vibe should be supported.
Yes	No	Great idea, big boost to the local economy and reduction in congestion would be happily welcomed.
Yes	Yes	This will make the streets safer for all residents and road users
Yes	Yes	Parade West should be included as an inclusion due to the proximity to PAC and the large number of staff, students etc crossing the road

[illegible]

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	No	I live in Unley where all streets are 40 and it is fantastic. Feels much safer to walk and cycle.
Yes	No	I have family and friends in this council area that I visit, and I lived in the NPSP council area for about 5 years in the past. I would strongly support a 40 km/h limit to improve safety for pedestrians and cyclists, including children. In 2012 I completed a PhD in pedestrian safety research and there are significant road safety benefits to a lower speed limit, including a drastically reduced chance of injury for pedestrians compared with a 50 km/h limit.
Yes	No	I definitely support the change. I cycle regularly on weekends and would feel safer with the decreased speed limit.
Yes	Yes	Also speed limiters in Queen St!!! Hoons & sheer volume of traffic is getting beyond a joke with all the increased development in the area and needs better controls before someone gets killed and to reduce noise pollution
Yes	Yes	I live in Kent Town and am concerned about how unsafe the streets are, the narrow lanes and the wider streets. We have old people and school kids who are at risk from rat runners taking short cuts at speed. There is much less cost to motorists from slowing the limit to 40 and yet so many benefits to residents, workers, visitors, etc. I understand that the speed along DPTI roads isn't changing now but they are so short there is little inconvenience to motorists but so much added safety for others to reduce these speeds too. It is hard to understand why Governments don't make these commonsense rules.
Yes	Yes	our street Alfred st Norwood, is used as a 'Rat Run', to avoid the lights at Osmond terrace, and whilst a 40 km limit would be much appreciated, I doubt that it will slow down those using it as a 'Rat Run', we believe that permanent slowing methods, such as partial closures, one way curves or permanent speed humps would be the best possible outcome. We have had a hit and run on our car parked legally in our street, by a speeding driver, police believe an under the influence who was using the street as a cut thru from the Colonist hotel.
Yes	Yes	It will only be of benefit to the local community if the speed limit is enforced. Many cars traveling along Queen St currently do more than the 50km/h speed limit.
Yes	No	The speed humps on Beulah Road only seem to influence some drivers. SUV and ute drivers simply use their increased ground clearance to speed over the humps. Calming the north-south approaches was never implemented despite data clearly showing this was a big risk. 50kph on The Parade is madness - it should be a place to visit not drive through. Triple bottom line benefit.
Yes	No	40 km/h speed limits on local residential streets is a great way to improve the amenity of our council area. This limit should also be applied to the St Peters / Joslin & Royston Park streets in the future.
Yes	Yes	
Yes	Yes	
Yes	Yes	Norwood has a different streetscape to many other Adelaide suburbs. Due to the historic nature of Norwood the majority of streets besides the main tributaries that will be excluded from the 40km/h speed limit are quite narrow. Additionally due to the heritage nature of many Norwood houses there is less off street parking. So a combination of already narrow streets that are often lined with parked cars makes the current 50km/h speed limit too fast and potentially dangerous on these restricted roads. I have lived on Appelbee Crescent, which isn't a thoroughfare, for over nine years and it is surprising and disappointing to see vehicles regularly travelling too fast on such a narrow street putting pedestrians and local residents at unnecessary risk. A change in the speed limit to 40km/h will put greater emphasis on all drivers to travel at a speed appropriate for our streets. Thank you for the opportunity to be able to provide feedback on this proposal.
Yes	Yes	I presume North Tce is excluded. I wonder if King William Street should be included for its full length. If so, I believe it should be traffic-calmed with perhaps 60degree parking on the south side and positive efforts made to direct through traffic to Rundle St.
Yes	No	Any thing that makes cycling safer and attracts more people to cycle is important.
Yes	Yes	
Yes	Yes	I am strongly in favour of a 40 kph speed limit in Norwood Kent Town.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	The 40km/h speed limit should also be on The Parade between Portrush road and Osmond Tce.
Yes	Yes	I live in College Park and notice there are drivers who speed through these streets as a short cut to Payneham Road from Hackney Rd - this is so dangerous as they pass a Kindergarten and a secondary school with no care ! Late night joining is a common occurrence.
Yes	Yes	
Yes	Yes	I live on the corner of High and Bridge Streets Kensington and I witness consistent speeding through the stop signs, many near accidents and busy mothers speeding to pick up children. I am tired of the high speeds and urge you to do something about the rat run down High Street.
Yes	Yes	I don't think the main roads should be reduced to 40kph as 50kph is adequate as there is already enough congestion causing slow down in traffic - only side streets should.
Yes	Yes	
Yes	Yes	I live in Sheldon Street Norwood and very much agree with reducing the speed limit in the Norwood, Kent Town area. Many of the streets are narrow and drivers often do drive far too fast down these roads making them very dangerous.
Yes	Yes	I support the proposal but policing it adequately is a major concern-the current speed limit is consistently abused with regular "hooning" around certain streets-William and Edward on this side of the Parade in particular the proposed limit needs to be supported by traffic calming measures-speed humps-policing. Note that speeding is just one traffic problem in this area-regular driving up the wrong way -quite deliberately - on one way streets ie Church and Kingsborough Lane will at some point lead to a serious injury -we have had numerous close escapes!
Yes	Yes	Changing to 40km/h is welcome but there is increasing evidence that 30km/h zones are better for roads for pedestrians, active transport users and reducing pollution. Avoiding serious injury for pedestrians with collisions with motor vehicles increases when the speed of impact is 30km/h vs 40km/h https://www.heartfoundation.org.au/getmedia/c771e0c2-8628-46d3-97c5-9ab2585c6114/ReduceSpeed.pdf . From a pollution and emissions perspective, in London, "Transport for London has indicated that 20mph (32km/h) zones have no net negative effect on emissions due to smoother driving and less braking". https://theconversation.com/busted-5-myths-about-30km-h-speed-limits-in-australia-160547 . Please consider a LGA wide 30km/h limit in residential areas, and 40km/h in commercial strips.
Yes	Yes	A speed reduction will enhance road safety for cars, cyclists, and pedestrians as well as benefiting the environment through a reduced vehicle's fuel consumption.
Yes	No	We have just had a 40 km/h zone introduced where I live in the Prospect council area. It is a noticeable improvement. The lower speed limit increases safety and amenity. After a few months of this, I doubt anyone would agree to the speed limit being raised again. I am often in the Norwood area and I think the area would benefit from this initiative. It should extend to the shopping precinct on the Parade (at least during business hours).
Yes	Yes	We have been owner-occupiers of a house in the Southern end of Edward Street for over ten years and have always been concerned about speed in this and other residential non-main roads in Norwood. Because we are an easy 'rat run' between Kensington Road and The Parade, we deal with a lot of traffic, especially cars trying to avoid the traffic lights at Osmond Terrace / Kensington Road, but also just using us as a thoroughfare between these two main roads. Many motorists simply ignore the 50 kms/ph speed limit and race through the street at dangerous speeds. This is exacerbated by increasing traffic from tradespeople who are working on numerous new developments in ours and other streets. Often tradies take up all available parking as well as travelling at high speed in large vehicles. An added danger is that we have the Kensington Ballet School located on Kensington Road close to Edward Street. This means that we have lots of parents parking in Edward Street with small children and have seen a few near misses where excited kids have got out of cars ready to go to dance class while parents are taking other babies or toddlers out at the same time. This leaves the dance class kids vulnerable to being hit by cars racing along Edward Street or turning onto Edward from Kensington without considering that pedestrian (especially excited children) may be about. We would very much welcome having ours and other residential streets' speed limit reduced to 40 kms/ph as it would reduce noise, traffic, parking congestion and make our street very much safer for us and others who regularly use it.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	I am supportive of safer streets without high speed vehicle traffic. My observation as a resident is that some vehicles are travelling much higher than the current limit of 50km/hr, particularly as a quick cut through from the arterial roads. 40 would be a sensible reduction in speed.
Yes	No	
Yes	Yes	I can't believe this hasn't been implemented yet. It must be done to slow down all the "rat-runners" who have no consideration for the children and our older citizens. Please, let this be! Emero Barone PhD(Adel, 1990), 0418714993.
Yes	Yes	My views are based on the effect of car speed on safety for people getting in and out of parked vehicles, on safety when cars leave parking spaces, the fact that many children cycle to and from school when there is also increased car traffic related school pick-up and drop-off, and the difficulties with visibility when driving out from streets related to the supermarkets.
Yes	No	
Yes	No	I was a resident in Norwood for 11 years until I recently moved to the city, and I will be looking to move back in the future. The Parade and surrounds is still my primary shopping destination, and my workplace has an office there that I frequently visit. Norwood is great to walk and cycle around from an amenity point of view -- lot's of trees, quiet streets, and hospitality destinations to visit. As someone walking through Norwood, I often experience fast drivers using their cars in intimidating ways which make it difficult to cross streets, or creates an unpleasant experience all around. Similarly when I cycle through Norwood, I have experienced a lot of poor behaviour from impatient people driving their cars. I suspect the speed differential is the main problem, which adds to the behaviour issues, as there would be more acceptance from all road users if this speed difference was less.
Yes	Yes	A reduced speed limit is essential to cater for the diversity of people that live and visit Norwood. The importance of these people to feel included as part of the community is essential to continue to allow Norwood to thrive into the beautiful community it is, from the young, disabled, mobility affected and elderly people.
Yes	Yes	
Yes	No	
Yes	Yes	Essential because of increasing volume of traffic in the area.
Yes	No	My friends and I often cycle around Norwood and Kent Town. Often we have breakfast lunch and dinner at various cafes and restaurants. I have lived and worked in this district over many years and have been eating and shopping in Norwood/Kent Town for over 40 years now. I still have friends in the area whom I visit. I think this proposal for 40km limits in many streets is an excellent idea and is in tune with the style and feel of the area. It also represents a serious safety upgrade for the many cyclists, pedestrians and other visitors who enjoy this area. I support this proposal wholeheartedly. ????
Yes	Yes	Please listen and read the ratepayers views, something the Council has a questionable record on. People want a 40km/h limit. I have been a victim of reckless driving in my street and the council's response was disgraceful; it cost me money. It continues to do so with increased insurance premiums.
Yes	No	As a cyclist, I would welcome the speed reduction. I was hit on a roundabout on Beulah Road.
Yes	Yes	
Yes	Yes	
Yes	No	
Yes	Yes	I strongly support the reduced speed limit for the following reasons: - People frequently speed down our street between Portrush Rd and Queen St. - It is hazardous for pedestrians and people entering and leaving parked cars (the street is narrow and almost always congested with parked cars on each side). - There has been at least one pet (a cat) killed by a car in the street and the population in the street includes young children.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	Sheldon street is now being used as a thoroughfare (from the ALDI shopping centre we assume). The traffic has increased considerably and cars travel at speed on this narrow road. We believe traffic speed measures should be introduced. We are also in favour of other speed controlling devices in our street, provided the limited residential parking is not jeopardised.
Yes	Yes	
Yes	No	I often ride from CBD to businesses in this area. Reducing local speed limits is an easy and affordable way to increase safety for all road users, including our kids.
Yes	Yes	You should not have to consult on this. It should just be changed to 40km/h without hesitation
Yes	Yes	
Yes	Yes	I would like to see the speed limit reduced to 40 Km/h on the roads around Norwood. I live on Beulah Rd and my balcony overlooks one of the newly installed raised sections, very few people slow down for it. The raised section actually makes it worse for cyclists as it has narrowed the road, lowering the speed limit will make it safer.
Yes	Yes	
Yes	Yes	
Yes	No	Many of the streets are tight, have only on street parking and crowded intersections. I've had many near misses cycling through Kent Town and Norwood. A slower car speed will make me feel safer and more likely to cycle to Norwood rather than elsewhere to shop and do other errands.
Yes	Yes	
Yes	Yes	100% the correct thing. With parking in side streets an issue - limited movement through streets. I have tested both 60kmh and 40 kmh and the slower speed feels MUCH safer!
Yes	Yes	I am a PAC student - the volume and speed of traffic is dangerous for our safety. Council NEEDS to improve our road safety, amenity & community well being.
Yes	Yes	Cars are dangerous and 40kmh will keep cyclists and pedestrians much safer.
Yes	Yes	I am happy for the roads to become 40kmph, as long as The Parade and Osmond remain as they are, as you are suggesting. However, I do not believe this is going to solve the problem of fast cars, we need a similar system to Beulah road, some added curves, or sleeping policemen/humps. Cars absolutely fly along both William Street and Edward Street. I walk them both a few times each day, and cars are always going quicker than the current 50kmph, so I'm not sure why 40kmph will make it any better? A huge number of cars don't stick to 50kmph, and there is no incentive for them to do so. Today I walked into Norwood for some shopping (I'm 43 years old so not an old moaner....yet!!), as I do every day, for one reason or another, and as I crossed William Street from Brown Street, there were two cars, one coming each way, both flying along, a Porsche Cayenne using it as an opportunity to make a loud car exhaust noise whilst accelerating hard, then braking hard, same the other way with the other car. It's bonkers! Edward Street is just the same, on the same walk today a motorbike flew down the road. I don't think any of those three vehicles cared about the 50kmph, and won't care about 40 kmph either, it needs road humps to slow everything down, it's super dangerous, and today was no exception, it's absolutely normal I'm afraid. I'm sure you all know this. PLEASE allow us some road slowing measures, humps, curves, etc.
Yes	No	
Yes	Yes	This is an excellent idea - great for pedestrians, cyclists, residents and not onerous for car users.
Yes	Yes	
Yes	Yes	
Yes	Yes	As a resident of St Peters, I regularly drive through Norwood and Kent Town for shopping and work. This is a fantastic idea to keep the community safe and improve the walkability of the streets. I strongly endorse this proposal, and would love to see it throughout St Peters and Payneham.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	No	
Yes	Yes	
Yes	Yes	My wife and I strongly support this proposal
Yes	Yes	I strongly support a 40km/h limit on residential streets. Traffic analysis shows that this would have a negligible effect on travel times, but would have a significant positive impact on safety.
Yes	Yes	
Yes	Yes	Lower speed limits are critical for promoting safety, encouraging more walking and cycling and creating more vibrant communities.
Yes	Yes	
Yes	Yes	
Yes	Yes	I live in Joslin, however I often bicycle through Norwood and Kent Town. Please extend the lower limit to College Park, Joslin, St Peters, Royston Park and Marden (at least the western part).
Yes	Yes	
Yes	Yes	As someone who likes to walk around Norwood, I would welcome slower speeds that would encourage more people to walk. Less traffic would make Norwood more pleasant. More walking would encourage more interaction and neighbourliness.
