

Traffic Management & Road Safety Committee Agenda & Reports

21 February 2023

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

City of Norwood Payneham & St Peters
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City of
Norwood
Payneham
& St Peters

17 February 2023

To all Members of the Traffic Management & Road Safety Committee

Committee Members

- Cr Kevin Duke
- Cr Garry Knoblauch
- Cr Hugh Holfeld
- Mr Shane Foley (Specialist Independent Member)
- Mr Nick Meredith (Specialist Independent Member)
- Mr Charles Mountain (Specialist Independent Member)

Staff

- Carlos Buzzetti (General Manager, Urban Planning & Environment)
- Gayle Buckby (Manager, Traffic & Integrated Transport)

NOTICE OF MEETING

I wish to advise that pursuant to Sections 87 and 88 of the *Local Government Act 1999*, the next Ordinary Meeting of the Traffic Management & Road Safety Committee, will be held in the Mayors Parlour, Norwood Town Hall, 175 The Parade, Norwood, on:

Tuesday 21 February 2023, commencing at 10.00am

Please advise Gayle Buckby on 83664542 or email gbuckby@npsp.sa.gov.au, if you are unable to attend this meeting or will be late.

Yours faithfully



Mario Barone
CHIEF EXECUTIVE OFFICER

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City of
**Norwood
Payneham
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5.1 MARDEN & ROYSTON PARK TRAFFIC MANAGEMENT

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
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FILE REFERENCE: qA97859
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to provide the Traffic Management & Road Safety Committee (*the Committee*) with the key findings of the report which has been prepared by Infracplan and Intermethod, titled, *Traffic Management in Marden and Royston Park: Community Consultation and Recommendations* ('*the Traffic Management Plan*').

BACKGROUND

The preparation of the *Traffic Management Plan* was undertaken to address traffic and road safety concerns which had been raised by some residents regarding high traffic speed and cut-through traffic in some streets in Marden, Royston Park, Joslin and St Peters and was further verified by the *Marden, Royston Park, Joslin & St Peters Traffic Review* prepared by Tonkin in 2021 (*the Tonkin Report*).

The findings of *the Tonkin Report* were presented to the Committee at its meeting held on 15 June 2021 and the Committee made the following recommendations which were subsequently endorsed by the Council at its meeting held on 1 November 2021.

The following traffic management initiatives, which aim to discourage excessive through traffic and speeding in Marden, Royston Park, Joslin and St Peters, be combined into a traffic management framework and released for community consultation in the affected suburbs:

- a) *reducing the speed limit to 40km/h in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens;*
- b) *preparation of three concept design options for traffic management devices that aim to discourage excessive through traffic along River Street, Beasley Street, Battams Road and Lambert Road. These may include, but not be limited to, horizontal deflection devices, mid-block median treatments and/or line marking and signage.*

A copy of the Minutes from the Committee meeting is contained in **Attachment A**.

To address recommendations a) and b) above, the Council engaged Consultants InfraPlan and Intermethod to undertake the *Marden & Royston Park Traffic Management Plan* (*the Traffic Management Plan*), which included the development of traffic management options, community consultation on those options and recommendations based on the consultation outcomes.

A copy of the *Traffic Management Plan* is contained in **Attachment B**.

The Committee's consideration of the Traffic Management Plan and any advice it provides to the Council, will inform the Council's future consideration of funding for the implementation of the prioritised recommendations.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives of the Council's *City Plan 2030* are:

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1.2: A people-friendly, integrated and sustainable transport and pedestrian network.

Strategy 1.2.2: Provide safe and accessible movement for all people.

Strategy 1.2.4: Provide appropriate traffic management to enhance residential amenity.

Objective 1.4: A strong, healthy, resilient and inclusive community.

Strategy 1.2.2: Encourage physical activity to achieve healthier lifestyles and well-being.

Strategy 1.4.3 Encourage the use of spaces and facilities for people to meet, share knowledge and connect.

Outcome 2: Cultural Vitality

Objective 2.4: Pleasant, well designed and sustainable urban environments.

Strategy 2.4.2 Encourage sustainable and quality urban design outcomes.

Strategy 1.4.3 Maximise the extent of green landscaping provided in new development & in the public realm.

Outcome 4: Environmental Sustainability

Objective 4.2: Sustainable streets and open spaces

Strategy 4.2.1 Improve the amenity and safety of streets for all users including reducing the impact of urban heat island effect

Strategy 4.2.5 Integrate green infrastructure into streetscapes and public spaces.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has not allocated any funds to undertake further consultation, design or implementation of any infrastructure works recommended in the *Traffic Management Plan*.

The cost to implement all of the recommendations contained in the Plan is in the order of \$2,000,000 and therefore, the recommended approach is to stage the works over a period of time and evaluate the outcomes of each stage prior to proceeding with further works.

The Council's 2022–2023 Budget includes an allocation of \$529,825 for pavement reconstruction and kerb patching along Battams Road (from Second Avenue to Addison Road). These works are currently on-hold until a decision is made regarding the recommendation contained in *the Traffic Management Plan* for traffic management devices to be installed along Battams Road. If this recommendation is endorsed by the Council, the pavement reconstruction, kerb patching and traffic management works would be integrated as one design and construction package.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and associated noise can reduce community liveability and safety of residential streets. The installation of traffic management devices can reduce traffic speed and volume but also cause inconvenience to some residents, due to increased travel time and/or changes to access. As such, the implementation of traffic management devices is not always not supported by all residents.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

The recommendations of the *Traffic Management Plan* have incorporated traffic management devices that can be landscaped to contribute to a greener, cooler and more liveable City as set out in the Council's *Tree Strategy*.

RESOURCE ISSUES

If endorsed by the Council, the outcomes of the *Traffic Management Plan* report will require further consultation, detail design and infrastructure works. These resources would be managed by Council staff and undertaken by Consultants and Contractors.

RISK MANAGEMENT

A number of streets within the Study Area have been identified as carrying traffic speed greater than the default urban speed limit of 50km/h and traffic volumes that are high for a local street. This has resulted in some citizens having concerns regarding road safety and loss of residential amenity. High traffic speeds and volumes can result in personal injury, particularly to vulnerable road users such as pedestrians and cyclists, and does not encourage citizens to consider active transport as a legitimate form of travel. The Council has a duty of care to consider how to address road safety and residential amenity and the Council's Consultant has provided recommendations to mitigate or manage the known risks. These include the implementation of traffic calming devices at key locations and an area-wide reduction of the speed limit from 50km/h to 40km/h.

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	Council not endorsing the Report recommendations	People	High 7	Provision of detailed Council Report	People	Substantial 13
		Reputation	Extreme 4		Reputation	Medium 19
		Services / programs	High 9		Services/programs	Medium 19
2	Community not supporting the recommendations	People	High 7	Communication & education strategy	People	Medium 19
		Reputation	High 7		Reputation	Medium 19
		Services / programs	Medium 19		Services / programs	Low 23

CONSULTATION

- Elected Members**

On 23 February 2022, an Information Session was held with Elected Members at which the Council's Consultant outlined the proposed traffic management options that would be distributed for community consultation.

- Community**

Community consultation was undertaken between 1 April and 29 April 2022. The methodology and outcomes are provided in the *Discussion* section of this report.

- Staff**

General Manager, Urban Planning & Environment
 Manager, Urban Planning & Sustainability
 Manager, City Assets

- **Other Agencies**

- South Australian Public Transport Authority (SAPTA)
SA Police (SAPOL)

DISCUSSION

The Key Traffic Issues

The *Traffic Management Plan* Study Area is bound by Lower Portrush Road, Payneham Road, Lambert Road and the River Torrens. This Study Area was selected to address traffic concerns which have been raised by citizens and Elected Members in the streets that had the highest speeds and volumes, and were closest to the source of the problem, namely cut-through traffic from Lower Portrush Road. The intent is that traffic management in this Study Area would also have flow-on traffic management outcomes in the streets of Joslin and St Peters.

The *Traffic Management Plan* considers all road users, namely motorists, cyclists, pedestrians and Metro Adelaide bus users. The Plan is comprehensive and includes all background information, traffic data, consultation outcomes and staged (prioritised) traffic management recommendations. The key findings and outcomes of the *Traffic Management Plan* are summarised herein, with the understanding that the *Traffic Management Plan* contained in **Attachment B** is to be read for detailed information.

Traffic queues on the nearby arterial roads are the major reason why motorists choose to find short-cuts through the Study Area. Data analysis shows that the travel speeds along Lower Portrush Road and Payneham Road at the AM (between 8:00AM and 9:00AM) and PM (between 5:00PM and 6:00PM) peak periods are below 30km/h, well below the speed limits on the local street network.

The existing grid-like street layout with long, wide streets, provides long sight distance, minimal disruption and high movement permeability through Marden and Royston Park. As a result, the *Google Journey Planner* identifies that in the PM peaks, the travel time from Payneham Road to Lower Portrush Road can be reduced by four (4) minutes by entering the local road network, instead of being idle in congested traffic on the arterial roads.

Origin-destination surveys undertaken in 2017 and 2021, identified that during the PM peak, approximately 51% of vehicles entering River Street and 19% of vehicles entering Beasley Street, were “cutting through” the Study Area between Lower Portrush Road and Payneham Road. In the AM peak, these percentages were 38% entering River Street and 37% entering Beasley Street. River and Beasley Streets are the only two access points to Lower Portrush Road which results in the high concentration of traffic in these two streets, which subsequently filters through several streets in Joslin and St Peters, particularly Sixth Avenue, First Avenue and Second Avenue.

The Council does not have a defined road hierarchy but the Council's *Local Area Traffic Management Policy* sets out that local roads can typically carry up to 2,000 vehicles per day (vpd), while collector roads are those roads that carry 2,000 to 3,000 vpd. Using this criterion, most streets in the Study Area act as Local Roads, with the exception of River Street, Battams Road, Sixth Avenue and Beasley Street, which act as Collector Roads.

Traffic speeds exceeding 50 km/h were recorded in a number of streets in the Study Area and streets with the highest levels of speeding are First Avenue, Second Avenue, River Street, Battams Road and Blanden Avenue.

Cycling is popular through the Study Area, particularly given the close proximity to the River Torrens Linear Park and the direct access across Lower Portrush Road at the pedestrian signals near Beasley Street. Ninth Avenue is the busiest cycling route because cyclists exit the Linear Park at the Ninth Avenue and Battams Road junction to avoid a long, winding section of the River Torrens Linear Park.

Two (2) Metro-Adelaide bus routes navigate through Marden and Royston Park, along Sixth Avenue, Addison Avenue, Grivell Road, Caleb Street and Beasley Street. Walking to and from the bus stops, increases pedestrian activity in the area, with an average daily boarding of Stops, between 45 to 90 passengers.

Crash data identified that during the last five (5) years, there were 18 (eighteen) crashes on Local Roads within the Study Area. The majority of crashes involved right turn collisions, hitting a parked vehicle or hitting a fixed object, such as a stobie pole. There was one report of a hit pedestrian. The crashes occurred in Sixth Avenue, Lambert Road and Battams Road.

Traffic Management Design Options

The analysis of the traffic data provided an evidence-base for the Consultants to develop a range of traffic management design options for the purpose of community consultation.

The community was consulted on the following three traffic management options.

Option 1: Road Closures (allowing cyclist and bus access)

This option included road closures at key access points that would be a cost-effective option to eliminate all rat-running and significantly reduce traffic volumes and speed in the Study Area. However, this option would result in an inconvenience to residents who would no longer be able to access their properties from Lower Portrush Road.

Option 2: Median Islands

This option included median islands along the long, wide east-west streets (Battams Road and Lambert Road) to reduce lane widths and create minor detours for right-turning traffic at some locations. This option would improve road safety and create longer, circuitous routes to discourage rat-running and speeding, and would result in only a minor inconvenience for some residents.

Option 3: Traffic Calming

This option included slow points and median islands to reduce traffic speed, and as a consequence improve road safety and discourage rat-running. The traffic management devices could either be implemented in the streets with the highest traffic volume only, or the devices could be installed in most streets to reduce the potential of traffic diverting from one street to another to avoid the traffic calming devices.

Options 2 and 3 would also provide space in the traffic calming devices for additional landscaping/greening of the area.

40km/h speed limit

A 40 km/h speed limit is widely recognised as a suitable traffic management initiative for local streets, as it creates a safer environment for all road users and reduces the negative effects of noise and air pollution caused by travelling vehicles. The default speed limit on Adelaide streets is 50 km/h and therefore, introduction of a lower speed limit needs to meet the relevant guidelines set out by the State Government.

The Council has previously endorsed the investigation of a 40km/h speed limit throughout the City, with investigations to be undertaken on a precinct by precinct, staged approach. A 40km/h speed limit has been introduced in the suburbs of Evandale, Stepney, Maylands, Norwood and Kent Town, and it was previously identified that the next stage for investigation would be the precinct bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens, which includes all streets in the Study Area (Marden and Royston Park).

The speed data within the Study Area was analysed and it was identified that the requirements set out in *the Department of Infrastructure & Transport (DIT), Speed Limit Guidelines for South Australia (2017)*, were met and therefore, a 40km/h speed could be implemented without the installation of physical speed control measures (subject to approval by DIT).

However, speed limited areas also need to have clearly defined boundaries such as main roads, rivers or rail lines to create legible 40km/h precincts. This assists drivers in recognising that they have entered an area where the speed limit has changed and reduces the risk of non-compliance. As such, the 40km/h area speed limit would be required to extend beyond the Study Area boundary to Stephen Terrace as a minimum. This accords with the Council's previous decision to investigate a 40km/h area speed limit that extends from Lower Portrush Road to Hackney Road.

Community Consultation

The *Have Your Say!* consultation campaign ran for the month of April, 2022 and included:

- 1,288 postcards letterbox dropped to every property in the Study Area;
- posters on street poles outside of the Study Area, in Joslin and St Peters;
- posters at Council buildings; and
- promotion on the Council's website, Social Media pages and a paid Facebook advertisement.

The invitation included a QR Code and link to the project's webpage on the Council's website and an invitation to meet the project team at an optional drop-in session on 12 April 2022. Citizens were also able to request the information in a hard-copy format if required, and/or telephone the Consultant directly if they preferred to ask questions or submit their views verbally.

The webpage contained a consultation pack that included background information that described the purpose of the project and an illustrated description of the three traffic management options. Residents were invited to fill out a survey to advise the Council of their views on traffic management in the area and their level of support for the traffic management options provided (contained in **Attachment C**).

Consultation Responses

More than 400 citizens participated in the *Have your Say!* campaign. 367 people completed the survey, 89 people attended the drop-in session and fifteen (15) people telephoned the Consultants.

Details of the consultation responses are provided in The *Traffic Management Plan* report, contained in **Attachment B**, and a summary of the key survey responses are set out below.

- 87% of respondents considered high traffic speeds were important to address and 65% of respondents considered that cut-through traffic (*'rat-running'*) was important to address.
- Respondents rated their order of importance for additional street improvements, as follows:
 1. Improved walking conditions (81%);
 2. Improved stormwater drainage (81%);
 3. Improved street lighting (79%);
 4. Additional greenery (77%);
 5. Improved cycling conditions (66%); and
 6. Improved parking conditions (59%).
- The road closure options (1A and 1B) were given the least support by survey respondents (23%), due to increased travel time and loss of permeability to Lower Portrush Road. Respondents who supported a road closure option commented that this option would resolve the traffic issues.
- The planted median options (2A, 2B and 2C), were supported by 50% to 54% of survey respondents, with a preference for Option 2C (which comprised a combination of planted median and mid-block pedestrian islands). Respondents who supported this option noted that planted medians would be aesthetically pleasing and could slow traffic and reduce rat-running. Respondents who did not support Option 2 were concerned that the roads would be too narrow, access would be restricted and parking would be impacted.
- Option 3A, which proposed traffic calming in *key streets only*, was supported by 64% of survey respondents and Option 3B, which proposed traffic calming in *most streets*, was supported by 44% of survey respondents. Respondents commented that Option 3A was a more cost-effective solution and a good compromise.
- 60% of survey respondents supported the introduction of a 40km/h speed limit in Marden and Royston Park.

In addition to the survey responses, a petition, signed by 111 residents, was convened by a resident of First Avenue, St Peters, to inform the Council of their preferred options. There is some difficulty in integrating the comments from the petition because signatories of the petition may have also completed the survey which would skew the results. In summary, the petitioners supported the road closure options (1A and 1B), the planted median along Lambert Road and Battams Road (Option 2A) and traffic calming in most streets (3B).

A number of key themes for traffic management have emerged from the consultation responses namely:

- traffic calming is the key priority, followed by rat-running;
- the introduction of a 40km/h speed limit is supported;
- preference to integrate broader street improvements into traffic management solutions where possible, to improve walking, stormwater drainage, street lighting and increased greenery;
- median island designs should be a combination of planted medians and mid-block pedestrian islands;
- traffic management devices should be installed on key streets only. The effectiveness of this approach can be evaluated after a 12-month period to ascertain whether additional traffic management is required; and
- road closures are not supported by the majority of residents in the Study Area.

Multi-Criteria Analysis and Prioritisation of works

Traffic management infrastructure is costly and disruptive and it is important that works are installed in a prioritised, staged approach to best utilise Council's limited resources. It is a practical approach to implement one stage of works and monitor and evaluate the outcomes to determine the success of the works. This analysis can inform the following stages and adjustments can be made if required.

To identify the highest priorities and develop the staged recommendations, the Consultants undertook a multi-criteria analysis (MCA). Six criteria were incorporated into the MCA to provide a score from 1 (poor performance), to 7 (good performance), which are listed in **Table 1**.

TABLE 1: CRITERIA FOR MCA

Criterion	Notes	Low score	High score
Street width	Street width of 6 metres allows two cars to comfortably pass one another. Street widths greater than 6 metres are likely to attract speeding, unless buildouts into a road reduce the width of the travel path. Widths for each street were measured in several locations to arrive at a 'typical' width.	9 metres wide or more	6 metres wide or less
Street length	The criterion measured the longest street section length that does not require the driver to slow down or give way at intersections roundabouts of any speed lowering devices.	300 metres or more	120 metres or less
Actual vehicle speed	Desirable 'design' speeds in residential areas are 30km/h or less. At speeds of 50km/h the risk of injury in an event of a crash is very high.	50km/h	30km/h
Crashes (last 5 years)	Crash events were counted for each street. Crashes at intersection were counted twice, once for each of the intersecting streets.	6 crashes	0 crashes
Rat-running	Additional criterion (low score '1') was applied to several streets which would significantly benefit from the following improvements: landscaping, resurfacing (new road and/or footpath pavement) or accessibility (ease of crossing). These were established in discussion with the Council.	1	n/a
In need of general street improvements	Additional criterion (low score 1) was applied to several streets which would significantly benefit from the following improvements: landscaping, resurfacing (new road and/or footpath pavement) or accessibility (safe pedestrian/cyclist crossing).	1	n/a

The MCA enabled the streets to be ranked in the order of priority for traffic management works and was further analysed in association the street layout, traffic data and consultation feedback, to develop a practical approach to implementation of traffic management initiatives. It was identified that a 40km/h speed limit should be implemented first, followed by installation of traffic management devices in the area between Lower Portrush Road and Battams Road. If subsequent evaluation of these two stages identified that further measures were required, the traffic management devices in the area between Battams Road and Lambert Road should be installed.

The traffic management recommendations are described below, and the locations of the *Stage 2 and 3* works are depicted on a plan contained in **Attachment C**.

Traffic Management Recommendations

Stage 1:

The *Stage 1* recommendation is to Implement an area-wide 40km/h speed limit that includes all streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road. Stephen Terrace is under the care and control of DIT and currently has a speed limit of 60km/h. The Council has previously advocated for the speed limit of Stephen Terrace to be reduced to 50km/h, but were informed that a speed limit reduction would not be considered by DIT. As such, Stephen Terrace would be excluded from the area proposed for a 40km/h speed limit.

The implementation of a 40km/h area-wide speed limit was supported by the majority of residents in the Study Area. Further consultation would be required with residents of Joslin, St Peters, College Park and Hackney, to ensure majority support throughout the entire area that is proposed for the speed limit change.

The cost estimate to consult, design and install the 40km/h area-wide speed limit would be in the order of \$80,000.

Stage 2:

The *Stage 2* recommendation is to install traffic management devices in the area between Lower Portrush Road and Battams Road, as set-out below:

- Two (2) *Single-lane Slow Points* in River Street, south west of Broad Street;
- two (2) *Landscaped Median Islands* in River Street, between Lower Portrush Road and Broad Street;
- two (2) *Single-lane Slow Points* in and Beasley Street, south west of Broad Street;
- one (1) *Landscaped Median Island* in Beasley Street, between Lower Portrush Road and Broad Street;
- a series of *Landscaped Median Islands* along the length of Battams Road;
- a *Wombat Crossing* in Battams Road, opposite the Royston Park Café;
- two (2) *Landscaped Kerb Buildouts* in Addison Avenue; and
- a *landscaped median island and kerb buildout* in Broad Street.

The cost estimate for the *Stage 2* works is in the order of \$1,000,000.

Stage 3:

It is recommended that the impacts resulting from the *Stage 1 and 2* works be evaluated prior to consideration of the *Stage 3* recommendations, which include the installation of traffic management devices in the area between Battams Road and Lambert Road, as set-out below:

- A series of *Landscaped Median Island* along Lambert Road, between Second Avenue and Seventh Avenue;
- A *Wombat Crossing* on Lambert Road, just north of Sixth Avenue;
- Two (2) *Landscaped Median Islands* on Sixth Avenue;
- Two *Single-lane Slow Points* and a *Landscaped Median Island* on Second Avenue; and
- Two *Single-lane Slow Points* and a *Landscaped Island* on First Avenue.

The cost estimate for the *Stage 3* works is in the order of \$1,020,000.

OPTIONS

Given that the investigation for a Citywide 40km/h area speed limit on a precinct-by-precinct basis, has already been endorsed by the Council, the *Stage 1* recommendation does not require consideration from the Committee. The initial technical investigations for a 40km/h speed limit in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road are almost complete and community consultation to ascertain whether or not residents of the precinct support this initiative, is planned to commence in 2023.

Subsequent to *Stage 1*, 40km/h speed limit implementation, the extent of the installation of physical traffic management devices will largely be dependent on the Council's financial position and priorities. It is likely that the *Stage 2* works would need to be implemented over more than one budget period, and as such, Council staff have listed key considerations for the *Stage 2* works as set-out below:

1. Battams Road is already on the works program for reconstruction and given that it carries high traffic volume and speed, it is considered prudent that the recommended Median Island and Wombat Crossing be integrated into the road reconstruction program to deliver a cost-efficient, 'complete streets' design approach.
2. The level of success of the 40km/h speed limit and traffic management works in Battams Road, will not be known until the outcomes have been monitored and evaluated. Therefore, one option would be to measure the success of these initiatives prior to the implementation of any additional further traffic control devices.
3. The streets in *Stage 2* that have the highest traffic speeds and volumes are Battams Road, River Street and Beasley Street. One-Lane Slow Points have been recommended in River Street and Beasley Street, which are effective in mitigating both volume and speed and it is therefore considered that the implementation of these works would result in a significant improvement to road safety and residential amenity in the precinct.
4. The recommendations for Landscaped Islands in River Street, Broad Street and Beasley Street and Landscaped Kerb Buildouts in Broad Street and Addison Avenue, would further strengthen traffic management in this precinct and reduce the level of traffic diversion from one street to another. The timing for implementation of these devices could either be staged at the same time as the works in Battams Road, River Street and Beasley Street, or be staged after evaluating the success of previous works.
5. The remaining recommendation in *Stage 2* is for a One-Lane Slow Point in Pollock Road. Given that the traffic volume in Pollock Street is currently low (546 vpd), this device would only be required if the devices implemented in other streets diverted traffic into Pollock Street and significantly increased the volume.