Yes	Yes	This change to 40 kmph speed limit is absolutely critical to the safety, health and well-being of Norwood residents. It is also critical that the speed limits be enforced. As a resident of Wall Street I am constantly a witness to many drivers speeding down our street in excess of the current limit of 50 kmph, and putting at risk residents trying to park their cars; residents trying to back out of their driveways and even trying to cross the street safely. These scenarios are common and are not an exaggeration.
Yes	Yes	
Yes	Yes	I absolutely support the lowering of speed limits for residential roads in Norwood. I live on a one way street in Norwood, it is unfortunately very busy and people speed like crazy down there. It's incredibly dangerous.
Yes	Yes	
Yes	Yes	
Yes	Yes	Fully support the proposal. Beneficial for residents as well as motorists.
Yes	No	Keeping a slower speed limit is critical for safety of pedestrians and cyclists
Yes	No	Living in St Morris (part of NPSP) and commute by bike and car through Norwood regularly, would absolutely support the 40km/h limit.
Yes	Yes	
Yes	Yes	Local resident, and I love the idea of lowering speed limits. It helps walkability, safety, lifestyle and so much more.
Yes	Yes	Alfred St is a "rat run" for cars cutting through from Kensington Rd and cars travel at least 60kmp & it is a high volume of cars at high speed in narrow busy street with many parked cars
Yes	No	
Yes	Yes	I would feel safer cycling with my toddler around Norwood if the speed limit was lower. I would also feel less afraid that my toddler would be hit by a car if the cars were going slowly. It would make the area feel more relaxed and less car dominated.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	No	There are so many pedestrians and cyclists in the area that it only makes sense to reduce the limit to 40km.
Yes	Yes	I live with my wife and family on Boskenna Avenue Norwood. As Boskenna meets Fullerton road we are regularly used as a cut through for vehicles avoiding the traffic lights on The Parade. Boskenna is a skinny street with vehicles allowed to be parked on both sides meaning that we have cars speeding down our street, very close to parked vehicles, which create blind spots. We regularly have vehicles speeding down our street and we find it quite dangerous, especially as we have no off street parking and very young children. I fully support dropping of the speed limit and further restrictions, such as speed humps, on certain streets, like Boskenna. Happy to discuss this further.
Yes	Yes	Please also include First Avenue St Peters in this proposal. A quiet residential street has become a thoroughfare for speeding cars and an all-day car park for nearby businesses. Let St Peters return to its homely origins. Thank you!
Yes	Yes	
Yes	Yes	
Yes	Yes	I'd welcome the change. The road where I live often has traffic travelling quite fast - I think this road is often used as an alternative route between two major roads.
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	No	I support a 40km/h speed limit especially at residential streets nearby The Parade. My family lives nearby Norwood. We often walk/ride/drive to The Parade. We notice that cars are often quite fast turning into the Norwood residential streets from The Parade, and dangerously stop and make quite U-turn.
Yes	Yes	
Yes	Yes	I think the whole world needs to just slow down a little!
Yes	Yes	I think it makes absolute sense to lower the speed limit in residential streets.
Yes	No	I live at Norton Summit and frequently shop at Norwood. I also drive and ride my bicycle through the streets of Norwood and Kent Town to either shop, attend events there and nearby or when travelling to and from the city. I would also support the lowering of the speed limit from 50kph to 40 in the main shopping precinct of The Parade.
Yes	No	It is well documented that slowing the limit from 50 to 40kph saves lives. I would also like to see this implemented in Kensington.
Yes	Yes	Generally support the proposal, though not sure about whether Beulah Road needs to have a 40km/ hr limit.
Yes	No	I cycle through Norwood and Kent Town everyday via the Norwood - Magill Bikeway along Beulah Road. In addition to the speed of the cars at the roundabouts, the doors from the parked cars are a hazard and risk for my cycling trip. I am a resident of Norwood, Payneham & St Peters Council living in Firle, but I travel through Beulah Park and Norwood by bicycle to work and for recreational and shopping trips to the Norwood Parade on weekends.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	
Yes	Yes	We support 100%. We live in Edsall Street, and find that both Elizabeth and Sydenham are used as 'cut-throughs' from the Parade to Kensington Road by speeding cars. This makes it dangerous for residents in Edsall to turn into either Elizabeth or Sydenham. No sooner do you think that the way is clear to turn out, than a car zooms up from the Parade.
Yes	Yes	
Yes	No	Drivers often speed on the street where I live at Belinda St Evandale. The modern car is able to accelerate very quickly leading many drivers to ignore the safety of others on the road and the community. The natural break on speed that cars of 20 or more years ago with slower acceleration no longer exists. The reduction to 40km/h in Maylands and Evandale has in my opinion been a good step. It leads me to travel often at this speed in Norwood as well. Kent Town with its narrow streets would benefit. I support the NPStP proposal.
Yes	Yes	Proposed speed limit would be good providing it is policed on a regular basis I think the issue of parking in Charles Street has a bigger impact on our liveability and amenity of our street and neighbourhood
Yes	Yes	The parade is chaotic on the road. Changing the speed limit is essential. We have recently moved into Beulah Park, just off The Parade.
Yes	Yes	Emergency vehicles exempted.
Yes	Yes	
Yes	Yes	
Yes	No	I regularly travel by bike through NPSP. A lower speed limit would be great.
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	Yes	What's the rush? Residential streets aren't highways.
Yes	Yes	
Yes	Yes	
Yes	No	40km/h speed limits would help make the NPSP cycling plan easier to position as a priority for Council, and would make cycling through (and across) the council area more attractive to those who do not already. It would also further enhance the Beulah Bike Boulevard more attractive as a commuting option and would hopefully discourage motorists from using Beulah. It also provides an opportunity for evaluating the value of William St as a core east-west option on the south side of the LGA. Living in St Peters and regularly travelling through Norwood and Kent Town, a 40km/h network connecting through Stepney and Maylands would also help encourage and enable cross council cycling and walking trips.
Yes	Yes	I have lived at 105 Edward Street (Kensington Road end) for over three years. I am fed up of people using this as a speed track. They accelerate out of the roundabout on William St towards Kensington Road as if they are starring in the Fast and Furious movie. Not only do I support 40 KPH, I also support Speed humps as a matter of urgency.
Yes	Yes	This initiative is overdue for Norwood and Kent Town. The (evidence-based) benefits to the community's ambience and safety are well documented. I assume NPSP staff have done a literature review of this topic. If not please let me know and I'd be happy to provide something. To use common language, this is a 'no brainer' for us.
Yes	No	I think Parade West should be included in the 40 km/h limit, considering the proximity to school, and cafes.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	No	
Yes	No	
Yes	Yes	
Yes	No	Very keen to see this happen, particularly for the safety of children and cyclists.
Yes	No	
Yes	Yes	
Yes	Yes	
Yes	Yes	I am a prep student at PAC. Please improve our ROAD SAFETY and AMENITY !!
Yes	No	40 KMH in Maylands area is appreciated and contributes to a sense of safety in the area.
Yes	Yes	For the safety and amenity of the community, the proposed 40km/hr is an essential change.
Yes	No	More needs to be done about traffic and parking in Norwood and KT as well as neighbouring suburbs like Stepney and Maylands. Traffic volume is a problem due to increased density of housing. Smarter solutions need to be found if density is to continue to increase.
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	Yes	Fully support the proposed change including keeping Osmond Tce at 50kph.
Yes	Yes	Elizabeth Street is a through road from Kensington to Norwood Parade and the Traffic Noise is unbearable in early mornings and really through out the day with many speeding over the speed limit. Motorists speed and as there are many children in the area between William Street and Norwood Parade there is a concern.
Yes	Yes	Any plan that helps to slowdown the thousands of cars a day that use Beulah Rd as a thoroughfare would be greatly appreciated. Most are rat runners. Beulah Rd has become a main road now, much to the chagrin of its residents. I do however doubt that it will stop the boy racers who turn right into Beulah Rd from Portrush Rd. One of these days one of them will lose control and smash through the front walls of Beulah Terraces.
Yes	No	Reducing this speed limit would help keep everyone safe, including vulnerable road users such as cyclists.
Yes	Yes	
Yes	No	I cannot see any benefit in terms of travel time for motorists to drive faster than 40kph in the relatively short and busy streets of Norwood and Kent Town given that commuter main roads are excluded from the limit. It would make life in those areas much safer and more peaceful for everyone.
Yes	No	Norwood would be a nicer place to shop and visit for restaurants, however the speed of the local traffic is off putting and dangerous. Norwood clearly lags behind Unley in terms of traffic management.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	No	Please change the limit in St Peters/College Park and Joslin to 40 too.
Yes	Yes	I thoroughly support this proposal. We live in Boskenna Avenue and particularly at peak hours have cars constantly speed down our small road at very high speeds trying to avoid or shortcut traffic onto Fullarton Road. We have young children and in the mornings and afternoons our street becomes highly dangerous and we are on constant high alert for both their and our safety. Although connected to a main road (Fullarton), we are a residential street with many families. So any help the Council can action that will aid to slow down the often dangerous and aggressive stream of traffic travelling at high speed down our street would be so tremendously appreciated. Thank you so much for raising this proposal and for taking the initiative, time and care to do so!
Yes	Yes	Strongly support the reduced speed limit! As a resident on William St Norwood I have seen an increase in poor driver behaviour over the past five years and hope that the speed reduction (and policing thereof) will help restore the residential and community atmosphere of our neighbourhood.
Yes	Yes	
Yes	No	Slower speed limits will make me feel safer cycling and will make me feel more comfortable letting my kids walk through the neighbourhood to The Parade.
Yes	Yes	slowing down traffic leads to less pollution from noise and exhaust and keeps our streets safer for all concerned: motorists, pedestrians, cyclists, pets and children.
Yes	Yes	The sooner the better. There's far too much speeding traffic and rat running in Norwood.
Yes	Yes	Whilst a great initiative how will this stop the van/truck drivers who use our residential streets as shortcuts/racetracks?
Yes	Yes	
Yes	Yes	
Yes	Yes	This will increase pedestrian safety and encourage walking. If possible Osmond Terrace should also be included or have a lower speed limit than main roads.
Yes	Yes	Makes sense to keep the main roads at 60km but to slow down those if we can that use the residential streets to cut-through and endanger the elderly and children not expecting them to speed through.
Yes	Yes	The Beulah Rd bicycle boulevard should probably be 30 km/hr to further improve cyclist confidence in their safety.
Yes	Yes	
Yes	Yes	Please support for a more walkable environment.
Yes	Yes	
Yes	Yes	
Yes	No	
Yes	No	I live in Heathpool, and would also welcome such restrictions there, basically all traffic on most of our roads should be limited to 40km as the default, with higher speeds for primary roads - I understand are outside your control anyway, such as Portrush or Magill Roads - and selectively, secondary roads as you seem to have identified. So appreciate the forward-thinking of Council on this matter.
Yes	Yes	
Yes	Yes	
Yes	No	Make our roads safer for bike riding by reducing speed limits please!
Yes	No	This is a no brainer that has been successfully implemented in many other parts of Adelaide.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	No	This replaces the previous form which was mistakenly sent before completion. I regularly visit my daughter who lives in this area and attend my physio and pilates studio in this area. As a former Director Road Safety of South Australia, I strongly support the application of a citywide 40 km/h speed zone. This now represents minimum level safety and liveability standards in urban Australia. I was surprised about the rather prosaic and functional level of communication for this change, but appreciate that this process is now business as usual for any council which takes care and concern for the safety, health and welfare of those people who use the roads it is responsible for. For too long, the Department I worked for put barriers in the way of councils lowering speed limits, and I'm glad that actions I took within the Department a decade ago have got to the point where such actions are now routine. That said, no speed limit reductions can be taken for granted given the history of poor professional practices and community information in the past. As one of the world's leading road safety management consultants, regularly engaged by the World Bank, the Asian Development Bank and other multilateral organisations, I can advise that safety understanding and practice has moved further onwards, and the United Nations Global Road Safety Week just past focused on the most recent UN General Assembly resolution calling for the application of 30 km/h speed limits in urban environments. The Deputy Prime Minister is a strong road safety advocate and was present in Adelaide at the Australian launch of Global Road Safety Week last month. As the President of the Australasian College of Road Safety, I can advise you that one of our few demands which are being addressed in the upcoming National Road Safety Strategy is preparation of a national regulatory impact statement to lower the default urban and rural speed limits. If approved, and the College is receiving substantial backing for our case, these changes will provide the foundation for achievement of the national targets which have already been signed off by all Australian transport Ministers – a 50% reduction in fatalities and 30% reduction in serious injuries on the country's roads by 2030. Achieving this target will be a major step towards the vision set out by Ministers - to eliminate fatal and serious injury on the road by 2050. Your simple steps in favour of the safety, health and welfare of the users of your road network are an important part of the progress being made. I recognise that there remain some people and some professionals and some elected representatives who favour other things. If you as Councillors feel a need to discuss, rather than simply endorse, this straightforward safety decision, or wish to discuss how you can move beyond this action and assume a leading local government role in sustainable mobility, I would be very pleased.
Yes	No	
Yes	No	
Yes	Yes	
Yes	Yes	Research indicates impact of vehicle collision when speed is 10km/h less from (50 to 40) is greatly reduced. If we want safe streets for families, cyclists it's a good step forward. Has worked well for City of Unley.
Yes	Yes	Great idea - will make back streets much safer. It will need to be policed - if it is not enforced it will be ignored.
Yes	Yes	I live on First Avenue St Peters and I want to stop people using our street as a short cut from Payneham Road and the speed they travel. 40km/ph would assist greatly with this and it needs to be policed once it is done.
Yes	Yes	
Yes	No	I regularly cycle and drive in the area, and think that the whole of Beulah Road (through Burnside) and surrounding suburbs should be lowered too. It would increase safety and reduce emissions.
Yes	Yes	If you do this please police the restrictions. I live in George Street, 50 km/h and many cars just accelerate down the street from Kensington Road or from the William Stree roundabout. There seems to be no policing of the non-smoking rule on The Parade as well.
Yes	Yes	Pedestrians will feel much safer with slower speeds
Yes	Yes	I absolutely support this. It is beneficial for safety as well as amenity. Reducing the speed limit to 40km/h will literally only "delay" people for a few more seconds, but will have a dramatic effect on safety. A study undertaken by the Centre for Road Safety, which looked at 10 years of data (2005-2015) showed over a 30% reduction in crashes causing serious injuries and deaths when the speed limit was reduced from 50km/h to 40km/h. Looking at it from a different perspective - If you were armed with this data and had obligations under OHS legislation you would have no option but to reduce the speed limit. From a safety perspective, surely the Council has no option but to implement this change. The reduction also makes the streets much more pleasant. It will reduce the incentive for people to take shortcuts off arterial roads as the perceived benefit will be less. Slower traffic will also generate less road noise. Thank you for considering my submission. Michael (Resident- Norwood).