The Options for the Committee to consider are set-out below.

Option 1: Minimal Change.

The Committee could determine that the *Stage 1* recommendation of the implementation of a 40km/h area wide speed limit be undertaken (previously endorsed by the Council, but subject to community consultation with citizens of Joslin, St Peters, College Park and Hackney) and that no other measures are required until an evaluation of the 40km/h speed limit has been completed to understand the outcomes and level of success of this initiative.

This option is precinct-wide and is cost-effective because a recent evaluation study of the 40km/h area-wide speed limit in Stepney, Maylands and Evandale, identified that overall, the 85th percentile traffic speeds had reduced by 2.5km/h hour.

Option 2: Install the Battams Road components of the *Stage 2* recommendations.

The Committee could recommend to the Council that the landscaped median islands and Wombat Crossing in Battams Road be installed in conjunction with the 40km/h area-wide speed limit. The multi-criteria analysis ranked Battams Road as the highest priority recommendation for the *Stage 2* works, and this would coincide with the 2022-2023 budget allocation for road renewal works in Battams Road (from Addison and Second Avenues).

This option would be relatively cost-effective when considering the entire scheme of recommendations and would reduce speeding in Battams Road and reduce some through traffic by restricting direct access across Battams Road into some streets. The works could be monitored and evaluated to determine the outcomes prior to installing further *Stage 2* Works.

Option 3: Install all *Stage 2* traffic management devices.

The Committee could recommend to the Council that all *Stage 2* traffic management devices be installed in conjunction with the 40km/h area-wide speed limit. The staging of these works would be dependent on the allocated budget and could be staged over a period of approximately three (3) years.

The *Stage 2* traffic management devices are located in the area between Lower Portrush Road and Battams Road as set-out below:

- Two (2) *Single-lane Slow Points* in River Street, south west of Broad Street;
- two (2) *Landscaped Median Islands* in River Street, between Lower Portrush Road and Broad Street;
- two (2) *Single-lane Slow Points* in and Beasley Street, south west of Broad Street;
- one (1) *Landscaped Median Island* in Beasley Street, between Lower Portrush Road and Broad Street;
- a series of *Landscaped Median Islands* along the length of Battams Road;
- a *Wombat Crossing* in Battams Road, opposite the Royston Park Café;
- two (2) *Landscaped Kerb Buildouts* in Addison Avenue; and
- a *Landscaped Median Island and kerb buildout* in Broad Street.

This option would result in the most successful outcome because it would directly mitigate traffic speeding and volume issues across a broad area, including the streets located at the source of the problem (Lower Portrush Road). The implementation of all *Stage 2* devices at one time would reduce the potential of traffic to divert from one street to another, simply shifting the problem from one street to another.

Although this option would require significant funding from the Council, it is the preferred option because the physical devices would strengthen the compliance of the 40km/h speed limit and discourage non-local through traffic. The implementation of these devices could be staged over a period of say, three (3) years.

Option 4: Develop an alternative combination of traffic management works.

The Committee could consider the findings of the *Traffic Management Plan* report and recommend an alternative combination of works to be installed.

Given the number of recommendations, there are numerous combinations of works that could be considered. As such, the Committee has the option to recommend an option other than the options suggested by Council staff.

CONCLUSION

The traffic management recommendations which have been identified by the Council's Consultant based on data analysis and community consultation, have been outlined in this report.

The recommendations have been prioritised and staged according to a Multi-Criteria Analysis that has considered a number of road safety and street improvement criterion. The cost of the recommended works is significant and it is likely that the works would need to be implemented over a number of years, to align with planned road reconstructions, grant funding opportunities and financial and budgetary considerations.

The *Stage 1* recommendation to investigate an area-wide 40km/h speed limit in all streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road (except Stephen Terrace), has already been endorsed by the Council. It was supported by the majority of residents in the Study Area, but further consultation is required with the residents of Joslin, St Peters, College Park and Hackney, to ensure majority support throughout the entire area that is proposed for the speed limit change.

The traffic issues and recommendations which have been outlined in this report enable the Committee to consider the issues and recommendations and provide advice to the Council as part of its considerations of endorsing the Traffic Management Plan for the undertaking of the *Stage 2* consultation phase.

COMMENTS

The costs associated with *Stage 2 and 3* are significant and implementation will be dependent on future budget allocations and the Councils ability to fund these works.

It is noted that the *Glynde, Payneham, Firle, Trinity Gardens and St Morris Traffic Study* was undertaken concurrently with the *Marden & Royston Park Traffic Study*. This study identified a considerable number of locations in need of traffic management interventions, that would also require significant funding.

RECOMMENDATION

1. That the report prepared by InfraPlan and Intermethod Consultants, dated 6 October, 2022 and titled *Traffic Management in Marden and Royston Park: Community Consultation and Recommendations*, as contained in **Attachment B**, be received and noted.
2. That the Committee notes that the *Stage 1* recommendation to implement a 40km/h area-wide speed limit in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace and Hackney Road (subject to consultation), has previously been endorsed by the Council and given that the consultation undertaken for the *Marden & Royston Park Traffic Management Plan* identified that a 40km/h speed limit was supported by the majority of residents of Marden and Royston Park, consultation will now proceed with residents of Joslin, St Peters, College Park and Hackney to ascertain if these residents also support the introduction of a 40km/h speed limit.
3. That having considered the information contained in this report, the Committee recommends to the Council that the *Stage 2* traffic management devices be implemented as set out below:
 - Two (2) *Single-lane Slow Points* in River Street, south west of Broad Street;
 - two (2) *Landscaped Median Islands* in River Street, between Lower Portrush Road and Broad Street;
 - two (2) *Single-lane Slow Points* in and Beasley Street, south west of Broad Street;
 - one (1) *Landscaped Median Island* in Beasley Street, between Lower Portrush Road and Broad Street;
 - a series of *Landscaped Median Islands* along the length of Battams Road;
 - a *Wombat Crossing* in Battams Road, opposite the Royston Park Café;
 - two (2) *Landscaped Kerb Buildouts* in Addison Avenue; and
 - a *Landscaped Median Island and Kerb Buildout* in Broad Street.
4. That the Committee notes that the citizens who engaged with the Council during the community consultation stage of the *Traffic Management Plan* will be informed of the proposed works and will be given an opportunity to comment on concept designs prior to detail designs being prepared.
5. That the Committee notes that the *Stage 2* traffic management devices would be staged over approximately three (3) years and that implementation would be subject to funding allocations as part of the Council's annual budget setting process.
6. That the Committee notes that if the *Stage 2* recommendations are endorsed and implemented, the traffic calming measures will be monitored and evaluated to assess the outcomes, prior to consideration of the need for the *Stage 3* recommendations.

Attachment A

Marden & Royston Park Traffic Management

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City of
Norwood
Payneham
& St Peters

3.1 TRAFFIC MANAGEMENT IN MARDEN, ROYSTON PARK, JOSLIN & ST PETERS

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA66242
ATTACHMENTS: A - F

PURPOSE OF REPORT

The purpose of this report is to provide the Committee with a summary of the findings contained in the 'Marden, Royston Park, Joslin & St Peters Traffic Review' report (the Traffic Review report) and to seek the Committee's endorsement to progress a range of traffic management recommendations that will affect Marden, Royston Park, Joslin and St Peters.

BACKGROUND

The Traffic Review Report was prepared in 2020 by the consulting firm Tonkin, on behalf of the Council, to address the following:

- concerns raised by residents of Marden regarding high traffic volumes and speeding along River Street and Beasley Street; and
- a Petition from residents of First Avenue (St Peters, Joslin and Royston Park) which requested that the Council 'eliminate or significantly reduce non-resident commuter traffic on First Avenue' and 'reduce the speed limit to 40km/h'. This Petition was presented to the Committee at its meeting held on 18 August 2020. A copy of the Petition is contained in **Attachment A**.

An overview of the findings of the Traffic Review Report was presented to the Committee at an Informal Gathering held on 16 February 2021. The presentation was based on the Final Report, a copy of which is contained in **Attachment B**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Traffic calming and speed reduction 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 2: A people-friendly, integrated, sustainable and active transport network.

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

Funding for the recommended options outlined in this report would be required as follows:

- a) investigations and design development, funded from the operational budget allocation for Traffic & Integrated Transport matters; and
- b) design and construction, to be integrated into projects for streets that are programmed for reconstruction as part of the Council's draft 2021-22 Budget and/or future budgets (if endorsed). In this regard, it should be noted that this includes traffic management interventions that fall within the allocated budget of planned street reconstruction projects. However, physical interventions that require additional funding will need to be considered separately as part of the Council's annual budget setting process.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

This project aims to address concerns raised by some members of the community with regard to excess traffic volume and speed. These concerns may not be shared by everyone and consultation with the broader community is warranted, prior to any traffic management works being undertaken, so as to ensure that all significantly affected parties are provided with an opportunity to make a submission.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The work required to manage the project requires the allocation of considerable resources and this may affect the timely delivery of other traffic management and transport related projects and issues.

RISK MANAGEMENT

Not Applicable.

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Traffic Management & Road Safety Committee**

The Committee considered the Petition from residents in First Avenue St Peters, Joslin & Royston Park on 18 August 2021.

The preliminary results of the Traffic Review report were provided to the Committee at an Informal Gathering held on 16 February 2021.

- **Staff**

General Manager, Urban Planning & Environment
Project Manager, Assets

- **Community**

Not Applicable

- **Other Agencies**

Not Applicable

DISCUSSION

The Marden, Royston Park, Joslin & St Peters Traffic Review Report – Summary

The aim of the *Marden, Royston Park, Joslin & St Peters Traffic Review* (the Traffic Review) was to assess the various traffic concerns raised by the petitioners, residents and some Elected Members and to assist in the development of an evidence-based understanding of the local traffic issues. The study area is bound by the River Torrens to the northwest, Lower Portrush Road to the northeast, Payneham Road to the southeast and Stephen Terrace to the southwest, as depicted in **Attachment B**.

The Review included:

- a review of all previous Local Area Traffic Management (LATM) Studies within the study area;
- a review of recent traffic data (volume, speed and crash) collected by Council;
- a review of Origin-Destination surveys;
- a review of the investigation into 'No Right Turns' from Lower Portrush Road into River Street and Beasley Street; and
- a discussion around the findings and recommendations for the next steps.

The full report is contained in **Attachment C** and a summary of the key findings is set out below:

- Previous Local Area Traffic Management Studies undertaken by the Council in 1998 and 2003, recommended the installation of a number of traffic management devices within the study area. However, several of the recommendations were not implemented, including:
 - a 40km/h Area Speed Limit;
 - Battams Road and Beasley Street junction– roundabout or kerb extensions;
 - Broad Street - speed control devices (type not determined);
 - Battams Road at Payneham Road - Ban right turn movements between 7-9am;
 - Lambert Avenue - Pavement Bar Islands; and
 - The Avenues - several locations for Perimeter Thresholds, Centre Blisters and Kerb Extensions.

There may be various reasons why the above recommendations were not implemented and some were medium to long term initiatives that may not have been deemed as priorities at the time. Extensive research to ascertain why these measures were not implemented has not been undertaken as this would add little to no value to the contemporary investigations which have now been undertaken for the study area.

- Analysis of the traffic volumes identified that at a holistic level, the majority of streets in the study area carry traffic volumes commensurate with their intended function as *Local Roads*, with volumes less than 2,000 vehicles per day. Streets that carried traffic volumes higher than 2,000 vehicles per day, are River Street, Beasley Street, Battams Road and Sixth Avenue.
- “Rat-running” was identified as occurring in several streets with the percentage of peak hour traffic being greater than 10% of the daily volume. These streets are River Street, Beasley Street, Broad Street, Battams Road, First Avenue, Second Avenue, Third Avenue, Sixth Avenue and Ninth Avenue.
- Traffic speed analysis identified that traffic speed is higher than desirable in some streets with 85th percentile speeds higher than 50km/h in River Street, Beasley Street, Battams Road, First Avenue, Second Avenue, Third Avenue, Fifth Avenue, Sixth Avenue, Eighth Avenue and Ninth Avenue.
- In 2017, traffic origin-destination surveys were undertaken to identify the level of “rat-running” that was occurring between Lower Portrush Road and Payneham Road. This was augmented with an additional origin-destination survey which was undertaken by the Council in February 2021, to investigate the specific concerns raised by residents of First Avenue via the Petition and subsequent correspondence. The survey identified that there is “rat-running” occurring through the area along the key routes of River Street and Beasley Street via Sixth Avenue, First Avenue, Second Avenue, Battams Road and Lambert Road.

- In 2017, the Council requested permission from the Department for Infrastructure & Transport (the Department) to install ‘No Right Turn 7.00am-9.00am’ signs on Lower Portrush Road at River Street and Beasley Street. As instructed by Department, the Council undertook detailed traffic analysis which identified that River Street and Beasley Street took around four (4) times more right turning traffic than at the Payneham Road and Lower Portrush Road intersection in the AM peak. It was estimated that if the right turns were banned into River and Beasley Streets during the AM peak, the delays at the Payneham Road intersection would increase from around 6 minutes to (up to) 27 minutes in the AM peak. The Department therefore did not approve the Council’s request for these part-time right turn bans. In 2021, the Department commenced a planning study for the intersection of Payneham Road and Lower Portrush Road with the aim of increasing capacity and reducing traffic delays. Council staff have commenced discussions with the Department to integrate ‘No Right Turn 7:00am -9:00 am’ signs at River Street and Beasley Street as part of this project.
- Road network analysis identified that the underlying traffic issues include:
 - the grid layout with the precinct being bound by the River Torrens on one side with only two access points (River Street and Beasley Street) off Lower Portrush Road;
 - the traffic congestion on Payneham Road and the intersection with Portrush Road that motivates drivers to find alternative routes; and
 - the Avenues being long and very wide roads which are conducive to higher speeds and “rat-running”.
- Land use within the study area is primarily residential, with commercial development confined to the Payneham Road frontage and the East Adelaide Primary School at the intersection of Westminster Street and Third Avenue. The School zone extends beyond the study area into Hackney, College Park, Evandale, Maylands and Stepney and school drop-off and pick-up traffic would contribute significantly to the peak hour traffic flows which is not considered to be “rat-running” traffic. The School zone is depicted in **Attachment D**.

The most recent traffic data for the study area is contained in **Attachment E**. It should be noted that traffic data in some streets has been updated since the Traffic Review was completed and therefore the data contained in Attachment D may vary from the data contained in the Traffic Review report.

The Marden, Royston Park, Joslin & St Peters Traffic Review – Recommendations

The Traffic Review identified two broad traffic management scenarios to consider which are aimed to either *prevent*, or *discourage* non-local traffic within the precinct.

The *prevention* scenario requires the adoption of a hard-line approach that would include road closures and other significant traffic control restrictions. This approach would require the determination of a formal road hierarchy for the precinct to identify Local Roads that would be designed to carry low traffic volumes and Collector Roads that would carry higher traffic volumes. The Collector Roads would likely be identified as Sixth Avenue, Lambert Road, Battams Road and Winchester Street.

The *discourage* scenario accepts that “rat-running” is somewhat inevitable throughout the study area and that traffic will filter throughout the permeable network. This scenario would include traffic management interventions to reduce speed and the ease of “rat-running” to discourage excessive through traffic. These may include, but not be limited to, horizontal deflection devices, mid-block median treatments and/or line marking and signage.

The Traffic Review recommended that the extent of the problems did not warrant the ‘*prevention*’ approach and that further consideration should be given to a range of local area traffic controls to *discourage* high volumes of traffic and address appropriate speeds as follows:

- implement a 40km/h area speed limit;
- install traffic control devices at strategic locations to *discourage* high volumes of traffic and moderate traffic speed; and
- continue to work with the Department of Infrastructure & Transport to advocate for No Right Turns into Beasley Street and River Street in the AM peak periods as part of the current Planning Study for the intersection of Payneham Road and Lower Portrush Road.

As part of the Traffic Review, it was noted that it has been almost eighteen (18) years since a comprehensive Local Area Traffic Management Plan (LATM) was undertaken for the study area. However, given that the extent of the issues is well understood, it is recommended that some concept plans, aimed at discouraging non-local traffic within the precinct, be prepared for consultation with the community as an alternative to preparing an LATM.

40km/h Area Speed Limit Investigations

Initial investigations have been undertaken by Council staff to identify if the study area complies with the requirements set out by the Department for Infrastructure & Transport (the Department) for a 40km/h area speed limit.

To ensure a consistent approach, it was identified that the 40km/h area should extend wider than the study area of the Traffic Review and include the residential streets in St Peters and Hackney, between Stephen Terrace and Hackney Road. This larger precinct is bound by Lower Portrush Road to the northeast, the River Torrens to the northwest, Payneham Road and North Terrace to the southeast and Hackney Road to the southwest, as depicted in **Attachment F**.

The investigations verified that the residential streets in the precinct depicted in **Attachment F**, meet the requirements for a 40km/h area wide speed limit without the need for additional traffic calming devices. Specific liaison with the Department would be required for Sixth Avenue which is a bus route and the interface with Stephen Terrace, which is operated and maintained by the Department and has a speed limit of 60km/h.

Prioritising and Funding Considerations

Funding for the implementation of traffic interventions in the study area has not been allocated in the Council's draft 2021-22 Annual Business Plan and Budget and any future works will require a prioritised, staged approach that balances the need to address outstanding traffic issues outside of this study area and other budgetary pressures and priorities.

The Council's Draft annual Business Plan and Budget 2021-22 includes funding for a Traffic Study in the area bound by Payneham Road to the north, Portrush Road to the west, Magill Road to the south and Glynburn Road to the east. This area has not had a comprehensive Local Area Traffic Management Plan (LATM) undertaken for twenty three (23) years and a number of streets are functioning as *Main Collector Roads* with traffic volumes up to 4,500 per day - considerably higher than the traffic volumes experienced in local streets in Marden, Royston Park, Joslin & St Peters.

Short-term traffic intervention works could be implemented by integrating them into other Council projects which will be undertaken in the study area, as those opportunities arise. The Council's Draft Annual Business Plan and Budget for 2021-22 includes funding for the design and/or re-construction of several streets in the study area, including Battams Road (Marden/Royston Park), Addison Road (Marden), Sixth Avenue (Joslin/St Peters) and Winchester Street (St Peters). If the Council's draft budget is endorsed, it will be timely to integrate minor traffic management interventions into these projects. Alternatively, if more substantial physical devices are needed, then funding will need to be sought via the Council's annual budget setting process.

Other proposed works will require strategic prioritisation to ensure a pragmatic approach.

The Australian Standards do not provide a warrant for prioritising traffic management interventions on local roads and it is up to the individual Council to set the measures for decision making based on the individual circumstances. Decisions made by this Council are based upon functionality of the road as set out in the Council's Local Area Traffic Management Policy, as follows:

The road classifications in terms of functionality have been determined by the Council to be:

- *Local Road – up to 2,000 vehicles per day;*
- *Collector Road – 2,000 to 3,000 vehicles per day, and*
- *Main Collector Road – 3,000-6,000 vehicles per day.*

This indicates that traffic management interventions may be appropriate if a local road is carrying more than 2,000 vehicles per day, or alternatively the road could be reclassified as a Collector or Main Collector Road. If the volume exceeds 2,000 vehicles per day, other attributes of the street are considered such as land use, pedestrian and cyclist activity, road width and street environment to assess the appropriate classification. Higher traffic volumes may not be considered acceptable by some residents but may nevertheless not be identified as a problem if it is aligned with the role of the street. In addition to the road classification, traffic engineers assess traffic speed, crash history and peak hour traffic volumes. If certain thresholds are met, traffic management interventions may be required, as described below.

- *Traffic speed*

The speed at which 85% of vehicles travel at or below, under free flowing conditions (the 85th percentile speed) is measured to identify the frequency and extent of speeding above the speed limit. In local streets with a 50km/h speed limit, the trigger for further investigation is generally where the 85th percentile speed is above 52km/h. However, other road attributes are taken into account such as road width and capacity, pedestrian and cyclist activity and land use.

- *Peak hour traffic volumes*

The percentage of daily traffic that is recorded during the morning (AM) and afternoon (PM) peak hour, is used to identify if there is a dis-proportionate volume of non-local traffic ("rat-running") on the street network. The peak hour volume is identified as the volume of traffic during the hour of the day that observes the highest traffic volumes. In this study area, the peaks are generally 8:00am to 9:00am and 5:00pm to 6:00pm, although some peaks were observed from 3:00pm to 4:00pm. The Austroads Guidelines suggest that if a local road carries peak period traffic volumes higher than 10% of the daily traffic volume, further investigation is warranted. Some Councils have higher peak volume thresholds such as the City of Unley which nominates a peak hour percentage of 14% as the threshold.

- *Crash history*

Crash data for a period of five (5) years is reviewed to assess road safety. A casualty crash consists of an injury or a fatality involving a pedestrian, cyclist or motorist. A single casualty crash does not necessarily indicate a traffic hazard, but a cluster of three (3) casualties over a five (5) year period indicates a *potential hazard* requiring investigation.

An assessment of the traffic data in the study area identified a number of streets where the thresholds for further investigation is triggered, as listed in TABLE and summarised below:

- River Street and Battams Road function as major collector roads with traffic volumes higher than 3,000 vehicles per day;
- Beasley Street and Sixth Avenue currently function as Collector Roads with traffic volumes higher than 2,000 vehicles per day;
- Sixth Avenue, which is also a bus route has high speeds and has had four (4) crashes over a 5-year period that involved a cyclist casualty;
- River Street, Fifth Avenue and Sixth Avenue have 85th percentile traffic speeds of 55 & 56 km/h;
- First Avenue, Second Avenue, Fifth Avenue, Sixth Avenue, Eighth Avenue and Ninth Avenue have 85th percentile speeds above 52km/h; and
- Second Avenue, Third Avenue and Sixth Avenue have excessively high AM peak hour volumes.

TABLE 1: STREETS THAT WARRANT FURTHER INVESTIGATION DUE TO TRAFFIC DATA ASSESSMENT

Street name	85 th percentile speed > 50km/h	Traffic volume > 2,000vpd	Peak hour volumes > 10%	Three or more casualty crashes (2016-2020)
River Street	56 km/h	3,222 vpd	13% AM, 12% PM	-
Beasley Street	-	2,138 vpd	14% AM, 13% PM	-
Broad Street	-	-	12% AM & PM	-
Battams Road	-	3,056 vpd	12% PM	-
First Avenue	54km/h	-	15% AM & PM	-
Second Avenue	54km/h	-	24% AM, 14% PM	-
Third Avenue	-	-	21%a AM, 14% PM	-
Fifth Avenue	56km/h	-	-	-
Sixth Avenue	55km/h	2,622 vpd	19% AM	4 (cyclists)
Seventh Avenue	-	-	-	-
Eighth Avenue	53km/h	-	-	-
Ninth Avenue	54km/h	-	11% AM	-

Comprehensive traffic data within the study area is contained in **Attachment D**.

The *Streets for People Compendium for South Australian Practice*, provides information and guidance for best practice street design for the development of pedestrian and cycle friendly environments. The *Compendium* recommends that residential streets should have speeds of 30km/h or less and carry up to 3,000 vehicles per day. Using this criteria, the traffic speed in the study area is excessively high but acceptable traffic volumes are only exceeded in River Street and Battams Road.

Given that Sixth Avenue includes a bus route, its function as a collector road is considered appropriate, however the cluster of cyclist casualty crashes on Sixth Avenue, warrants a safety review to identify the cause of the crashes and possible mitigating measures.

The 85th percentile traffic speed throughout the study area is of concern. The implementation of a 40km/h area speed limit would reduce speeds and is warranted in the short term. This would be a relatively low-cost measure that would assist speed across the entire study area rather than concentrating on just a few streets. This would also be a consistent approach to follow on from the 40km/h implementation of Norwood and Kent Town, which is currently subject to consultation outcomes and Council endorsement.