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	Chapel Street desperately need reduce the speed limit.
Yes	Yes	hope to see a further reduction once trial period complete
Yes	No	I have felt unsafe commuting on bike or walking with children & my dog when vehicles are speeding through, seemingly using these back streets to take short cuts. Implementing traffic suppression measures like this not only increases safety but encourages vehicle users to utilise the main roads where they should be. Ultimately this should provide significant cost savings to the council with reduced maintenance requirements.
Yes	Yes	The change to 40km/hr will Improve safety for the community. Particularly in a time where it is near impossible to regulate drivers using mobile phones. It supports the demographics of the community by better protecting children and the elderly. The proposal will also enhance vitality and livability for residents, businesses and visitors to Norwood and Kent Town.
Yes	Yes	I live at 96 Edward Street and find reversing out of our driveway a challenge. Managing cars parked solidly along the street with the limited clear vision time to complete the manoeuvre is nerve wracking . Most cars do not get up to 60 & more likely 50 but an extra 10 km would make a difference not only to safety but also to the amenity of quieter peaceful living. Somewhat lacking at the moment especially with the development of Coles and increased cars with the new high density apartments going on top.
Yes	Yes	
Yes	Yes	
Yes	Yes	I use my car and ride my bike in this area. Safe bike routes are critical to improving the liveability in our suburb.
Yes	Yes	
Yes	Yes	Would be 100% great down Edward Street ????
Yes	No	
Yes	Yes	I support lower speeds on suburban roads in general but I don't necessarily think speed limits is the way to do it; people will just speed. It needs road designs that encourage more careful driving more generally
Yes	No	
Yes	Yes	I live at the southern end of Edward Street, which is used for shopping access to the Parade (not so much at the moment with Coles closed) and as a well-worn rat-run to avoid the Osmond Tce/Kensington Road intersection. There are times that it's a race-way, with cars (and trucks) exceeding the 50km/hr limit and speeding past. It's not occasionally, it's constant.
Yes	Yes	
Yes	Yes	I have coffee with friends at Bravo Cafe one morning a week and often observe motorbike riders doing wheel stands and speeding from the pedestrian crossing down The Parade! A number of cars with very noisy exhaust systems roar off down the middle of Norwood Parade after stopping at the lights. I am also aware of the sound cars racing around the suburban streets of Norwood while at home in Bond Street.
Yes	Yes	As a cyclist that lives in Norwood and commutes through everyday, this is important for pedestrian and cyclist safety. Additionally living on Sydenham Road, changing the speed limit to 40 will reduce traffic noise. YES PLEASE!
Yes	No	I live in Stepney, 40km in the residential streets is much safer.
Yes	Yes	We have tried for years to reduce speeding traffic in Percival Street, but have received virtually no support from Council. Perhaps this will help. The Parade between Osmond Terrace and Portrush Road should be included in the 40km/h speed limit. It is an area where there are so many pedestrians and businesses it needs traffic to slow down to increase safety.
Yes	No	Please keep our pedestrians and cyclists safe. Cities and neighbourhoods are for people, not cars.
Yes	No	

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	No	
Yes	Yes	Currently there are quieter streets that get a few fast drivers especially around rush hour where everyone is rushing to get home or to work. This is exacerbated when there are traffic delays in and out of the CBD. As a result, drivers will go through these quieter streets and drive fast, whether unconscious or consciously, as they want to get to their final destination with minimal inconvenience. As you know Norwood has several schools and children are getting to. from school. As the daylight gets extended, kids are still on the roads long after school has finished. To curb the driving speeds, it may be beneficial to install speed bumps on these quiet streets to deter people from taking the backroads to get to their final destination. In the area where there is light commercial/ industrial zoning like in Kent Town, commercial vehicles have to slow down but do not as they may have pressing deadlines to meet.
Yes	Yes	As a pedestrian, crossing Parade West in front of Prince Alfred College main entrance is hazardous to me as the vision is very limited to seeing cars coming from both directions. There is no pedestrian crossing there nor a school crossing either.
Yes	Yes	
Yes	No	
Yes	Yes	Absolutely support this. Would love to see a traffic calmer in Percival Street, too.
Yes	Yes	
Yes	Yes	
Yes	Yes	Yes fully support this and particularly in the Kent town laneways which will also need appropriate signage to reinforce the limit.
Yes	No	
Yes	No	I commute by bicycle via residential streets (not main roads), so a speed limit reduction would be very welcome.
Yes	Yes	
Yes	Yes	As a cyclist and pedestrian, I welcome this move. I am, however, sceptical that it will be strictly followed, as I have witnessed vehicles travelling down Norwood's back streets at speeds that would be closer to 60 km/h. Maybe this initiative will temper that a little and we will see speeds at the upper end of what we currently have (50 km/h)!
Yes	Yes	
Yes	Yes	I live on little capper Street, it is currently used in a very dangerous way by drivers cutting through and picking up from PAC. Drivers park illegally meaning other drivers have to pass in dangerous ways that mean visibility is limited. I have a primary aged child and we walk to school every day, the walk along little capper is very dangerous as cars speed and have poor attention due to rushing.
Yes	No	I would like to see 40km/h speed limits throughout residential streets of the whole council area not just the selected streets proposed. These cut through areas need to be monitored by police or the reduced limits are futile. I live on First Avenue, St Peters and the cut through traffic here is dangerous and incessant during peak hours with some drivers traveling well over the speed limit.
Yes	No	Yes , many other cities around the world are reducing vehicle speed limits to make for a much more "people friendly" place .
Yes	Yes	The Parade eastern end from Portrush Road to Osmond Terrace should also be included.
Yes	Yes	
Yes	No	I regularly cycle and drive through the area for commuting to the city and shopping in Norwood.
Yes	No	
Yes	No	Excellent idea. Improved safety for pedestrians and cyclists. It's good to reduce the dominance of motor vehicles.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	In addition to the 40kmph limit , which is a great idea but not able to be enforced all hours , a number of speed bumps should also be installed. This street has recently become a race track! Something needs to be done urgently before someone is injured or worse. Many aged residents use this street.
Yes	Yes	
Yes	Yes	
Yes	Yes	most side streets are narrow, cars parked on both sides of the road. Cyclists use the roads, there are many cross roads and lots of vehicles using side streets to wind their way through Norwood / Kent Town to enter the CBD of Adelaide. A lower speed would make it safer for all road users.
Yes	Yes	Give the residential street back to the people by slowing cars down. If Norwood is serious about encouraging cycling, the cars need to be slowed down.
Yes	No	
Yes	No	
Yes	Yes	I fully support this proposal as a resident of George St who walks my child to and from Norwood Primary every day. Cars really do hoon down George St, particularly approaching the Parade and as a residential/shopping precinct 50km/h is just too fast.
Yes	No	
Yes	Yes	We both definitely support the move to 40k.
Yes	Yes	Some wide or less frequently used roads could be excluded.
Yes	No	Owned a house in Norwood for 30 years, and still own it, even though have moved to Toorak Gardens. Many of the back streets are narrow with many parked cars so 40 kmh is a great idea!
Yes	Yes	This would make streets such as Sheldon Street much safer for all.
Yes	No	
Yes	No	
Yes	Yes	The Unley Council seem to have prospered over the several decades that it has had 40 kph speed limit, why not Norwood?
Yes	Yes	
Yes	Yes	I support 40k in all streets.
Yes	Yes	I think a 40km/h zone should also be considered for Norwood Parade between Portrush Road and Osmond Terrace. Also construct a scramble crossing at the George Street and Norwood Parade intersection
Yes	Yes	We are strongly supportive of the change to 40kph in Kent Town. Having lived here for 3.5 years we are unhappy every day with people using Kent Town as a cut-through suburb and/or travelling at excessive speed and noise. Bring the change on!
Yes	No	Speed is a real safety issue.
Yes	Yes	Very good idea. Reportedly works well in Unley. The 10 kph drop is hardly noticeable with traffic in many local streets already calmed by corners and roundabouts leaving only fairly short stretches in which to accelerate, drive and brake before the next intentional obstacle.
Yes	Yes	40km/hour has proved to be beneficial in Unley, and they have similar traffic volumes to ours. We need to do something to improve safety on our roads. 40km/hour would be a step in the right direction.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	
Yes	Yes	I think the reduction in speed limits is a good idea. I particularly like the inclusion of the supposedly bicycle-friendly streets - Beulah Road and William Street. The camber on William Street and the roads that slip into William Street are such that, for a cyclists, it can feel like drivers are not going to stop when they come to the roundabouts in William Street. Slowing the speed they can use will vastly improve the safety for cyclists, particularly from drivers who are heading straight ahead (ie not turning left or right as they enter William Street). Many drivers use those streets as a quick route through the suburb. I have been knocked off once by a car that was speeding through one of the roundabouts, and I am now understandably a bit nervous when I see a car speeding towards (and sometimes through) the roundabouts.
Yes	No	
Yes	Yes	We have cars, bicycles, children, dogs and elderly residents on the streets of Norwood. Slowing everyone down makes it safer for us all.
Yes	Yes	Great idea, which aligns perfectly well with the development of the Beulah Road Bicycle Highway and the overall global trend. I live in Wall Street and the street suffers a lot from drivers who visit the parade but cut through the smaller parallel streets to avoid traffic. In my opinion, 50 kmh is too fast for these narrow roads. Furthermore, I cycle into the city everyday (as more and more people from the area do these days) and the reduction of the speed limit would mean a great improvement in road safety for all cyclists. This is especially true for all the roundabouts in the area. It is very easy for fast cars to overlook cyclists when entering the roundabout and in my opinion, reducing the speed of the overall traffic would give everyone more time to prepare, look out and stop in case of an emergency.
Yes	Yes	Travelling at speeds higher than 40Kph is almost impossible on residential streets, yet some people will still do it, with disastrous effects. When a pedestrian unwittingly encounters a driver at higher speeds the injuries are far more serious and in the case of a child more likely to be fatal. Drivers who are against these mandatory speeds cannot understand the problems posed to some innocent pedestrian due to their right to be on the road. The council's argument is correct as to amenity.
Yes	Yes	Many wider streets perceived as speedways. Extraordinary increase in volume of traffic resulted in increased disregard for speed restrictions. I hope that speed restrictions are most viable way of traffic control. The broad traffic humps seem eminently successful.
Yes	No	I'd like to see this adopted across the whole council area.
Yes	No	This will greatly assist in transitioning our residential streets to cycle/pedestrian friendly environments. Roll out council wide!
Yes	Yes	
Yes	Yes	
Yes	No	Residential streets should be safe for all forms of active transport.
Yes	Yes	
Yes	No	Rental property in Norwood
Yes	Yes	Living in Norwood, I don't generally feel car traffic is too fast and I mostly feel safe crossing residential roads. I do feel that reducing the speed limit would help in countering the instance of hoon driving which sometimes occurs in my neighbourhood around Edsall, Elizabeth and Sydenham Roads. I support the lowering of the limit to 40kph.
Yes	Yes	This needs to happen. As an active cycling commuter, cars often speed past. Slower cars is safer for everyone.
Yes	No	I think this a very worthy proposal as most western countries have taken note of the safety evidence and lowered speed limits in all urban areas. This is mostly 30 km/h so a reduction to 40 would go some way to make streets safer for all users and keep up with road safety advances in the rest of the world.
Yes	No	
Yes	Yes	
Yes	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	No	Shop and socialise in Norwood and commute through both areas, including with my children on bikes.
Yes	No	I live in St Peters and regularly commute through Kent Town. This is a much needed change to increase the safety of the streets.
Yes	Yes	We live on Edward Street (on the Magill side of Beulah Rd) and people regularly speed down the road. At night we have cars accelerate loudly coming out of the round-a-about clearly going faster than 60km. It is a very busy road due to all the traffic coming and going from the shopping centre. There are kids everywhere some time of the day on and around Edward St so I think it is about time the speed limit was lowered.
Yes	Yes	
Yes	Yes	As well as supporting this initiative, I'd also like to see more done to slow traffic on Beulah Road between Osmond Terrace and Portrush Road. Cars approaching the roundabouts travelling north/south and south/north often fail to give way to cyclists.
Yes	No	Vital for child safety.
Yes	Yes	
Yes	Yes	We live on Osmond Tce & think it & the Parade between Osmond & Portrush Rd should be included in the 40k/h zone too.
Yes	Yes	
Yes	Yes	
Yes	Yes	The speed limit will need adequate policing otherwise the change in speed limit will make no difference.
Yes	No	Hope it slows traffic at roundabouts. I have had several close calls.
Yes	No	The key is enforcing the limits that are in place. Most stupid drivers drive more than 50 km/h. It all depends on time of day, number of people and a host of other factors! We may not live in NPSP but we do most of our shopping in Norwood.
Yes	Yes	High time! As a resident at the corner of William & George street, we often are subject to people using it as a rat run, often at speed. Will need to be enforced.
Yes	No	
Yes	No	
Yes	Yes	There are a number of drivers who speed through Kent Town and make it dangerous for residents and visitors who are trying to cross the street. Rundle Street and College Road are very high use roads, speeds are often in excess of 50km/hr. The additional problem is the number of drivers who are not able to see cars when turning. I see many instances where there are near misses.
Yes	Yes	Why not include The Parade?
Yes	No	
Yes	Yes	I would like to see all of The Parade at 50kmp/h
Yes	Yes	I believe the lower speed limit is important for safety of children and older residents. It will improve the liveability of the area.
Yes	Yes	
Yes	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	Since humps were put in Beulah Road, our street (Sheldon St) is being used more and more as a thoroughfare. Our street is 100% residential with parking on one side & even now 2 cars cannot pass head on without one stopping. It is dangerous for children, adults and animals. With more residential buildings being erected close by this problem will only get a lot worse. We need not only 40K but also humps in this street.
Yes	Yes	
Yes	Yes	And the lanes- need to be 25km before someone is killed. Several near misses have occurred in Little Rundle Streets. 25km signs or humps need to be provided please.
Yes	No	
Yes	No	40 km/h local residential streets are essential. As a frequent bike rider on these streets, vehicles are often observed travelling at 50km/h, which feels very unsafe when riding in a shared environment, especially with young kids. As a recent bike rider in the City of Unley area, 40 km/h will provide a significantly safer environment. City of Unley have had their 40 km/h speed limit in place on all their local residential streets since 1999. Get with the times!!! Residents, businesses, and the overall community regardless of mode of transport will significantly benefit from this initiative - as it will significantly assist in providing an improved and more welcoming environment regardless of your mode transport - walker, bike rider, e-scooter user, public transport user and/or driver.
Yes	Yes	
Yes	No	CYCLISTS AND PEDESTRIANS will be safer. livability will grow stronger as you say and CO2 emissions might go down with less stopping and starting as the slower speed will bring. All these things are important when we consider the doomsday clock at 100 second to midnight
Yes	Yes	Very supportive of this measure. Long overdue as someone who has lived and worked in the area for 11 years.
Yes	Yes	
Yes	Yes	Sydenham Rd btwn The Parade & Magill Rd is a rat run especially during the week so as to avoid two major & complex intersections. A 40 zone may help to reduce but I doubt it. 15-20% probably don't obey the 50 zone now! Speed humps that were installed on Beulah Rd between Fullarton Rd & Osmond Tce seems a better idea (with the 40 Zone thrown in)... Sydenham is way more of a rat run. Thankyou
Yes	Yes	
Yes	Yes	
Yes	Yes	Very pleased to support this proposal throughout the proposed region and, in particular, as a long term residents of Elizabeth Street Norwood. In fact we're delighted. We're hopeful the proposal will be approved and implemented. How it might be implemented is crucial to its success - or failure. Since OTR commenced on the corner of The Parade and Elizabeth Street our smooth road serves as a speed track for drivers heading both south and north. In particular when leaving the OTR station and heading south down Elizabeth many drivers mistake our residential street for Peregrine's The Bend race track. The traffic is heavy with commuters before and after work and school drop-offs and very few obey the current 50k limit and I'd suggest unlikely to change their habits and reduce speed further. I've requested the attendance of a police speed camera positioned on Elizabeth Street on two occasions with no response. If the proposal is successful I hope the 40k limit will be enforced which I believe occurs in the Unley Council area. I certainly hope 40k signage would be included for Elizabeth Street. And an education strategy put in place early. Thanks for the opportunity to comment of this issue. The social environment has changed and we're pleased the Council is acknowledging this.
Yes	Yes	
Yes	Yes	
Yes	No	
Yes	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	My car was written off when I pulled out of my residence (Chapel St Norwood) and a car which I could not see collided with me at a significant speed. Cars routinely use Chapel St as a shortcut to bypass Magill Rd and dangerously exceed the speed limit. I do not feel safe pulling out of my residence and strongly support the speed limit being reduced in the residential streets of both Norwood and Kent Town.
Yes	Yes	
Yes	No	The best solution would be for a 30 km limits for the whole city.
Yes	Yes	
Yes	Yes	There is a need to slow down traffic as I have seen a considerable increase in cars and trucks using the streets. Also the NPSP Council promoting shopping, the benefits of the Norwood Oval upgrade and hence these activities bring more traffic and people to the area. This proposal is to make the streets safer for all users. I cycle in the area and I see the need to slow the traffic down. It's a no brainer for this proposal to be adopted!!
Yes	Yes	Increasing number of cars using Norwood as a thoroughfare to avoid main roads. Speeding and endangering lives.
Yes	Yes	Absolutely. Lower speed limits are imperative to continue Council's vision to maintaining and bettering a safe environment for its residents and visitors. As if this even needs a discussion!
Yes	Yes	
Yes	Yes	
Yes	Yes	Main roads are for traffic travelling 60km/hr as a main route. Side streets are for traffic to move slower (40km/hr) and share the street and surrounding areas with residents.
Yes	Yes	yes, good idea, a safer community will result, Unley works well .
Yes	Yes	
Yes	Yes	
Yes	Yes	
Yes	No	
Yes	Yes	
Yes	No	
Unsure	Yes	I think some of the larger roads such as Sydenham Road, George St, Beulah Road and Williams St should remain at 50. Otherwise support 40km in smaller streets.
Unsure	Yes	
Unsure	Yes	I think this so called consultation needs a bit more substance from the Council as to the benefits a 40 or 50km speed limit would have on the proposed streets.
Unsure	Yes	Sydenham Road, Edward, George and Queen Streets should be left at 50km/hour limit. Otherwise I can see many issues arising from a 40km limit. These streets provide their own restrictions.

Support 40km/h Y/N	Live or work in Y/N	Comments
Unsure	Yes	All residential streets should be 40km/h. Many effectively are already; drivers voluntarily moderate vehicle speeds. We do. Additional speed might shave "seconds" transiting suburbs. It is unnecessary. Several local studies (SA, Aust) support this assertion and international studies have concluded that small percentage speed reductions render much larger reductions in accident and trauma rates.
Unsure	Yes	The difference between 60KMh for major roads and 40KMh for residential roads is quite large and could lead to confusion when traversing a mixed route across the area. I don't have any objection to the residential 40KMh otherwise. There are also quite a few Norwood streets which are too narrow to support 40KMh and would benefit from a 30KMh limit. Any changes should take account of the adjacent council area limits (e.g. Burnside) and should include the rest of the NPSP area. I think careful coordination will be necessary before any changes are published.
No	Yes	
No	Yes	We moved from Unley area, in part due to lower speed limit. Too confusing with multiple speed limits. But would support lower limits in key shopping streets (eg: behind and around Norwood Place).
No	Yes	
No	Yes	Not necessary as in general, we have excellent footpaths pedestrians can stay on. I have 3 small children, we live in Norwood and walk around the area daily.
No	Yes	Needless expense for additional and potentially confusing speed limit signage. No factual evidence has been provided that by reducing speed limits on already narrow, short streets in the affected area (especially where a speed of 50km/hr would not be considered safe practice anyway) will affect safety outcomes. Any change to less than the default limit of 50km/h, would only need to be in streets with clearly justifiable risks, e.g. where passing oncoming traffic is not possible due to parked vehicles, or similar traffic flow restrictions. Competent driving should ensure adherence to a safe speed level as conditions dictate.
No	Yes	The current 50km/hr speed limit is fine. The occasional idiot who drives through suburban streets doing 60km/hr or more is not going to be deterred by reducing the limit to 40km/hr. Rather council should look at carrying out random speed checks to fine those exceeding the current 50km/hr limit.
No	Yes	50 is safe. Please don't decrease the speed limit.
No	Yes	This is ridiculous. As a resident of Norwood I absolutely do NOT support the lowering of the speed limit in residential areas.
No	Yes	
No	Yes	
No	Yes	It does not make streets safer. Good drivers drive safely. Speed humps and restrictions increase risk of death in the event of an ambulance ride for a heart attack victim.
No	Yes	50km is fine, safe and quiet.
No	Yes	There is already ample infrastructure in place to prohibit speeding including speed humps and many roundabouts. A reduction in the speed limit is an unnecessary inconvenience to locals.
No	Yes	I don't believe it is necessary to lower the speed limit.
No	Yes	
No	Yes	Many roads in Norwood, eg Sydenham Road, are wide and open, with great visibility, and recently resurfaced so are in good condition. Absolutely no need for this long straight road to go from 50km/hr > 40km/hr. Roads such as Beulah road already have speed humps to slow traffic. I do not support lowering the speed to 40km/hr.
No	Yes	If there was stricter policing of the hoon driving and exceeding 50 it would be a better place. The issue is not the limit but the lack of policing of it. Much like the parking situation appalling
No	No	I believe the current speed limits are adequate.

Support 40km/h Y/N	Live or work in Y/N	Comments
No	No	
No	No	There are too many speed changes in the area which will leave people confused and ultimately fined for driving at the wrong speed. I feel it is totally unnecessary and don't see any gain, only very irate drivers leading to more road rage. We have more than enough speed humps to slow people down. Place more speed humps in dangerous high speed areas instead.
No	Yes	NPSP Council considered lowering city speed limits to 40Km/h in 2015. At the time, Council consulted the community who responded with an overwhelming 67% majority in favour of leaving speed limits as they were. Now, Council are spending \$4,000 of rate payer money to conduct the same consultation in the hopes of achieving a different result. Instead of targeting the easiest and cheapest of the four main pillars of the Safe Systems Approach, namely Safe Speeds, why doesn't Council target the Safe Roads or Safe People pillars? Educating people on safe driving practices and giving people well-designed, well-maintained roads to drive on would achieve a better road safety outcome than simply working to impose a blanket, city-wide 40Km/h speed limit.
No	Yes	
No	Yes	40 kms p/h is a slow pace with no flow and very difficult to stay under that speed. 50 km p/h is fine, leave it that, 99% of people are safe & responsible drivers at 50km. Don't complicate the speed limits in my area & open up speeding fines opportunities for revenue. I am a rate payer!
No	Yes	Absolutely stupid idea. May as well ban cars then no accidents!
No	Yes	This is almost as ridiculous as your "Piazza" plan or the bikeway boulevard on Beulah Road. Just stop the bullshit ideas and find something useful to do - maybe some tree trimming or removing the planter boxes on Beulah Road so vehicles bigger than a Mini can traverse the road without driving over kerbs and incurring subsequent damage to rims etc.
No	Yes	
No	Yes	Support 40kph - but would like to see The Parade West also included at 40kph - as is different from The Parade (width, lanes, curb side parking, residential driveways, mix of residential and commercial development and schools - therefore should also be 40kph. Closeness to city encourages pedestrians - 50 kph is too fast for school zone. The Parade West should not be excluded.
No	Yes	
No	Yes	
No	No	
No	Yes	The proposal will slow transit times and render Norwood an over-regulated nanny suburb. I have lived here since 1996 and my observation is that drivers self regulate without big brother. I think this is an appeal to the do-gooders and the infirm who want to be mothered. Don't do this please. It is un-necessary. The enlarged roundabouts already do the job. Thanks.
No	Yes	
No	Yes	my impression is that unless there is evidence to suggest 40 vs 50km/h reduces accidents then it should remain as it is. The nature of the streets along with speed humps effective curtail speed anyway.
No	Yes	40kph speed zones sound good but have no proven beneficial impact in local government areas where they have been implemented. They are however used as revenue raising to solve a on existent problem. The vast majority of drivers in the subject area are responsible and those in the very small minority that are not, will drive inappropriately irrespective of a 40 or 50 kpm speed limit.
No	Yes	I don't support 40 in back streets. However I feel that The Parade between Portrush Road and Fullarton Road should be lowered to 50 km/h. this is due to the large amount of people crossing the road and people double parked to load goods into their car and people trying to park on the side of the road. Kensington Road between Portrush and Fullarton should also be lowered to 50 km, it would help to reduce the number of accidents on the road. Please drive to fast and not to the conditions.