Stephen Terrace

Stephen Terrace is a sub-arterial road maintained by the Department of Infrastructure & Transport and runs through the historic-residential and residential areas of St Peters. It carries 22,000 vehicles per day and is signed at 60km/h. It consists of one lane in each direction, auxiliary right turn lanes and bicycle lanes. There are sixteen 4-way intersections on this 1.3 kilometre stretch of road controlled by either Give Way or Stop signs from the local streets.

Observations have identified that there is often a lack of gaps in the traffic and motorists, cyclists and pedestrians find it difficult to cross or turn right at the sixteen (16) four-way intersections.

Crash data sourced from the Department identifies crashes at every intersection and also in the mid-block sections. The high traffic volumes, and 60km/h speed limit crash history, create an environment that is contrary to its residential surroundings and significant pedestrian and cyclist activity.

The Council does not have the authority to change the speed limit on Stephen Terrace but has discussed the possibility of improving safety and residential amenity by reducing the speed limit of Stephen Terrace to 50km/h. This request has been refused by the Department to date.

The Petition

The Petition from residents of First Avenue (St Peters, Joslin and Royston Park) presented to the Traffic Management & Road Safety Management Committee at its meeting held on 18 August 2020, is contained in **Attachment A**. The petition requested that the Council undertake four action points which are listed below together with a staff response to each point.

Action Point 1: Eliminate or significantly reduce by at least 80%, non-resident commuter 'rat-running' traffic volumes by installing suitable road infrastructure and signage on First Avenue.

Response: The high percentage of traffic in the peak hour confirms that there is some non-resident rat-running occurring in First Avenue. However, it is also occurring in River Street, Beasley Street, Broad Street, Battams Road, Second Avenue, Third Avenue, Sixth Avenue and Ninth Avenue. If traffic intervention measures were installed in First Avenue as requested by the Petitioners, the traffic would simply transfer to Second Avenue resulting in adverse impacts to residents of Second Avenue.

The traffic volume in First Avenue is 1,241 vehicles per day which is well below the acceptable volume of up to 2,000 vehicles per day for a Local Street (as set out in the Council's *Local Area Traffic Management Policy*). Therefore, it is considered that significant traffic intervention measures are not warranted. Instead, an holistic and logical traffic management approach that targets the source of the "rat-running" traffic is more practical.

Action Point 2: Reduce the maximum signed speeds to 40km/h in the residential areas of College Park, St Peters, Joslin and Royston Park.

Response: This suggestion is a practical and holistic approach to reducing traffic speed in the residential areas and warrants consideration.

Action Point 3: Manage non-resident parking on First Avenue during the working weekday.

Response: The areas beyond the property boundary of any residence, namely the footpath and roadway are public space. On-street parking is considered to be a public amenity and as such, is available for all road users including residents, visitors and local employees. The road width of First Avenue is approximately eleven (11) metres which facilitates parking on both sides of the street while still allowing for the safe movement of traffic in both directions. Therefore, anyone is legally allowed to park in First Avenue providing they park in accordance with the *Australian Road Rules*.

It is understood that there was some level of inconvenience to residents of First Avenue in 2020, with a higher parking demand than usual generated from construction workers at the Life Care development on Payneham Road. As a result of the Petition, The Council's Parking Inspectors increased monitoring of parking compliance in First Avenue during the construction period and vehicles found to park illegally (not in compliance with the Australian Road Rules), were issued Expiation Notices.

Action Point 4: Adopt First Avenue as part of Council's cycling plan and promote safe cycling along First Avenue.

Response: The cycling network identifies key streets throughout the City that provide cyclists with the safest and most direct routes over long distances. Bicycle logos are installed along these routes to raise motorist awareness of the possible presence of cyclists and help with cyclist wayfinding to the most appropriate locations to cross busy roads and connect to other routes further afield. If logos are placed on every street, it would reduce the strategic function of the network.

Community consultation has identified that cyclists filtered through all of the Avenues in St Peters and Joslin depending on their origin and destination and therefore, the strategic routes selected were:

- Ninth Avenue because cycling data identified it was the most popular cycling route. It connects the Adelaide CBD with the River Torrens Linear Park Shared Path and avoids some long winding sections of the shared path; and
- Third Avenue because it provides the most direct link to the safe pedestrian crossings at Lower Portrush Road and Stephen Terrace.

Traffic data (including cyclist data) was collected in the Avenues between Winchester Street and Lambert Road in 2020 and 2021, as shown in Table 2 below.

TABLE 2: DAILY CYCLING VOLUME IN THE AVENUES

Street Name	Daily Cyclist Volume
Ninth Avenue	47
Eighth Avenue	6
Seventh Avenue	17
Sixth Avenue	4
Fifth Avenue	11
Fourth Avenue	3
Third Avenue	10
Second Avenue	13
First Avenue	11

The data set out in Table 2 above, identifies that Ninth Avenue is clearly the most popular cycling route in the northwest section of the study area, but First Avenue carries similar volumes to Second, Third, Fifth and Seventh Avenues. Given these findings, there is no justification to modify the existing cycling network. If a street is not designated on the cycling network, it does not however, preclude cyclists from riding on it. It would be illogical to formally designate every street as a cycling route.

OPTIONS

The findings discussed in this report have identified, from an evidence-based perspective, that traffic speed and volume in a number of streets in the study area (depicted in **Attachment B**), warrant some form of traffic management intervention.

“Rat-running” is occurring in First Avenue as raised in the petition by residents of First Avenue, however data clearly shows that “rat-running” is occurring throughout the entire study area. Therefore, a strategic and logical approach is required so that any traffic interventions installed on one street do not simply transfer the problem by increasing traffic volumes in another street.

The installation of traffic management devices in every street would be cost prohibitive and an inequitable outcome from a City-wide perspective.

Therefore, the key recommendations are to:

- facilitate speed reduction with the implementation of an area wide 40km/h speed limit; and
- discourage excessive through traffic by installing traffic management interventions in key streets. These may include, but not be limited to, horizontal deflection devices, mid-block median treatments and/or line marking and signage.

The outcomes of these interventions would be evaluated post-implementation and additional works would be considered in other streets only if deemed necessary.

The Committee is now required to consider the investigations and findings described in this report and provide advice to the Council on the next steps.

Possible options for the next steps are listed below.

Option 1

Do nothing. The Committee can recommend to the Council that notwithstanding the recommendations contained in the Marden, Royston Park, Joslin and St Peters Traffic Review report, there is no justification for traffic management works to be undertaken.

This option is not recommended on the basis that significant “rat-running” and speeding has been identified within the area.

Option 2

The Committee can recommend to the Council that in light of the investigations and findings detailed in this report, there is sufficient justification to develop a traffic management framework for consultation with the community and key stakeholders on the following:

- a) propose to reduce the speed limit to 40km/h in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens (as depicted in Attachment F to this report), noting that this area includes the additional suburbs of College Park and Hackney;
- b) prepare three concept design options for traffic management devices that aim to discourage excessive through traffic along River Street, Beasley Street and Battams Road. These may include, but not be limited to, horizontal deflection devices, mid-block median treatments and/or line marking and signage.
- c) integrate traffic management interventions that can be accommodated within the allocated budget into the streets that are planned for design and or re-construction in the 2021-22 financial year, including Battams Road (Marden/Royston Park), Addison Road (Marden), Sixth Avenue (Joslin/St Peters) and Winchester Street (St Peters). It is noted that if substantial physical interventions are recommended in these streets, additional funding will need to be considered separately as part of the Council's annual budget setting process;
- d) undertake a review of the casualty crash clusters in Sixth Avenue to identify the cause of the crashes and identify possible mitigating measures; and
- e) continue to liaise with the Department for Infrastructure & Transport to:
 - advocate for No Right Turns in to Beasley and River Street as part of the future outcomes of the Lower Portrush Road and Payneham Road Planning Study;
 - develop options to reduce "rat-running" to/from the junctions of Payneham Road with Battams Road, and Salisbury Street; and
 - continue to advocate for a speed limit reduction from 60km/h to 50km/h along Stephen Terrace.

This option is recommended because it is a logical, practical, strategic approach that addresses the areas of highest priority.

Option 3

The Committee can choose to consider the *traffic prevention* approach instead of the *traffic discouragement* approach. This would include road closures and other significant traffic control restrictions. As stated in this report, this approach would require the determination of a formal road hierarchy for the precinct to identify Local Roads that would be designed to carry low traffic volumes and Collector Roads that would carry higher traffic volumes. The Collector Roads likely be identified are Sixth Avenue, Lambert Road, Battams Road and Winchester Street.

The formalisation of a road hierarchy would positively result in the reduction of traffic volumes in some roads, however traffic volumes would significantly increase on the roads identified as Collector Roads. This would create a 'winners and losers' scenario for residents in The Avenues, depending on which streets they reside in. Such an approach is considered inequitable and unnecessary in light of the availability of other traffic management options. This approach is therefore not recommended at this stage.

CONCLUSION

The *Marden, Royston Park, Joslin and St Peters Traffic Review* has validated that traffic speed and “rat-running” is at a level that warrants traffic management intervention in some streets within the study area. However, given that traffic data identifies similar (and more significant) traffic issues in other suburbs within the City, it is important that a logical, practical, prioritised and staged approach is adopted that provides a framework for an equitable allocation of Council resources.

The Petition from residents of First Avenue (St Peters, Joslin and Royston Park) has advised the Council that in their view, they are adversely impacted by traffic speed and volume and are dissatisfied with the current level of traffic management in the area. The traffic review has validated some of the concerns raised in the Petition from First Avenue residents, but has also identified that traffic issues are not contained just to First Avenue but are occurring throughout the study area. As such, the traffic management recommendations are strategic (i.e. not a ‘street-by-street’ approach), and aim to improve the neighbourhood as a whole.

A *traffic prevention* approach is not considered necessary or desirable due to high cost and the resulting ‘winners and losers’ outcome. The most logical and pragmatic approach is to *discourage* excessive traffic volumes and reduce traffic speeds by adopting the following traffic management interventions:

- pursue a 40km/h area wide speed limit in the area depicted in Attachment F (subject to the outcomes of the proposal to introduce 40km/h in Norwood and Kent Town);
- continue to work with the Department for Infrastructure & Transport to advocate for right turn bans into River Street and Beasley Street in the AM peak periods, address “rat-running” at the interface of Payneham Road, and reduce the speed limit on Stephen Terrace to 50km/h;
- develop designs (for consultation) for traffic management interventions in Beasley Street, River Street and Battams Road that aim to discourage excessive through traffic;
- Include minor traffic management improvements into the road reconstruction program as opportunities arise, or plan and budget for more substantial physical devices in future years; and
- address the identified safety issues on Sixth Avenue.

A proposal to reduce the speed limit to 40km/h in the residential streets of Norwood and Kent Town is currently on consultation and will close on 21 June 2021. If the community supports the proposal and it is subsequently endorsed by the Council, the next logical area for the Council to consider a 40km/h area wide speed limit is considered to be the area depicted in **Attachment F** because it lies adjacent to Kent Town and Norwood as well as the 40km/h areas of Stepney, Maylands and Evandale and would result in a 40km/h speed limit in all residential streets west of Portrush Road and Lower Portrush Road.

Although some residents’ concerns formed the basis for this traffic review, it is not necessarily a reflective of the views of residents from across the entire study area. Community consultation will therefore be an important component of any traffic management strategy.

COMMENTS

The traffic issues raised by a number of residents have been comprehensively analysed to develop an evidence-based framework to inform decision making. The proposed package of recommendations form a practical and strategic response to reduce traffic speed and volume throughout the entire study area.

A 40km/h Area speed limit was introduced by the Council in the residential streets of Stepney, Maylands and Evandale in 2019. Subsequently, the Council has endorsed that investigations and implementation of a 40km/h speed limit in residential streets across the remaining parts of the City be considered in a staged approach, commencing with Norwood and Kent Town. The proposal to implement a 40km/h speed limit in the residential streets of Norwood and Kent Town has been released for community consultation, which concludes on 21 June, 2021. Once the results of the consultation have been analysed, the results will be presented to the Committee and subsequently the Council, which will need to make a final determination as to whether or not to proceed with the implementation of a 40km/h speed limit in residential streets of Norwood and Kent Town. As that matter is yet to be determined and in order to maintain efficient and effective use of available staff and financial resources, it is recommended that if the Committee and subsequently the Council, endorse the traffic management initiatives outlined in this report, that they not be released for community consultation until the Council has made a final determination in relation to the proposal to implement a 40km/h speed limit in the residential streets of Norwood and Kent Town.

RECOMMENDATION

1. That the Committee recommends to the Council that as a result of the outcomes from the investigations detailed in this report, the following traffic management initiatives, which aim to discourage excessive through traffic and speeding in Marden, Royston Park, Joslin and St Peters, be combined into a traffic management framework and released for community consultation in the affected suburbs:
 - a) reducing the speed limit to 40km/h in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens (as depicted in Attachment F to this report), noting that this area includes the additional suburbs of College Park and Hackney;
 - b) preparation of three concept design options for traffic management devices that aim to discourage excessive through traffic along River Street, Beasley Street and Battams Road. These may include, but not be limited to, horizontal deflection devices, mid-block median treatments and/or line marking and signage.
 - c) Informing residents and other key stakeholders of any proposals to integrate traffic management interventions that can be accommodated within the allocated budget into the streets that are planned for design and or re-construction in the 2021-22 financial year, including Battams Road (Marden/Royston Park), Addison Road (Marden), Sixth Avenue (Joslin/St Peters) and Winchester Street (St Peters). It is noted that if substantial physical interventions are recommended in these streets, additional funding will need to be considered separately as part of the Council's annual budget setting process;
 - d) undertaking a review of the casualty crash clusters in Sixth Avenue to identify the cause of the crashes and identify possible mitigating measures;
 - e) informing residents and other key stakeholders that the Council is continuing to liaise with the Department for Infrastructure & Transport to:
 - advocate for No Right Turns in to Beasley and River Street as part of the future outcomes of the Lower Portrush Road and Payneham Road Planning Study;
 - develop options to reduce "rat-running" to/from the junctions of Payneham Road with Battams Road, and Salisbury Street; and
 - continue to advocate for a speed limit reduction from 60km/h to 50km/h along Stephen Terrace.
 2. That the Committee notes that a further report will be prepared for consideration by the Traffic Management & Road Safety Committee and the Council, that outlines the outcomes of the community consultation of the traffic management framework to discourage excessive through traffic and speeding in Marden, Royston Park, Joslin and St Peters.
 3. That the Committee notes that community consultation on the traffic management initiatives outlined in Part 1 and 2 above will commence after the Council has made a final determination in relation to the proposal to implement a 40km/h speed limit in the residential streets of Norwood & Kent Town.
-

Cr Dottore moved:

1. *That the Committee recommends to the Council that as a result of the outcomes from the investigations detailed in this report, the following traffic management initiatives, which aim to discourage excessive through traffic and speeding in Marden, Royston Park, Joslin and St Peters, be combined into a traffic management framework and released for community consultation in the affected suburbs:*
 - a) *reducing the speed limit to 40km/h in the residential streets bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens (as depicted in Attachment F to this report), noting that this area includes the additional suburbs of College Park and Hackney;*
 - b) *preparation of three concept design options for traffic management devices that aim to discourage excessive through traffic along River Street, Beasley Street and Battams Road. These may include, but not be limited to, horizontal deflection devices, mid-block median treatments and/or line marking and signage.*
 - c) *Informing residents and other key stakeholders of any proposals to integrate traffic management interventions that can be accommodated within the allocated budget into the streets that are planned for design and or re-construction in the 2021-22 financial year, including Battams Road (Marden/Royston Park), Addison Road (Marden), Sixth Avenue (Joslin/St Peters) and Winchester Street (St Peters). It is noted that if substantial physical interventions are recommended in these streets, additional funding will need to be considered separately as part of the Council's annual budget setting process;*
 - d) *undertaking a review of the casualty crash clusters in Sixth Avenue to identify the cause of the crashes and identify possible mitigating measures;*
 - e) *informing residents and other key stakeholders that the Council is continuing to liaise with the Department for Infrastructure & Transport to:*
 - *advocate for No Right Turns in to Beasley and River Street as part of the future outcomes of the Lower Portrush Road and Payneham Road Planning Study;*
 - *develop options to reduce "rat-running" to/from the junctions of Payneham Road with Battams Road, and Salisbury Street; and*
 - *continue to advocate for a speed limit reduction from 60km/h to 50km/h along Stephen Terrace.*
2. *That the Committee notes that a further report will be prepared for consideration by the Traffic Management & Road Safety Committee and the Council, that outlines the outcomes of the community consultation of the traffic management framework to discourage excessive through traffic and speeding in Marden, Royston Park, Joslin and St Peters.*
3. *That the Committee notes that community consultation on the traffic management initiatives outlined in Part 1 and 2 above will commence after the Council has made a final determination in relation to the proposal to implement a 40km/h speed limit in the residential streets of Norwood & Kent Town.*

Seconded by Mr Nick Meredith and carried unanimously.

Attachment B

Marden & Royston Park Traffic Management

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City of
Norwood
Payneham
& St Peters



**TRAFFIC MANAGEMENT IN MARDEN
AND ROYSTON PARK
COMMUNITY CONSULTATION AND
RECOMMENDATIONS**

Report prepared by:

 **intermethod** and **infraPlan**

for the City of Norwood Payneham & St Peters

6 October 2022

‘Traffic management in Marden and Royston Park: Community consultation and recommendations’

v7, 6 October 2022

Report prepared for:



City of
Norwood
Payneham
& St Peters

Report prepared by:



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BACKGROUND



Pollock Avenue

INTRODUCTION

Intermethod and InfraPlan were commissioned by the City of Norwood, Payneham and St Peters (the Council) to prepare options for traffic management for the suburbs of Marden and Royston Park and, based on community feedback, prepare a concept Local Area Traffic Management Plan. This traffic management plan can guide the planning and management of road space within a defined area. It considers neighbourhood level traffic related problems, and proposes integrated solutions for a local area context. The Austroads guides explain the Local Area Traffic Management approach as the context of modifying streets and networks which were designed in ways that are no longer considered appropriate to the current needs and involves using physical devices and streetscaping treatments to influence vehicle operation.

The Council area is located adjacent to the City of Adelaide extending eastwards and covering a diverse part of inner Adelaide with its mix of residential, commercial, main street and open space areas. The Council area is traversed by the Metropolitan Adelaide arterial road network including Portrush/Lower Portrush Roads, Payneham Road, Kensington Road, Magill Road and The Parade. These roads carry high volumes of cars, buses and freight that can exceed existing network capacity in particular at peak travel periods. As a result, the permeable Council road network is subject to increasing levels of through traffic (commonly known as “rat-running”).

Traffic surveys undertaken in 2017 and 2021 identified that traffic speed and non-local through traffic in

the study area (and adjacent areas) is at a level that warrants traffic management intervention in some streets. Ensuring local roads and road networks are safe, accessible and meet the needs of the community is important for Council.

In preparing traffic management solutions, Council asked the project team to consider a range of options including traditional traffic engineering solutions as well as innovative solutions that will discourage excessive traffic volume and speed.

ABOUT LOCAL AREA TRAFFIC MANAGEMENT

Local area traffic management intends to create more pleasant streets with acceptable levels of traffic volumes and speed by:

- ▶ Discouraging non-local traffic
- ▶ Improving driver behaviour and moderating vehicle speeds
- ▶ Providing a safer environment for everyone
- ▶ Enhancing street amenity
- ▶ Maximising opportunity for greening.

Local area traffic management studies consider origin/destination, traffic volumes, traffic speeds, crash history, cycling, journey times, wayfinding and access to arterial roads, as well as community perceptions to local traffic issues. Local area traffic management initiatives need to consider all street users, including all types of vehicles, access/service requirements and emergency vehicles.



Battams Road adjacent Sixth Avenue

METHODOLOGY

The approach to this study was divided into the following stages as described below.

CONTEXT MAPPING AND REVIEW

A detailed analysis was carried out of local context and existing conditions, precedent studies and a range of input information including road crash data, journey to work Census data, future trip growth demand and traffic count data.

Active transport was analysed including key walking movements, connections to the public transport network, access to popular local attractions including the River Torrens Linear Park. Strava heat maps were also consulted as part of a review of planned and completed infrastructure cycling works.

BACKGROUND REVIEW OF BEST PRACTICE

A best practice review was considered examining leading Local Area Traffic Management plans prepared by other state and local government authorities to identify best practice approaches, taking into account format, key messages and objectives, layout, types of interventions, approach to implementation, priority actions/initiatives, indicators for measuring traffic calming effectiveness, cost effectiveness and community tolerance of ride discomfort and reduced vehicular access.

MAPPING AND VISUALLY PRESENTING THE POSSIBILITIES

Preparation of multiple indicative design options utilising aerial imagery and other visual reference material. These options were discussed with Council staff and refined for inclusion in the public engagement.

ENGAGEMENT

Community engagement included:

- ▶ Workshop with Elected Members on 23 February 2022
- ▶ Drop-in community information session on 12 April 2022
- ▶ Community engagement via on-line and hard copy surveys between 12 April and May 2022.

Community consultation was supported by a Community Engagement Pack and survey. The Pack contained project information, key issues analysis and a set of draft local traffic management options for consideration – road closures, median islands and traffic speed calming.

Engagement helped determine whether there is support/opposition to proposed preliminary options and whether there are any other common concerns

or suggestions evident in feedback.

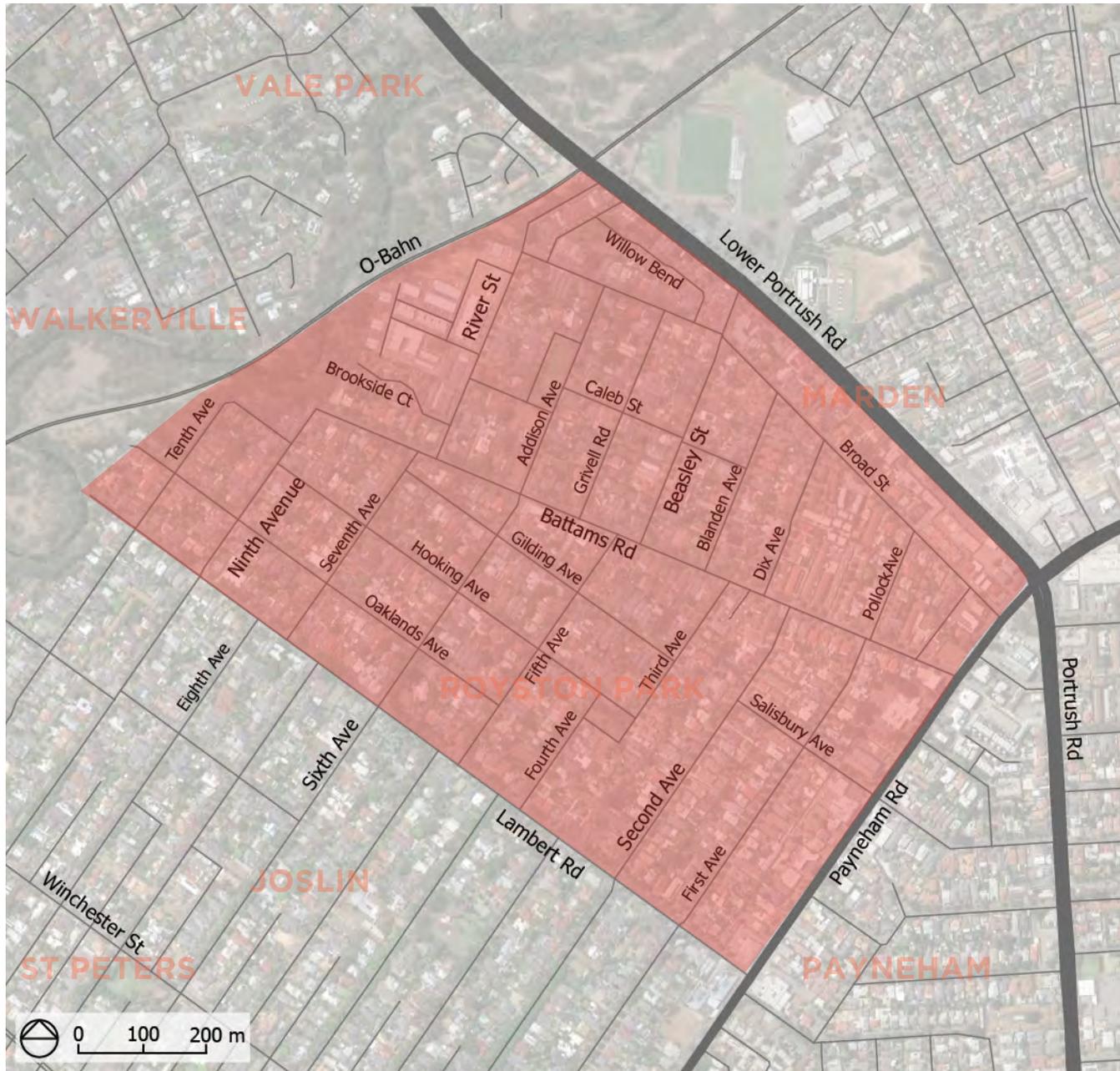
CONCEPT REFINEMENT

Community engagement and Council feedback was analysed and recommendation for the way forward was prepared. Based on this recommendation, the preferred local area traffic management option was prepared including high level cost estimation and plans.