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	As a resident of Kent Town, a 40km/h speed limit would be more of an impediment than a benefit and we strongly oppose it. There are problems with speeding drivers, however a lower speed limit will do nothing to change this, the streets will also be plastered with ugly speed signs and speed notification signs. I would however support 40km/h on The Parade between Osmond Tce and Portrush Rd only.
No	Yes	
No	Yes	
No	Yes	40kmh is way too slow. Modern cars are capable of stopping very quickly.
No	No	
No	Yes	I live in Norwood and walk around the streets all the time. I have NEVER felt my life endangered by drivers or drivers doing the current 50km/hr speed limit for that matter. It is completely unnecessary to reduce the speed limit in these areas. Reducing the speed limit will not stop those speeding. Those people will always continue to speed no matter the limit. My partner lives near the prospect council which is all reduced speed limits and to me that makes no difference what the speed limit is, people are not abiding by it, another waste of time revenue earner. If you need to collect speeding fines (which to my knowledge you don't anyway, the police do) then go for it, but as I said it won't reduce speeding. I have also never heard of any pedestrian or cyclists being hit in these residential streets. Main roads yes but not back streets!!!
No	Yes	
No	No	
No	Yes	Not necessary.
No	Yes	It would slow down traffic on significant internal suburban streets too much e.g. William St.
No	Yes	I would like to see concrete evidence that reducing the speed limit would reduce traffic accidents, and make our Neighbourhood safer!
No	Yes	Before implementing an inconvenient speed limit, please show evidence that this will reduce accidents. How many accidents are there in the residential streets around Norwood and Kent Town? In what proportion was speed a factor? Would implementing a 40 km/h speed limit have prevented any of these?
No	Yes	
No	No	Removable or fixed speed bump is preferred to slow down in some black spots or before intersection or in the middle of a long straight road. (from a rate-payer of City of Norwood Payneham & St Peters).
No	Yes	I am a long term resident and business owner of Norwood and dont see any benefit in reducing the residential streets down to 40kms
No	Yes	
No	Yes	
No	Yes	It's not necessary to reduce the speed limit - 50 kilometres working well. Just keep clear access for cyclists and pedestrians.
No	Yes	Residential speed limits have already been reduced from 60 to 50. Current safety arguments also strongly support a 30Km per hour speed restriction. Is this ultimately where we are headed? I do not consider that reducing the speed limit to 40 will in fact address hoon/rat runner behaviour or the growing (?) lack of pedestrian attentiveness (especially those on mobile phones) to road safety. ALL parties (drivers, parents, pedestrians & pet owners etc) share a road safety responsibility & should behave according to prevailing road conditions rather than expecting problems to be sorted out by lowering speed limits.
No	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	Totally opposed. Accidents and injuries are low and there is not a pressing problem to address. If it were otherwise then we ought to consider if current speed limits are a contributing factor. Change for a reason not identified is opposed by me.
No	Yes	I believe we are turning into a "nanny state" where people simply rely upon someone else to accept the responsibility... "if I'm doing wrong ... you tell me off" head-set. Such delegation of responsibility is a cop-out by (in this case) drivers who want someone else to police their behaviour. If 50kph is established as a limit it will need to be policed/enforced. And takes away any "ownership" by the fool who travels way above the current limit. REDUCING THE SPEED LIMIT WILL NOT STOP CRETINS OR INCOMPETENTS SPEEDING... it will simply transfer blame to the authorities and away from the perpetrators.
No	Yes	
No	Yes	
No	Yes	
No	Yes	
No	Yes	One of the positives about the area is the flow of traffic and the ability to use various streets at safe yet efficient speeds (50km/h).
No	Yes	
No	No	Speed isn't the problem of accidents it is incompetence and governments and councils not emphasizing on pedestrian education and making pedestrians accountable NOT just drivers.
No	Yes	
No	Yes	
No	Yes	40 km/h streets do nothing to stop the real menace - hooners. Never had any trouble with the vast majority of people driving along at 50 km/h but there are motorcyclists and d*ckheads in cars with stupidly loud exhausts who either speed like maniacs or take delight in causing backfires. What we need is actual policing, not 40 km/h limits. p.s. It's a nightmare in Unley Council where there are plenty of hated 40 km/h areas.
No	Yes	Most streets cars are only able to travel at 40 mph at busy times already.
No	Yes	
No	Yes	
No	Yes	The speed humps are already enough, the traffic moves too slow as it is!
No	Yes	This is unnecessary and will add to travel time - stop becoming a Nanny State, surely there's better uses of our Police's time than nabbing people doing 43kms down streets!
No	Yes	Continuously lowering speed limits is not a solution to the issues experienced in the Norwood and Kent Town areas. People who drive at speeds exceeding the current limit will exceed the new one as well. People who drive inattentively, meander between lanes and across shoulders, will continue to do so. This area is crawling with motorists searching for the perfect parking spot, so erratic u-turns and kerb-crawling are rife. There is a significant elderly population, so inattention and general unawareness of road laws is a given. There are multiple school zones with parents queueing around the block, which often leads to competitive and aggressive driving by others trying to traverse these same zones. Any traffic issues which this proposal seeks to allviate are the product of distracted drivers in a densely populated commercial area full of bottlenecks. If you lower the speed limit, you do not address these problems. Any responsible driver can see when it's unwise or impractical to drive faster than 40km/h, and any irresponsible driver doesn't care about your new speed limit. The uptick in speeding fines will no doubt be profitable, but it will be a burden shouldered by an entire community based on a knee-jerk response to any concerns raised by a vocal minority.

Support 40km/h Y/N	Live or work in Y/N	Comments
No	No	
No	Yes	This a backwards step how many accident or fatalities have occurred in the designated streets on proposed map. The modern vehicle are now fitted with FORWARD Crash Mitigation. As a resident of Norwood I am amazed at the current attitude and the number of pedestrians who cross the road with no regard to their safety they just ignore you, I will always give way but they behave like they have a divine right over Vehicles. It is yet another typical Adelaide view no wonder we are called the Granny STATE. Or Australia's rust Bucket STATE.
No	Yes	I have been a Norwood home owner and resident for 19 years. The 50km suburban speed limit should be maintained. Drivers drive at or below the speed limit when required. The statistics for vehicle and pedestrian accidents are extremely low, almost zero, thus supporting keeping the 50km speed limit.
No	Yes	I believe that a change to the speed limit is pointless without measures to ensure that cars comply with these restrictions. I live on a through road in NPSP and regularly see cars driving at excessive speeds, but there is nothing to stop them nor policing of this behaviour. Reducing the speed will do nothing unless appropriate measures are taken to enforce the limits.
No	Yes	I certainly can appreciate why this is wanted or proposed. I also understand the difference 10km/h can make in the unfortunate event of a crash. However, I believe that 50km/h or 60km/h is an acceptable speed limit. I should hope that everyone on the roads is being safe and following the rules to the letter and assuming this is the case a speed limit of 50km/h is acceptable. I do understand that saying this is somewhat flawed as obviously there will always people who do not follow the rules, but if they are not going to follow the rules anyway what difference will an imposed limit 40km/h make. I do want the area to be safe, but I don't see how this limit will fix all the issues.
No	Yes	Are there really that many accidents in Norwood? Instead of making a blanket ban, perhaps if there is a problem street, limit that to 40kph.
No	No	I understand the reasoning, but people who are going to go too fast will do so anyway. I think the existing 50kph is sufficient to be safe.
No	Yes	
No	Yes	I own a property in Norwood and regularly drive around area and do not feel that the speed difference would be safer or beneficial. 50km/h is slow enough surely.
No	Yes	I think too many major roads will be listed as 40kms an hour. It is important to move traffic especially in business areas. i.e. King William Street Kent Town Mayor wide road, Chapel Street Norwood.
No	Yes	40kph is so very slow particularly on streets such as Sydenham Road or other 'more significant' streets in Norwood/Kent town. Further those streets that are of issue already have humps ie Beulah Road. I do not support the change to 40.
No	Yes	
No	Yes	I do not think this is necessary as the speed platforms in Beulah Road and the roundabouts are sufficient to slow traffic down. Therefore, i am reasonably satisfied with the current situation.
No	Yes	This is ridiculous do not change the speed
No	Yes	I do not think that there is any need to reduce the speed in fact I think that Osmond Tce should be 60 ks
No	No	
No	Yes	We are far too mollicoddled in these matters - 40km/h is TOO SLOW - RIDICULOUS!
No	Yes	Absolutely unnecessary proposal! Norwood is no different than the City, Unley, North Adelaide or other suburbs that have high volume of traffic. 50km/h is an appropriate speed limit and should stay
No	Yes	The current speed limit is sufficient enough for safety.

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	
No	Yes	I read the Herald article and I do not believe that lowering the speed limit to 40KPH will do anything to alleviate the issues raised. Capper & Little Capper Streets will always have problems due to the number of cars which use it. Most of the time no-one is even doing the current limit on those streets as there are too many cars either trying to park or just pulling up. The so called 'rat runners' would not use the back streets if Fullarton Road flowed smoothly and was two lanes all the way through Kent Town. Having only one lane causes major issues, especially at peak time. I think residents would be better off advocating for improvements to the major roads.
No	Yes	There are already plenty of roundabouts and humps that already achieve keeping traffic to safe speeds in our local streets.
No	Yes	Nothing is done when drivers exceed the current speed limit. There are several school zone speed restrictions which are effective for keeping the children safe . Other than the school zones, it doesn't make sense for the speed limit to be changed to 40 when every other suburb is 50. This will cause unnecessary confusion and the unintended consequence is that it will be more likely that drivers will drive at the 50km limit that they are accustomed to. Norwood Council should be putting more effort into the upkeep of the streets including more frequent cleaning especially on The Parade . There are many pavers that need replacing. Please focus on doing the job at hand properly before legislating for the sake of legislating
No	Yes	This is a unnecessary retrograde step and a bad idea . It will only serve to confuse drivers and raise revenue for the Govt. It does nothing to enhance safety at all. How many serious injuries or deaths have occurred in Kent Town over the last 5 years due to traffic accidents ? I'll bet its very low . Therefore there is no scientific or real rationale for this bad proposal. Keep limits as they are. They are already slow enough.
No	Yes	
No	Yes	40 kmh is far too slow for roads such as Sydenham, Beulah and other similar connector roads in the area.
No	Yes	
No	Yes	
No	Yes	
No	Yes	Much of Norwood itself is ringed by roads which are 60 (e.g. Kensington Rd, Magill Rd, Portrush etc. Turning off these in to a 50 zone is difficult to remember to keep speed down, let alone into a 40 zone. The change in speed is too much. Many roads do not require the lower speed limit (e.g. George Street). Where roads are narrower there may be some justification, but can be controlled as much by traffic control devices (roundabouts, speed humps, rather than lower speed limits which can only be managed by policing and fining.
No	No	
No	Yes	I think its totally unnecessary and I own 4 properties in the Council Area so I hope you allocate 4 "NO" votes please. If we have a speeding problem, work with the Police to enforce the 50 speed limit, don't just impose a 40 limit now, then get the Police involved. That's just revenue raising.
No	Yes	I do not with to see multiple speed zones throughout the council area. Perhaps place stop signs on crossroads at roundabouts.
No	No	There is no justification whatsoever to reduce speed limits to a ridiculous 40km/h. Traffic already moves slowly enough through these areas. Educating the imbecile pedestrians and rabid cyclists (who pay no fees) and who create the road hazards are what you should be focussing on.

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	This is the VERY backwards step for the area I am totally against this 50kms speed limit is fine has work well for years we all don't want to walk , cycle or drive electric cars - as you want us to STOP interfering in our lives - fix the roads & footpaths if your bored.
No	Yes	
No	Yes	This cannot be policed and a one size fits all does not address individual situations, Just one more control.
No	Yes	leave speed limits as they are.
No	Yes	
No	Yes	
No	Yes	This is ridiculous. Do you have any empirical data to show that there will be less accidents at 40 kph? I suspect not. Slower speeds create more greenhouse gasses and pollutants per distance travelled. Vehicles in lower gears create more noise pollution. Once slowed down, vehicles then accelerate when out of the zone, creating an excessive burst of noise, pollution and greenhouse gasses that would otherwise not have existed. This proposal is madness! Almost certainly based on emotion and not science. What on earth can you be thinking?
No	Yes	If the current 50kph limits were policed and enforced there is little need that I can see why a 40kph limit is required. Our own street in Norwood (Wall Street) has become a rat run with many drivers exceeding the current 50kph limit so why would I assume they would follow a 40kph? Sorry I can see no value other than possible revenue raising to warrant a change'
No	Yes	Not necessary, short sections of road broken up by roundabouts and speed mounds already reduce the speed enough.
No	Yes	I find that the exceptions list is too small, why is it that nice wide, heavily commuted roads including William Street, Edward Street, George Street and Beulah Road are no included in it? The Roundabouts included in some of these streets enforce a passive level of speed control regardless. Please do not blanket enforce a 40km/h speed limit in the residential streets of Norwood and Kent Town.
No	No	I live in College Park and frequently visit The Parade
No	Yes	
No	Yes	I believe a 50km speed limit is sufficient within residential streets. There are far more important issues Council could be concentrating on and reducing a speed limit is simply a easy way of self promotion by conveying 'look, we've achieved something'.
No	Yes	
No	Yes	With the amount of roundabouts throughout the backstreets of Norwood, a number of slimmer streets, and the speed bumps installed along Beulah road, it's unnecessary to reduce speed limits within Norwood and Kent Town.
No	No	While it is not my primary work address I frequently visit these suburbs for work, I also live within the council area in a neighbouring suburb.
No	Yes	Despite the increase in population by 10% over the last 20 years, injuries have decreased by 50%. You can put a major component of this down to an increase in technology over the years. Cars can now brake quicker than they could historically, making the roads safer. There is zero need to further restrict limits unless there's roads which need it. I look at the map of proposed roads and some make zero sense for the reduction, ie. Sydenham Rd. Whereas others, ie. Sheldon St you might be able to argue it sensibly due to it being a skinny road with parked cars obstruction vision on one side which any kid/animal which might jump out of resulting in a dangerous situation. And even then, pedestrian INJURIES in the STATE are 1 on average every week.
No	No	

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	
No	Yes	Any decrease in speed-limit is only as effective as the 'will to police it'. As a ratepayer-resident of NPSP for over 30 years, the only location where I have seen speed-cameras etc is on Osmond Tce over that period. The issue of excessive speed inter alia dangerous driving is most frequently observed on The Parade, particularly at night. I have never seen it policed. I further consider that a reduction (as proposed) to reduce from 50kph to 40kph is too marginal. 50kph to 25kph YES. 50kph to 40kph NO. Why bother!
No	Yes	There's no need to further reduce speed limits. The bigger issue is educating drivers about give-way laws with respect to intersections and pedestrians, and speed limits won't help with this. Apparently a vast proportion of drivers don't even know the basics of when they must give way to pedestrians. Marked pedestrian walking areas at intersections (aligned with the footpaths either side) might help with this by drawing attention to the thoroughfare. Driver inattention is also a major issue (e.g. distractions due to mobile phones etc) -- again, lower speed limits (and thus probably unjustified fine revenue) won't help with this.
No	No	
No	Yes	Absolutely unnecessary.
No	Yes	I think this is a totally unnecessary proposal perhaps dreamt up by bureaucrats and or Elected Members looking for relevance. There isn't a speeding issue in Norwood side streets. Perhaps we can have someone walking in front of cars waving a red warning flag instead of the current proposal.
No	No	
No	Yes	a 40km/h speed limit is unnecessary. When the streets are busy you can't do more than 40 anyway and when they are quiet 50km/h is not an issue.
No	Yes	
No	Yes	
No	No	How about instead if continually reducing the speed limits back to the days when horse and cart still ruled the road we actually teach people proper road rules again and people how to cross roads properly again.
No	Yes	There is little to no difference between 50KPH and 40KPH. There are no accidents or incidents that would change due to a minor drop in speed. There is absolutely no point in doing this except to raise revenue via speeding cameras. I know you'll do it anyway because that council never listens to residents but Jesus guys stop spending money on pointless things like resurfacing the same roads over and over again and this garbage. Start addressing the things people care about like having a giant stadium with literally zero parking, insanity.
No	Yes	Improve traffic flow on the main roads. This is a proven way to keep side streets safe.
No	Yes	Besides some flaky reasons to reduce the limit to 40kmâ€™s Iâ€™m unable to see real reasons to reduce the limit. There is an argument that it may be safer, however if you want to make it safer for cyclists consider proper bike lanes. You will not reduce the number of accidents by removing the speed limit, there are many more factors that come into play for this. It will make it unattractive for people to go to Norwood to do shopping.
No	Yes	Ridiculous. Too slow at 40km/h. Revenue raising at its best. Streets are capable of 50km/h and must not be reduced. The current elected members for Norwood will lose my vote at the next Council election if it is reduced to 40km/h.
No	No	
No	Yes	I feel that 50km/h is fine. I've never had any trouble while driving in Norwood regarding the speed limit in my 2 years of living here. Unsure why anyone would think the change is necessary.
No	Yes	This is a stupid idea probably proposed by some old nanny
No	Yes	Don't make Norwood the "Nanny Suburb" 50km is slow enough and there are enough speed cameras taking advantage of revenue raising as it is. It confuses people, 60km, 50km now you are thinking of 40km also. Keep it simple.
No	Yes	
No	No	

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	I would like to respond to the proposed 40km/h speed limit in residential streets of Norwood and Kent Town. If this is implemented I feel that this would be just another imposition imposed on resident drivers in this Council area. I personally feel that the current speed of 50km/h should stay, there are many speed humps to deter lawbreakers, however, there will always be some who don't observe the law regardless of what the speed limit is! It will be mainly the people who observe the road rules who will be disadvantaged if this proposal comes to fruition. It is the old story that when the majority of law abiding citizens do the right thing they pay for the recklessness of the minority. If I were a cynical person I would say that this is just another way of revenue raising! Residents of NPSP don't have to be lemmings and follow other suburbs, particularly when there are so many minor roads in this Council area. On this basis I am opposed to the proposal to lower the speed limit to 40km/h in the NPSP Council area. I thank you for the opportunity to comment.
No	Yes	
No	Yes	
No	Yes	This is an extension of the spiraling number of speed limits that create confusion for drivers. This overrides the proposed safety benefits of the lower speed limit. Where does it stop?
No	Yes	
No	Yes	I understand reduced speeds around schools, but I have had no issues previously.
No	Yes	Before agreeing to this change I would value data that shows a need for slower traffic: * how many fatalities in the Council area in 50 KPH zones * where were these fatalities * how many accidents in roads and streets now allowing 50 KPH? * where were these accidents? I believe that too many changes of speed levels causes confusion to motorists, cyclists and pedestrians and makes it harder to predict the speed of vehicles, therefore causing more confusion and more accidents.
No	Yes	I live in George St and routinely approach my home via the side streets in order to avoid the chaos of the George St/Parade intersection. If this intersection was made more user friendly... even just a pedestrian scramble.would enable a steady flow of traffic and drivers would have no need to use neighbouring streets. I am concerned that a 40km limit will be purely revenue raising while the real problem continues.
No	Yes	Absolutely not. International studies have shown reducing urban speed limits does not make us safer. You need to target inattention and stupidity. Stop trying to turn us into a nanny state.
No	Yes	
No	Yes	50 kph is ample.
No	Yes	Kent town (where we live) and Norwood are mixed urban service environments and not residential suburbs only. The speed zones work as they are now set.
No	Yes	
No	Yes	50 km is fine
No	Yes	
No	Yes	40km speed limit did not work for Hutt St, so why would you bring it to Norwood and Kent Town? Do not implement this.
No	Yes	Reducing the speed limit will affect only those who obey the rules - The comment... During 2020, there were 20 crashes reported by SA Police in the suburb of Kensington. In 8 of those 20 crashes, one or more people needed to go to hospital. Fortunately there were no fatalities... does not say how many were caused by speed .. inattention, mobile phone use, lack of drop off areas around schools causes congestion and frustration leads to silly maneuvers or risk taking ...speed is not always the cause and not always the answer.

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	
No	No	50km is quite slow enough and I do not believe dropping the speed to 40k/h will stop the hoons and may actually cause people to lose concentration.
No	No	I would be interested in the data to support this reduction, have there been many accidents which were attributed to speed for example?
No	Yes	I am vehemently opposed to this.
No	Yes	
No	Yes	Speed Limits on State and Council roads should be uniform.
No	Yes	I think this is complete revenue raising. 50km is sufficient for safety. I live and drive/walk/run through these suburbs every day and feel very safe with current road speeds. I think it would be cruel to drop to 40km. Big side streets in Norwood often have speed cameras. We all have moments where we take a few seconds to adjust to the 50km/hour. If we take that bit longer and get caught doing 55km in a 40km zone that is a huge fine and possible loss of licence for some people. Given youth unemployment rates and the national pandemic why put more hardship on to people. Leave the 50km and trust people to do the right thing.
No	No	I believe that the streets in this area have the attributes (wide streets, etc.) that make a 50km/h speed limit safe and reasonable.
No	Yes	I support the long overdue 40km/h speed limit in the residential streets of Norwood and Kent Town but including also State Government Roads: Fullarton Road, Flinders Street, Rundle Street & The Parade, and Council Roads: The Parade West & Osmond Terrace. The roads the Council is proposing the exclude are too dangerous at 50km/h and should be 40km/h. I live in the one-way, residents only Conigrave Lane, Norwood. Currently the speed limit is 50km/h at which increasing cut-through vehicles dangerously drive. 40km/h is too fast for this Lane which is intersected by Hall St. 20km/h would be the safe speed limit as it is a shared way for pedestrians and cars, with no signage at the blind Edward St entrance advising vehicles about this shared situation. There are also blind driveways exiting into Conigrave Lane. Conigrave Lane also has a dangerous blind exit across a footpath (near the Norwood pedestrian crossing to the Norwood Primary School) onto Osmond Tce which also requires vehicles to be travelling at a lower speed than 40km/h.
No	Yes	I chose to live in this council area because it does not have a 40km/h limit. Please don't change it now, there is no need.
No	Yes	I have seen cars travelling at 50 km/h and people don't want to wait. I also seen people doing the right thing getting in the way of people doing the wrong thing it is not speed it is idiots that shouldn't be on the road. Take those idiots off the road and you can put the speed limit back to 60 km/h.
No	Yes	Some streets would be benefitted, particularly some skinny streets (e.g. King Street / Edmund Street / Church Avenue Lan). Beulah/Sydenham/most of Kent Town are safe at 50km/h.
No	Yes	Too slow and not necessary
No	Yes	
No	Yes	
No	No	Too many revenue raising changes to speed limits already.
No	Yes	What has changed to worsen amenity or safety in Norwood / Kent Town? Is there higher traffic volume? Have there been more accidents? no justification provided for this change. The Council running leave blowers on the Parade at 5:50am twice a week disturbs my amenity more. If people want a quiet and boring place to live, they can move to the City of Unley.
No	Yes	There is no need to decrease speed limit below 50km/h. 50 is slow enough.
No	Yes	
No	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	A ridiculous idea, have a look at Unley 40, 50 who would know? Friends actually moved out the other day as they were sick of the inefficiency of 40. I would be very interested in the statistics that back up the argument. Hope they are more convincing than those offered before millions were wasted on Beulah Road !
No	Yes	as long as there are vehicles on the road there will be accidents, no matter what the speed limit is. Driver education is the key.
No	No	I find that lower speed limits are either ignored or lead to agitated drivers. Drivers are also likely to get more distracted because the speed feels slow they pay less attention. I also believe that dropping the speed limits in the area will be bad for the environment, as the increase in car exhaust caused by journeys taking longer, meaning longer engine run times and larger fuel consumption. I see no purpose to reducing speed limits beyond keeping complaining interest groups happy. I would also suggest that a vast majority of the local population would feel the same.
No	Yes	
No	Yes	The only changes you need to make is enforcing people slowing down on the intersection on Rundle and Parade West. The speed bumps do nothing to stop Karen's speeding through in their husbands range rovers. Just to reiterate... I was kidding about the Karen comment. I also wanted to make it clear that I do not support speed limit changes in general. I made reference to the intersection of parade west and Rundle where it is rather difficult to turn onto Rundle due to some people not changing speed over the speed bumps. This makes it difficult to judge when it is safe to turn over onto rundle.
No	Yes	
No	Yes	
No	Yes	
No	Yes	
No	No	Lets reduce to 5km so make it complete in-liveable place shall we? The silly political correctness is getting worse every day, if people don't pay attention, no matter how low speed limit is won't save the dumb ass.
No	Yes	50km is slow enough
No	Yes	50kph is ok. Better to focus on what back roads traffic is using. Chapel St for example to avoid Magill Rd.
No	Yes	
No	Yes	Outrageous proposal. 50km/h is fine! Slower would massively inconvenience the 99% of people who do the right thing! What hooligan activity are you referring to? I've never seen it!! Why would 10km/h reduction stop a tiny minority of once in a blue moon hooligans? Where are the accidents to justify the change? Cars are getting safer. They're all being rolled out with collision control but the speeds are coming down. Madness!!! But then this is not about common sense. It's just more nanny state overreach gearing towards getting more revenue by fining people doing a few km/h over the limit. The fact that this is even being entertained makes me sick. Please focus on what matters!!
No	Yes	
No	Yes	Very unnecessary. 50kmph is sufficiently slow and I have not experienced any issues to make me think that is should be slower.
No	Yes	
No	Yes	
No	No	
No	Yes	
No	No	I very strongly disagree with the notion of reducing the speed limit on these roads to 40
No	Yes	
No	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	Firstly your map for consultation is full of errors and does not represent Norwood. Eg Florence Street is not a connector to Fullarton. Please present correct information for important decision making. Main arterials through Norwood if reduced to 40 km will result in further congestion. Eg sydenham has limited flow as it is. The flow of traffic is a major concern in the area. Your tag line on your communication is 'reduce speed nicer neighbourhoods' could you please make this link clear as it is not to me how this is correlated. The Parade at the city end is currently 60km you have marked as 50km with no change applicable (unchanged) this is also misleading and not factual. What is the rationale as a long term resident I am not aware of issues or concerns.
No	Yes	Not supportive of wholesale implementation of a 40kph speed limit. No objection to the reduced limit in some of the narrower and shorter streets and lanes where in reality not practical to exceed a 40kph limit, such as John Street, Gilbert Street, Willis Street, Gray Street, Conigrave Lane, Wesley Lane, Little Wakefield Street, just to name a few as examples. Queen, George, Edward, William, King William, Rundle, Flinders Streets and Beulah , Sydenham Roads all seem to be local feeder roads that can be retained at current limit of 50kph, as is Osmond Terrace. The Parade between Portrush Road and Osmond Terrace could be reduced to 40kph due to high pedestrian / local business activity in this stretch of roadway.
No	Yes	Inconsistent speed limits are confusing. Let's just enforce 50kmph.
No	Yes	I am happy with the current speed limits and feel safe as a pedestrian and driver. I feel a change in limit would be a waste of time and money and potentially add to driver frustration on the roads.
No	No	
No	Yes	
No	Yes	
No	Yes	
No	No	I strongly oppose reducing the speed limit further, either by a speed limit change or any other civil engineering means e.g speed humps, narrowing road access etc Leave it alone.
No	Yes	
No	Yes	
No	Yes	Unnecessary
No	Yes	Yes, the 40 kp/h would just further restrict the Traffic flow and create even bigger inconvenience to commuters. The 40 Kp/h will not deter the hoons that currently exceed the 50 & 60 Kp/h zones but only increase the councils revenue if & when they are apprehended!
No	Yes	I consider 50kms is quite ok for our suburb.
No	Yes	No need, and no evidence for a need - just assertions made. We have many speed bumps and roundabouts anyway.
No	Yes	In regards to George Street, I have lived on this street for over 25 years and regard 40kph to be absolutely ridiculous for this particular size street. Also, why isn't such a major consideration letterboxed to all residents rather than relying on a very few residents happening to come across such a proposal like I have just done whilst on the Norwood Council website looking for Development Application minutes? Are you just trying to sneak it through?