Traffic management designs were progressed to the proof of concept stage (30% design) produced on aerial imagery, supplemented by site visits to ensure compatibility with existing elements.

THIS PROJECT REPORT

This document collates key findings from all project stages to provide record and reference for subsequent design development and decision making.



STUDY AREA CONTEXT

The map identifies the Marden and Royston Park study area. The area is bound by the arterial roads Lower Portrush Road and Payneham Road, the O-Bahn Busway corridor, and local road Lambert Road.

Payneham Road forms part of the broader All road corridor, extending 22 kilometres between the Adelaide CBD and the town of Houghton in the Adelaide Hills. The All comprises the following arterial roads: North Terrace, Payneham Road and Lower North East Road. Payneham Road is not a designated Major Traffic Route in the Functional Hierarchy for South Australia’s Land Transport Network (although it has a Peak Hour Route designation). Within study area environs, Payneham Road carries approximately 33,000 to 49,000 vehicles per day.

Lower Portrush Road forms part of a strategic connection between the South Eastern Freeway and the northern areas of the Metropolitan Adelaide. It forms part of the Adelaide Outer Ring Road and is a nationally recognised key freight route. Within study area environs, Lower Portrush Road carries approximately 35,000 to 49,000 vehicles per day.

The intersection of Payneham Road and Lower Portrush Road caters for more than 49,000 vehicles per day with significant movement patterns, delay and congestion along both axis at peak periods. This can lead to motorists using the local street network to travel through the area.

Stephen Terrace further to the south is a sub-arterial state maintained road. It carries 22,000 vpd. It can be accessed via the local road network from within the study area.

The Council's Local Area Traffic Management Policy defines the road hierarchy by the volume of vehicles per day (vpd) using the road. As such, a 'local road' carries less than 2,000, a 'collector road' between 2,000 and 3,000 and a 'main collector road' between 3,000 to 6,000 vehicles per day. This defines sections of River Street and Battams Road as 'main collector roads', Sixth Avenue and a section of Beasley Street as 'collector roads' and all other roads as 'local'.

The road geometry is a grid based system modified by the terminating juncture of the River Torrens. The Avenues which extend northwards from Joslin connect onto Battams Road. The road network north of Battams Road is slightly offset from the Avenues (resulting in a number of T-intersections).

The grid network allows for a high degree of permeability for the network between the arterial roads. Glenbrook Close, Arabella Court and Willow Bend residential estates are located in the northeast quadrant of the study area. These residential enclaves connect to the local road network but then rely on a series of internal roads/driveways to connect to individual properties within the 'estates'.

This differs from the balance of the housing within the study area which is more 'traditional' shaped blocks containing one or more dwellings directly fronting the street. Houses and commercial development at the edge of the study area fronting



River Street



Beasley Street



Third Avenue

Lower Portrush Road rely on sole access to this main arterial road only (i.e. do not have internal road access into the study area.

Public transport routes are primarily provided on the adjacent arterial road network with the exception of the W90 and W91 bus routes that use Sixth Avenue Addison Avenue, Grivell Road and Caleb Street

LAND USE

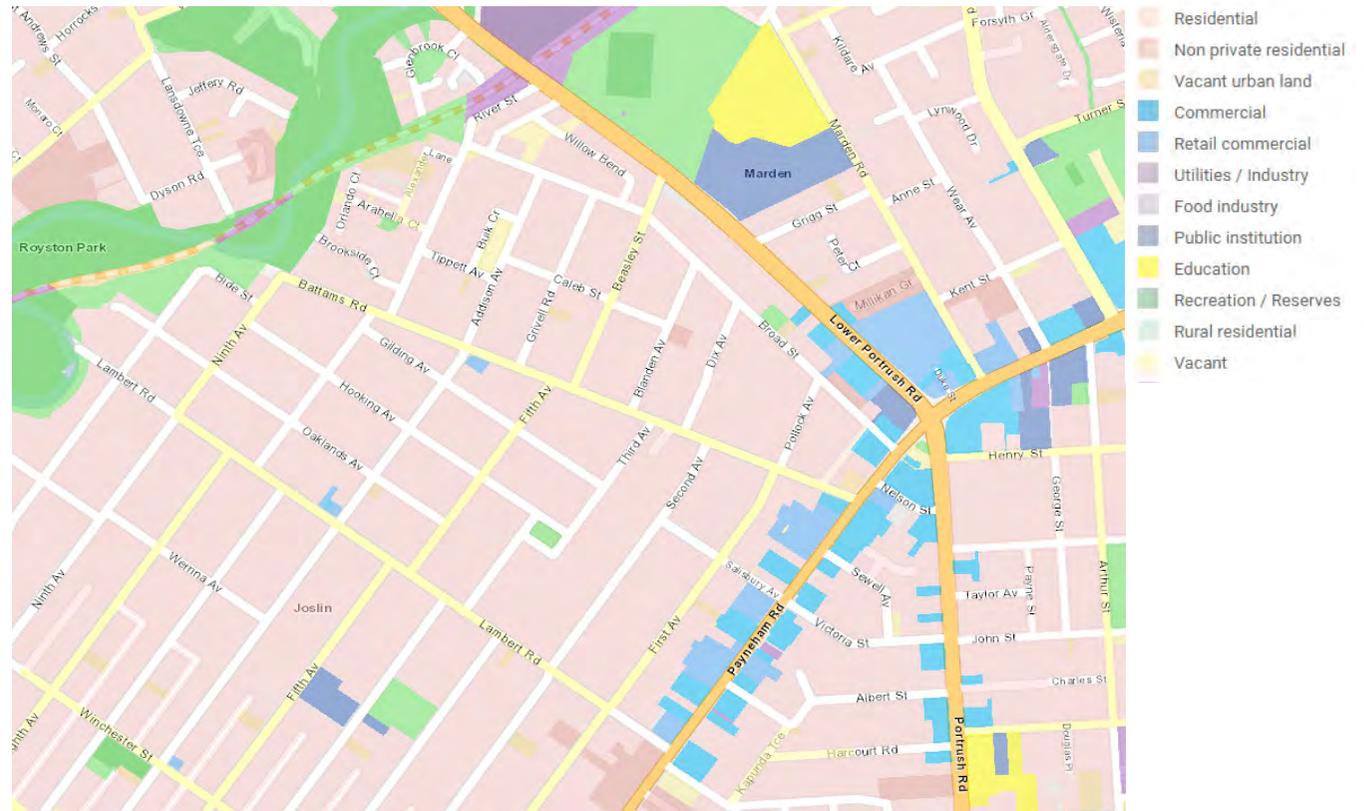
The study area is primarily residential with commercial activity (mid-dark blue on the map) focussed along Payneham Road and at the intersection with Lower Portrush Road. The majority of housing within the study area south of Battams Road are established detached dwellings on medium-large sized allotments. North of Battams Road there is a higher proportion of detached (plus semi-detached dwellings) on smaller allotments. Arabella Court, Glenbrook Close and Willow Bend estates are located adjacent to Lower Portrush Road in the northeastern part of the study area. There is also a cluster of higher density housing on land bound by Dix Avenue, Broad Street and Battams Road.

There is an emerging proportion of recent infill development across the study area with an older dwelling being replaced by one or more new dwellings.

Non-residential development within the study area includes:

- ▶ Small local centres on the corner of Battams Road and Sixth Avenue and Lambert Road and Sixth Avenue containing local services, cafes and shops
- ▶ Two small local parks in Hooking Avenue and Addison Avenue (Jaffa Jiffa Park) plus cycling and pedestrian connections to the River Torrens Linear Park
- ▶ Extended sections of commercial activity between Lambert Road and the Portrush Road intersection along the perimeter of the

Existing land uses (source: Location SA)



study area including the Payneham Tavern and Payneham Road Uniting Church.

The Marden Shopping Centre is located just outside the study area on the northeastern side of the Portrush Road intersection. This is the largest activity centre close to the study area, containing over 35 outlets ranging from health, clothing and food to postal and banking services.

The River Torrens Linear Park extends along the northwestern periphery of the study area.

STRATEGIC CONTEXT

The State Government's 20 Year State Infrastructure Strategy highlights a need to make SA more productive, maintain liveability, improve safety of the road network and improve efficiency of key economic and freight corridors. Underneath these broader themes. Key transport aims include improved public transport function and patron share, better road safety, enhanced freight route efficiency, active transport growth and improved movement through and between economic corridors and nodes.

At the regional level, The 30 Year Plan for Greater Adelaide identifies Payneham Road as a 'Transit Corridor', whereby it is intended to be the focus of renewed activity and increased residential densities.

The Plan also seeks development that does not adversely impact the transport function of freight and/or major traffic routes. There is a general focus on making Adelaide a liveable, sustainable and more competitive city (with good main streets, access to services, walkable neighbourhoods and improved transport choices) and responding to future climate change challenges.

At the local level, the Council's City Plan 2030 identifies a vision for: *"A City which values its heritage, cultural diversity, sense of place and natural environment. A progressive City which is prosperous, sustainable and socially cohesive with a strong community spirit."*

This Plan comprises four outcomes – Social Equity, Cultural Vitality, Economic Prosperity, Environmental

Sustainability. These outcomes are underpinned by a series of objectives, strategies and targets. Relevant objectives for this traffic management study are:

- ▶ Objective 1.2 A people-friendly, integrated and sustainable transport network. This includes a focus on active transport, safety, accessibility and achieving appropriate traffic management to enhance residential amenity.
- ▶ Objective 2.3 A City which values and promotes its rich cultural and built heritage. This involves protecting and enhancing streetscape, precincts and landmarks.
- ▶ Objective 2.4 Pleasant, well designed, and sustainable urban environments.

Council also prepared the "Plan to Cycle: City-wide Cycling Plan" in 2014. The Plan and its Action Plan is updated every five years. This Plan has a central aim to increase overall cycling rates in the Council. To underpin cycling uptake, the Plan outlined the following vision ideas:

- ▶ There is an effective, connected cycling network that can be used by inexperienced and experienced riders
- ▶ Residents have increased opportunities to choose cycling ahead of their car for short trips
- ▶ The community recognises the importance of sustainable transport, and that cycling is a legitimate and respected form of transport
- ▶ Cycling safety is improved.

Council has a Local Area Traffic Management Policy. This Policy provides the framework under which the Council will address traffic management issues

associated with roads under its care, control and management.

Council has recently endorsed the NPSP Tree Strategy 2022-27. This strategy recognises the importance of street trees and their aesthetic and cooling benefits with an aim, amongst others, to increase canopy cover by 20% by 2045. There is currently a medium tree cover in the study area. A priority criteria for action is established which lists streets within traffic management study areas as a priority (b). The strategy also suggests opportunities for street trees could be investigated as part of traffic calming in these areas.