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	In regards to George Street, I have lived on this street for over 25 years and regard 40kph to be absolutely ridiculous for this particular size street. Also, why isn't such a major consideration letterboxed to all residents rather than relying on a very few residents happening to come across such a proposal like I have just done whilst on the Norwood Council website looking for Development Application minutes? Are you just trying to sneak it through?
No	Yes	50 kph is quite adequate speed limit, particularly given the number of speed humps already in existence throughout Norwood.
No	Yes	The speed limits are sufficient as is. Some more policing of current limits would be good and works to help stop speeders over current limits such as mid road divisions on corners of larger streets etc. etc. I live in Norwood, have a family in Norwood who regularly walk to shops etc but don't think more restrictions are necessary. Only exception should be The Parade in shopping areas should be 40 for safety as very crowded with people and cars parking and visibility sometimes low and School zones
No	Yes	
No	Yes	The present restriction works well enough. The many speed humps, roundabouts, traffic lights and general traffic offer enough controls with speeding.
No	Yes	slows down morning traffic! it is safe enough. trim the trees and bushes so we can see oncoming traffic.
No	Yes	
No	No	
No	Yes	
No	Yes	I like it the way it is
No	Yes	The speed limits at 50km/h and 60km/h are more than sufficient, reducing the speed will only serve to create delays unnecessarily.
No	Yes	Keep up the bike lanes, roundabouts and other traffic calming features of Norwood. More confusing and visually polluting signs will not help reduce accidents or slow traffic.
No	Yes	Absolutely not. I live in Norwood and work in the city. My children go to school locally. It will take me so much longer to get anywhere if speeds are reduced. My main concern is the works to Portrush Rd and the Parade and nothing can be done about those as it is within the State Government's control. Please Council just leave everything else alone and focus our local spend on a new pool, library or civic centre like the ARC. It's embarrassing the lack of community facilities in Norwood and Kent Town.
No	No	
No	Yes	Absolutely unnecessary. Change for the sake of change. 50km/h is safe
No	Yes	
No	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
No	No	The so called safety measures on Tenth Ave Royston Park with trees in the road and right angle corners so you must go on the opposite side of the road to turn left are very dangerous so it is hard to see the council taking road safety as a motivation for change seriously. 50 km/h is slow enough.
No	Yes	
No	Yes	It is extremely unnecessary for a drop of the speed limit. People have take some responsibility themselves and drive at a slower speed when necessary. A set of flashing lights along Parade West near the PAC school entrance at certain times may be handy.
No	No	
No	Yes	Very confusing when it's 50 or when it's 40 or when it's 60! That's how people get tickets! And I don't want a ticket. They have already reduced the parade to 50 which I agree with but the rest leave at 60.
No	Yes	This is absurd and unnecessary. Show me the statistics that support this nonsense, because I don't believe it exists. No doubt any such plan would be followed by a roll-out of unsightly speed humps to police enforcement. Get on with worthy projects; everywhere I've encountered this development, it has had negative impacts.
No	No	40 km/hr has been for some time after the resurfacing recently on Fullarton Rd - Yes hiding the fact that this has been one of the slowest roads to traverse in Adelaide for many years - however outside of peak time this is an arterial road. A major issue I see is the timing bias to East West travel as opposed to North South travel at the lights at The Parade & Fullarton Rd. which very much needs to be changed for peak hour travel. The side roads currently 50km/hr seems very appropriate. I live local & travel frequently per day through these areas. I am very happy for my residential road in St Peters to remain 50 km/hr rather than slower. Traffic needs to flow - this is still a very safe speed.
No	Yes	Thanks for the opportunity to have a say. The council should do this more often.
No	Yes	Hoons will still go fast whatever you do. If 40, why not 30 or even slower. Perhaps people crossing the roads should look and listen and not be doing facing book or talking on their phone!
No	Yes	It is totally unnecessary with no benefits. Why change something that currently works. It is frustrating in Maylands.
No	Yes	40km is frustratingly slow and makes no difference to safety in the event of a vehicle collision with a pedestrian. As there has been no recent incidents of this, I fail to see why this is an agenda item. 95% of drivers do the right thing and drive slow enough or to the conditions, PLEASE for once, don't punish the majority for the poor choices behind the wheel by the minority.
No	Yes	There is absolutely no need for a 40km limit. Seems completely pointless!!
No	Yes	I live and work in Norwood. I walk to work every day. I do NOT support 40km/h zones in our area.
No	Yes	
No	Yes	Horrible idea.
No	Yes	I don't think it is necessary as average speeds in residential streets tend to be lower anyway. I don't want to get pinged \$496 for driving 42kph driving home. Even my elderly mother got pinged in Osmond Terrace for doing 52kmh. Imagine what it would be like if 40kph (noting that Osmond Tce is not proposed to be changed). Introducing 40kmh zones necessitates the introduction of hundreds of 40 street signs, which would visually clutter our residential streets and thereby spoil the look of our streets. Presently no signposting is necessary as 50 is the default speed limit which needs no signposting. I am not aware of safety incidents necessitating this move which I think is an over reaction similar to the yellow line marking across every driveway when it was only an issue in streets close in to the city where commenter parkers go.
No	Yes	We already have speed humps. I don't know what a reduced speed limit would achieve.
No	No	

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	Obviously drivers should be aware at all times and if they do not trust the area/their ability to drive 50kph safely then it should be their choice to go slower. But for confident drivers it should be unchanged.
No	Yes	Where is any statistical evidence to support the relationship between dropping the speed to 40kmh and an increase in safety and a nicer neighbourhood? Where will it stop? Will speeds be dropped to 30kmh in a few years' time? Hutt St ran a trial of 40kmh limits back in 2018 (or thereabouts) before reverting back to 50kmh, presumably because there was zero benefit. Traffic is already increasing at a daunting rate and I just wonder if dropping speeds on residential through roads is going to make things even worse for little to no benefit.
No	No	Will avoid sections of Norwood if this is implemented including withdrawing my patronage to several establishments due to the hassle to travel this will cause.
No	Yes	
No	Yes	Slower and idling vehicles produce increased carbon emissions and air pollution. Lower speed limits reduce the number of vehicles that can transit a given segment of road per unit of time thereby increasing road congestion. Lower speed limits encourage pedestrians to be less cautious around vehicle traffic and have been linked to higher rates of adverse pedestrian/cyclist/vehicle interactions/accidents. People who flaunt traffic laws and drive irresponsibly fast do so irrespective of the posted limits. Lowered speed limits do not reduce the threat posed by the most dangerous types of drivers. Adelaide already has a highly convoluted and inconsistent mix of suburban speed limits that make compliance difficult. This often results in vulnerable community members receiving excessively punitive fines.
No	Yes	There haven't been incidences I'm aware of that warrants having a 40km/h speed limit in residential areas. I find the slower limit aggravating and don't like it when in areas that have the limit. 50km/h is fine leave it as is.
No	No	
No	Yes	I do not support this limit as it will have a negative impact on local residents and not have a large impact on road safety. Cyclists now have the dedicated bike boulevard on Beulah Road which was meant to address concerns over safety and resulted in traffic restrictions being installed along that road. Many roads in the area do not consistently have average speeds above 40km as shown in the consultants report presented to Council.
No	Yes	I believe that many of the roads (eg Elizabeth, Sydenham) are wide enough to allow for a car travelling at 50kph with plenty of space to sight pedestrians and to avoid impacts.
No	Yes	I believe driver behaviour education is more important than enforced speed limit reductions.
No	Yes	
No	Yes	Major streets close to schools should be 40kmh or Nursing Homes/Hospitalsbut I disagree with a blanket rule of all streets in Norwood Kent Town being subject to this change in speed limit.
No	Yes	
No	Yes	Absolutely ridiculous proposal. Adelaide's population primarily uses private vehicles for transportation due to there being basically no efficient public transport alternatives in the east and culturally people in Adelaide rely on cars. I am unsure what this proposal is hoping to achieve; there is barely any pedestrian or cycling traffic on the smaller roads within Norwood and Kent Town so I assume safety cannot be claimed as a reason. In an already busy life with children and work and the commutes involved with those I don't need to spend even more time crawling along roads thank you very much. If the intention is to push traffic more into the busier arterial roads then again this is flawed as the arterial roads are not built for the increase in traffic. As a rate payer I expect to be able to use any of the streets I help pay to maintain in an efficient and convenient manner. This lower speed proposal is totally backwards.
No	Yes	50km/hr is sufficient if enforced. Don't see significant benefits going to 40km/hr.

[illegible]

Support 40km/h Y/N	Live or work in Y/N	Comments
o	Yes	I currently live in a 40 km zone and the reduced speed limit is ridiculously slow for many of the streets which should never be 40 km hr and 50 km hr would still be a safe speed. The reduced speeds of only 10km hr are increasing traffic gluts and are promoting the use of police speed detection to penalize the residents living within its own 40 km zone as the majority of residents are finding the speed ridiculously slow. We as residents are now entrapped by our own councillors stupid decision which has affected its own rate payers. To reduce to 40 km hr is also an appalling cost burden of millions of dollars on the council for signage on every street and an extreme eyesore of signage pollution. Drivers need to be able to focus on safe driving rather than worrying about looking out for signs, and police should be able to focus on those minority drivers who break the current speed limits within council zones rather than continuing to reduce speed limits in the name of safety which affects all drivers. Furthermore the speed zones affect traffic for 24 hours a day, where the majority of time there is no one even out in the public arena. I wish my council could get rid of our ridiculous 40 km hr speed zone and its polluting signage and catch the drivers exceeding 50 km hr within our streets. People and not just drivers also need to start taking responsibility for their own safety rather than a councillors decision to affect all drivers within the area 24 hours a day forever more.
No	Yes	I would encourage you to consider the productivity losses as a result of decreased speed limits not only in Norwood and Kent town but in the CBD and outskirts in general. Reducing speed limit increases commute time, increases greenhouse gas emissions - further contributing to global warming. There is no need to reduce speed limits in an area where pedestrians know the rules as do drivers, therefore the priority should be on reducing commute time. Being stuck in unnecessarily slow traffic (40kph) increases driver frustration and potential for road rage incidents. I love living in Kent Town - please do not make it a painful place to commute with unnecessarily slow speed limits.
No	Yes	
No	Yes	The streets indicated on the map in purple are all required to be 50km/hour which is an adequate speed reduction. I do not support the 40 km/hour speed reduction, particular on Beulah Road and William Street where 50 km/hour restriction is sufficient on a wide road to allow safe passage for pedestrians, cyclists and cars
No	Yes	
No	No	I own a property in Norwood and while I do not live there currently I feel I have a voice in this matter. The arguments put forward do not offer a rational reason to implement change. Social amenity will not be impacted and just because others are doing is not an imperative. Also the streets are such that exceeding 40kph would be difficult at most times unless one was 'hooning' and that's a different problem altogether.
No	No	
No	Yes	
No	Yes	It's hard enough getting around Norwood and Kent town now without having to reduce speed to 40 km. It will just create more issues related to driver impatience and frustration, particularly around shopping and commercial areas rather than provide a "pseudo" safer environment. A very bad idea indeed.
No	Yes	
No	No	
No	Yes	
No	Yes	
No	Yes	

Support 40km/h Y/N	Live or work in Y/N	Comments
No	Yes	What for, with such a limited questionnaire I doubt the outcome will be anything other than what the council has already decided will be implement. I have lived in Norwood for over twenty years and have found that the council's level of services and so called community consultation lacking. I don't know what you or the council consider as community consultation, but frankly giving us the opportunity to answer only two questions when you're asking for our views, ideas and suggestions about an important issue like this, I find rather insulting. The council has conducted a number of traffic studies over the years but has not provided any statistics to substantiate the reduction other than feel good words like "working towards improving road safety, encouraging sustainable transport and increasing community well being' how? You've already added road humps to Beulah Road and narrowed the entrance to the roundabouts that are in the cross streets running from Magill to Kensington road. In my opinion this has only increased the risk to bike riders when crossing the humps or entering the roundabouts in Beulah road, it's the design that contributes to the risk of a collision not the reduction in speed limit. The side streets especially Edward, George and Queen are often busy as the Parade is usually congested, so how is reducing the speed limit so that cars remain in our streets longer emitting pollution and tiny particles that damage our lungs and impact our health contributing to our well being! Therefore, I am against introducing a 40km/h speed limit. The Council needs to concentrate on providing parking, not reducing it. Cleaning leaves from our streets while maintaining the footpaths top soil so that our plastic drain pipes don't get damaged. And a small but important thing, is providing a fridge magnet collection calendar rather than expecting your ratepayers to print one, a poor reflection of the council's priorities and nothing to do with sustainability.
No	Yes	If people/driver's stick to the 50kph I think that speed is low enough! Distracted drivers or those (especially menacing 'hoon' drivers) and others ignoring 50kph are the main reason for accidents (in my opinion).
No	Yes	We live on Little Capper. Definitely no to 40km/hour speed limit. 50 is adequate with slower speeds where needed with schools, roadwork etc. There is more risk with parents parking illegally on Little Capper while waiting for their child. This reduces a dual carriageway to a single.
No	No	I say No to the speed limit being dropped to 40kph. That will have more cars on all these minor streets for more time and congest the streets even more than it is at the moment. This is not a strategic financial plan. The Council will only revenue raise for their own pockets.
No	Yes	45 better - road humps doing 50h. Traffic speed could be reduced to 45. The humps have already made a huge difference. Cross section George Street/Parade YES Please. Scooters - please NO, living on Osmond Tce we have enough problems on weekends with young ones using the strip. Last weekend it was with a scooter (that was left). Please could the trees be pruned back as they are too high and causing problems to the homes/units on this street. Gutters/gardens/plumbing/blockages. It is starting to cost a lot of money. Many thanks.
No	Yes	I am against speed limit reduction. I've been living in Norwood neighbourhood since 2003 and with the speed humps, roundabouts and stop signs and giveaway signs I see absolute no reason to cut the speed limit. I have never noticed anyone speeding around the area and I have not seen any accidents between cars or pedestrians. I am aware that there are lots more townhouses and apartments going up in this area. I am also aware the council only allows one driveway and lots more cars are parked in the street. That is my only complaint.
Un-determined	Yes	Hello, Thanks for the opportunity to comment on the 40km/hour speed limit. I think we already have a plethora of speed limits - the issue is getting drivers to abide by them! I think rather than impose another one we just adopt a process where all cars are accompanied at the front by a qualified person dressed in bright clothing, waving a lantern at night and a flag (probably a gay pride one) during the day? He or indeed, she, could walk quite quickly or even break into a jog when traffic allows. They should carry a horn in the case of emergency, and a didgeridoo to acknowledge our First Nation brothers and sisters and any in between, plus trans genders. I hope this helps?
Unsure	Yes	I don't know if this will make any difference. The speed limit is currently 50km and very few observe that. I know that William Street is a racing road for all those who avoid the Parade. Who will "police" the speed. No one does anything about it now.
Yes	Yes	Too much speeding - people drive like crazy. Not enough parking. Cars parking across driveway. Have lived in Norwood for 58 years.
Yes	Yes	I would like to see a 40km/h speed limit throughout residential areas in Adelaide.
Yes	Yes	They speed like mad sometimes.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes		I am strongly in favour of this proposal. The safety significance of a 10 km/h difference in travelling speed is often underestimated. Taking as an example a car travelling at 40 km/h with another car alongside, overtaking it at 50 km/h: In an emergency braking situation when the car travelling at 40 has stopped, the other car will still be travelling at 44 km/h. A 10 km/h difference in travelling speed can mean a difference between an impact at 44 km/h and no impact at all. A limit of 40 km/h has meaning in another safety area, the Australasian New Car Assessment Program, ANCAP. The pedestrian tests estimate likely head and leg injuries to child and adult pedestrians, with head-forms and leg-forms fired at various test locations on the front bumper, bonnet, windscreen and A-pillars of the vehicle. These tests are conducted at 40km/h. These impact tests were developed more than 20 years ago by an international committee with participation from research groups in the EU, Japan and Australia (the Road Accident Research Unit, now CASR). The test speed of 40 km/h was chosen because it was thought then that it would not be possible to design a car to protect a pedestrian at a higher speed. These ANCAP pedestrian tests are conducted at the CASR Vehicle Test Laboratory in Kent Town. Finally, the proposed reduction in the speed limit will greatly improve the amenity of the affected areas as well as the safety of pedestrians and cyclists.
Yes	No	
Yes	No	
Yes	Yes	Particularly between Beulah and William Streets.
Yes	Yes	Speeding an issue in my street off The Parade.
Yes	Yes	
Yes	Yes	
Yes	Yes	The traffic through Edward Street has increased over recent years and travels very fast rather over 60 KPH - including heavy vehicles.
Yes	Yes	
Yes		Our Association supports the proposed introduction of a 40km/h speed limit for residential streets in Norwood & Kent Town. Some parts of Norwood, Payneham and St Peters already have a 40km/h speed limit and we support the reduction of the speed limit from 50km/h to 40km/h throughout all residential streets in NPSP. A reduction in the speed limit will result in safer streets for pedestrians, particularly so for children and the elderly, cyclists and other motorists. In Kensington we have four schools and a kindergarten and another three schools very nearby. Reducing speed limits should encourage more students to walk or ride to school. In May 2015, the then Department of Planning Transport & Infrastructure, prepared a paper that stated "A reduction in average travel speed across the road network - even by as little as 5 km/h - would be the most effective, swift way to reduce road trauma and would produce significant and immediate road safety benefits. Some argue against lower speed limits claiming they will increase driving times. However, studies have shown that a 40km/h speed limit in residential streets would result in no or a very minimal increase in the time to drive to the nearest arterial road. On behalf of our large membership base and many Kensington residents we commend this initiative and look forward to the adoption of lower speed limits in all our residential streets.
Yes	Yes	speedy "short cuts" are raising risk considerably.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	<p>The committee of the Norwood Residents Association supports the move to a 40kmh speed limit on our residential streets. We quite frequently hear complaints about traffic in our streets, including people driving at inappropriate speeds and “rat runners” avoiding traffic lights. We believe that reducing the speed limit will help to discourage this. We are aware that slower speeds provide a safer environment for ourselves and our pets; that the chance of being killed when hit by a car drops dramatically between the speeds of 50 and 30 kmh. A 40kmh speed limit will also give a better chance for drivers to pull up before making impact. We also understand that cars are quieter at slower speeds, especially if they are not accelerating quickly in an attempt to reach 50kmh. Altogether, slower speeds will provide a more pleasant street environment for our members, encouraging more walking and interaction between neighbours. The time imposition of a slower speed will not be significant for residents. The street layout of Norwood is such that residents rarely drive more than a kilometre before reaching the arterial road network. The theoretical maximum time saving in travelling one kilometre at 50kmh rather than 40kmh is 18 seconds. However, with time taken to accelerate and decelerate, as well as slowing for any corners, roundabouts, other traffic and traffic calming measures, the actual time savings are going to be much less than this. Indeed, a series of 650 metre time trials undertaken at night when there was no other traffic from one committee member’s home to the nearest 60kmh arterial road found a time saving of only one second!</p> <p>We accept that some of our members resist change and want to maintain a higher speed limit. But, noting that no suburb that has moved to 40kmh has ever gone back, and that a Stepney Maylands ward councillor who had opposed 40kmh later took credit for its introduction, the committee is confident that members will not</p>
Yes	Yes	
Yes	Yes	Good enough for Unley to impose the lower speed. Speeding is a major problem in Norwood, in particular wider streets and narrow streets (ie. Henry Street) and The Parade. Best wishes for the new speed limit. Note: we live in Henry Street, Norwood, motorists use excessive speed to dodge the intersection of Portrush Road and Parade. This is a danger to all residents in Henry Street.
Yes	Yes	
Yes	Yes	
Yes		I support this proposal.
Yes	Yes	Long overdue. Please include Parade and Osmond. George Street even with rebuilding of 88 George Street and Coles project is very hazardous. Often nearly 'cleaned up' when backing out!!
Yes	Yes	The introduction of a 40kph speed limit on proscribed roads adjacent the Parade is a timely idea in that it paves the way for safer vehicle pedestrian interaction in what is becoming an increasingly high population density city. I attended a Mitcham library presentation on electric cars and it revealed the distinct advantages these vehicles offer people in urban environments, the main one being less pollution. A 40kph limit would be ideal for the interaction between silent electric vehicles and pedestrians. Please take this opportunity to invoke a vision for the future where we can all enjoy pollution free safe travel on our inner suburban roads.
Yes	Yes	40kmph limit should cover all roads in Norwood & Kent Town. Why? More people are coming to our area to live and work and the population is aging. Walking is encouraged as is cycling. With many schools in the area slower speeds would increase safety for cyclists and walkers. 40kmph is a priority for many who live and work here. In future we will have more electric (Quicker) vehicles we won't hear them so slow speeds will add to safety. As older residents we are slower now to walk across roads but many drivers assume we cross quickly. Slowing the traffic flow will help. More traffic calming strips as in Beulah Road would also help. thanks for the opportunity to comment.
Yes	Yes	It is an overwhelming Yes vote from us to implement the speed restriction to 40 km/h. We reside in William Street and at times this street is utilised as a speedway circuit.

Support 40km/h Y/N	Live or work in Y/N	Comments
Yes	Yes	I'm a resident of the East Park Apartments in Kent Town and wish to express my thorough approval of Council's vote to proceed with community consultation on the proposed speed limit of 40 Kph in Norwood and Kent Town. I will be away for 5/6 months and won't be able to participate in the upcoming community consultation, so will this suffice as a YES vote? If not please let me know how I can participate in the consultation.
Yes	No	<ol style="list-style-type: none"> 1. I support 40km/hr speed limit in the residential streets of Norwood & Kent Town. 2. No, I do not live in Norwood or Kent Town, however my two children attend school in Kent Town. 3. I would like to be kept informed of the Council's final decision on the proposal to implement a 40km/hr speed limit in Norwood and Kent Town. 4. Input and comments: The Parade West, which extends along the entire length of Prince Alfred College, is Council owned & managed. The Parade West needed more traffic infrastructure for children road safety - particularly within the peak hours: <ul style="list-style-type: none"> - This short section of Council road should be 40km/hr. - The 25km/hr zone needs better highlighting and extending to include an area near Capper St. - More children/ Pedestrian safe crossing zones are required - commuter through traffic do not stop for the children. Lastly, Can Council also petition The Department for Infrastructure and Transport (DIT) to reduce the speeds of largely single lane Fullarton Rd, Flinders St and Rundle St, in this high density living, urban area to 50km/hr, SA's urban area default speed limit.

Attachment B

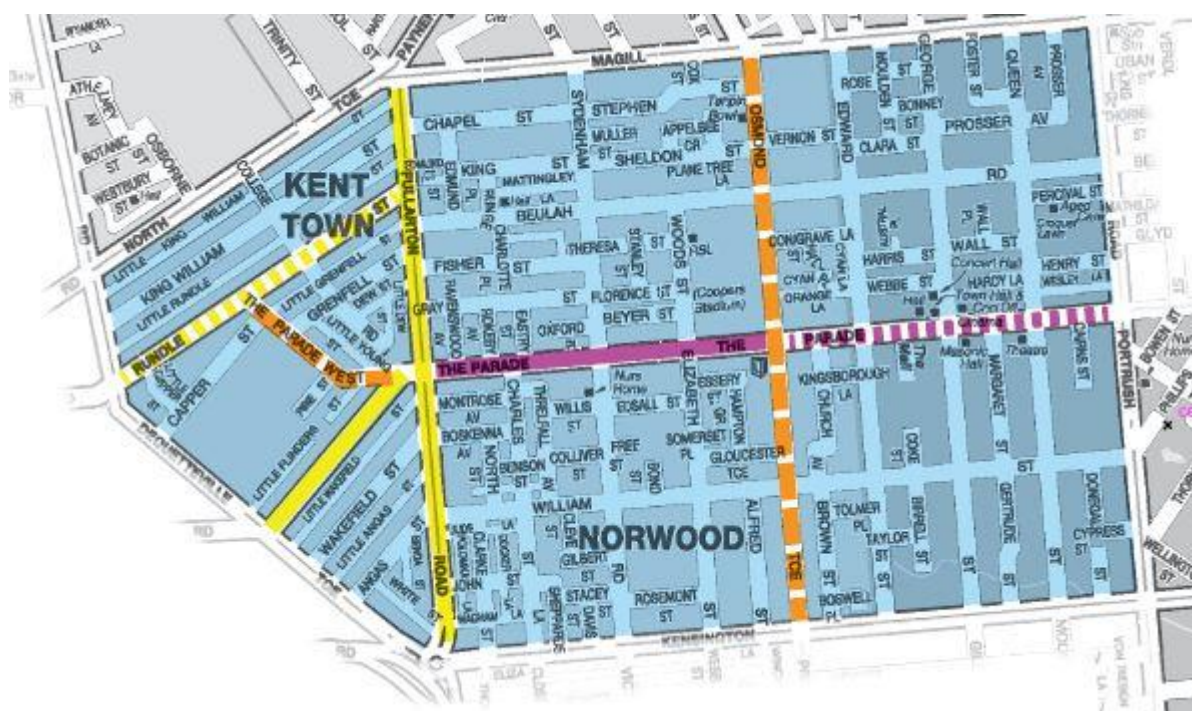
Implementation of 40km/h Speed Limit in Norwood & Kent Town

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City of
**Norwood
Payneham
& St Peters**



COUNCIL ROADS

- Proposed 40km/h Area Speed Limit
- Existing 50km/h speed limit to remain

DIT ROADS - ongoing liaison required

- Proposed 40km/h Speed Limit (subject to future DIT approval)
- Proposed 50km/h Speed Limit (subject to future DIT approval)
- Existing 50km/h speed limit to remain
- Existing 60km/h speed limit to remain

Note: Consultation for reduced speed limits on The Parade were undertaken as part of the The Parade Master Plan