PRECEDENT STUDIES

Department for Infrastructure and Transport Corridor plans

The Department for Infrastructure and Transport undertook a series of corridor planning projects in 2021/22. This included Payneham Road and Portrush/Lower Portrush Roads. The reports are not yet publicly available.

Marden – St Peters Local Area Traffic Review

Council engaged preparation of the Marden – St Peters Local Area Traffic Review (Tonkin) in 2021, which has informed preparation of this study. This review considered previous traffic investigations, analysed recent traffic data, sought to generate 'acceptable' traffic volumes and identified next steps. This 'point in time' report identified a series of options that have been considered for traffic management including road closures, road and roundabout treatments, other traffic calming measures and speed limit reduction.

TECHNICAL CONTEXT





TURNING MOVEMENTS

Within the study area, there are six intersections with arterial roads. Connections onto Lower Portrush Road are:

- ▶ River Street - unrestricted movement in/out
- ▶ Beasley Street - unrestricted movement in/out.

The 600 metre distance between Beasley Street and the Payneham Road / Lower Portrush Road intersection is the longest stretch of study area frontage without public access to the arterial road network. However, there are reports of vehicles using commercial driveways to cut through from Broad Street onto Lower Portrush area.

Connections onto Payneham Road are:

- ▶ Battams Road - unrestricted movement in/out
- ▶ Salisbury Avenue - unrestricted movement in/out
- ▶ Broad Street - left-in, left-out movements only
- ▶ Lambert Avenue - a signalised T- intersection.

There are additional entry points to this study area from all of the Avenues which connect with Stephen Terrace, as well as Westminster Street which connects with Payneham Road. The O-Bahn busway corridor and the River Torrens extend along the northwestern edge of the study area. There is no cross river access between local streets in the study area and Vale Park/Walkerville on the other side. The only close point for crossing is Lower Portrush Road. The severance affect means that arterial road access into the study area is confined to Payneham Road and Lower Portrush Road only.



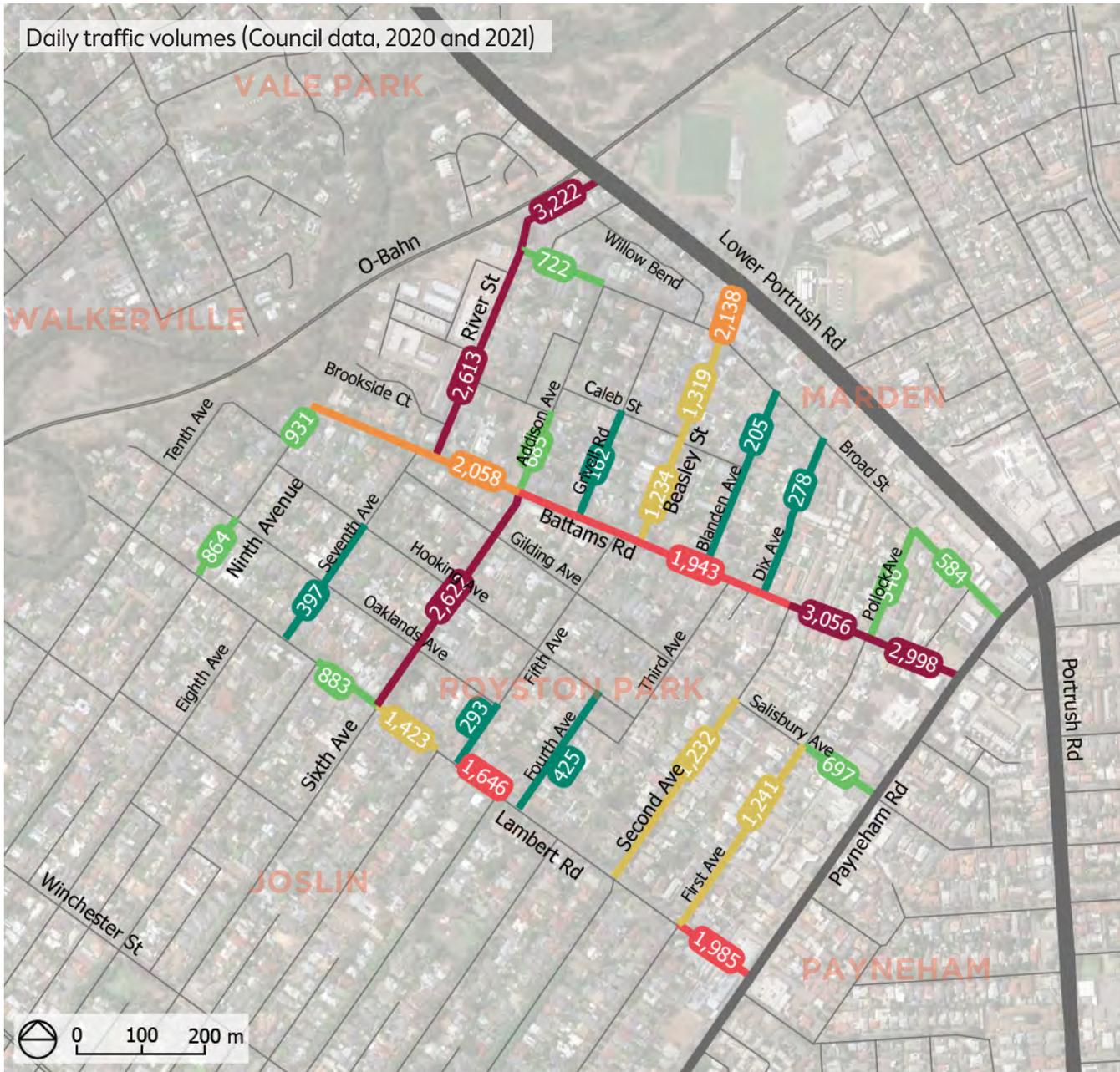
WAYFINDING AND FASTEST ROUTES

For a motorist using GPS software, a basic map search identifies the following routes through the study area:

- ▶ Via Lambert Road, Sixth Avenue and River Street
- ▶ Via Winchester Street, Sixth Avenue and River Street.

Google journey planning in the PM peak suggests a four minute shorter journey by entering the local road network and avoiding Payneham Road/Lower Portrush Road. There is an additional perception for a motorist that they are gaining time as opposed to being idle in congested traffic on arterial roads.

The 2021 Marden - St Peters Local Area Traffic Review report summarises investigations undertaken in 2017 to determine the impact of prohibiting the right turns off Lower Portrush Road into both River Street and Beasley Street in the morning peak. Assessment showed that banning right turns would increase the queue length for vehicles turning right from Lower Portrush Road into Payneham Road. As part of these investigations, discussions were held with DIT who confirmed that they would not prohibit right turn movements into Beasley Street or River Street.



TRAFFIC VOLUMES

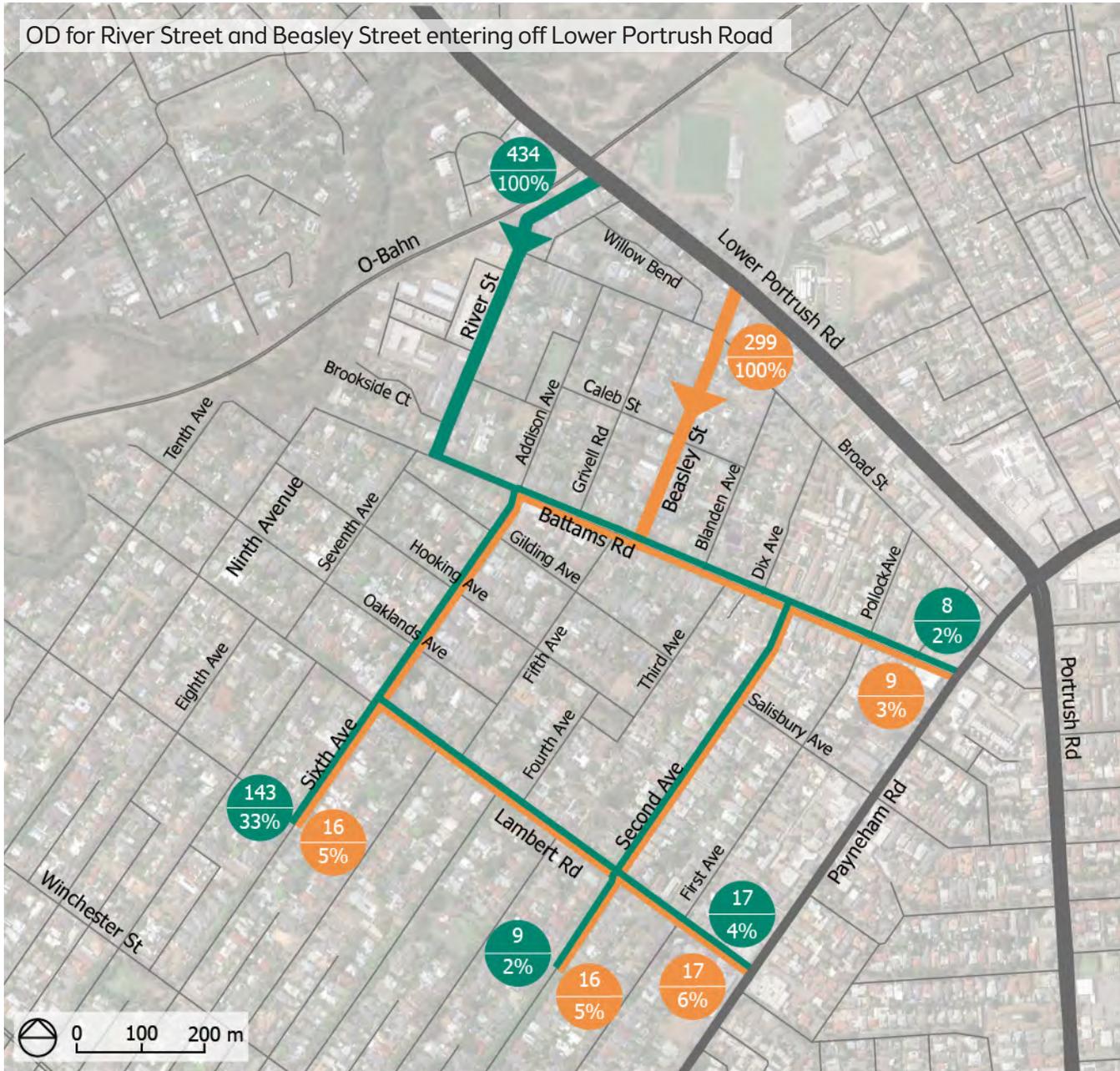
Traffic volumes within the study area, shown on the map, are average daily volumes based on Council surveys in 2020 and 2021.

Council’s Local Area Traffic Management Policy lists that local roads can typically cater for up to 2,000 vehicles per day (vpd) while collector roads are those that cater for 2,000-3,000 vpd. Traffic volumes up to 2,000 vpd in some streets can be acceptable, but in other locations (e.g. narrow streets, extensive on-street parking or more dense housing), these volumes may have a greater impact on safety and street amenity.

The daily traffic volumes for streets within the study area vary between 293 vpd (Fifth Avenue) and 3,222 vpd (entry to River Street). The highest daily traffic volumes are found in the following four streets, which (based on traffic volumes) function akin to collector roads:

- ▶ River Street - 2,613 to 3,222 vpd
- ▶ Battams Road - 1,943 to 2,998 vpd
- ▶ Sixth Avenue - 2,622 vpd.
- ▶ Beasley Street - 1,234 to 2,138 vpd.

Lack of a defined road hierarchy in this area makes it difficult to assess acceptability of high traffic volumes in these streets.



ORIGIN AND DESTINATION ANALYSIS

This section summarises findings of the ‘Marden – St Peters Local Area Traffic Review’ report (Tonkin, 2021). Origin-destination (OD) assessment was carried out by matching vehicles’ number plates at selected intersections to understand the routes they take through the local area. This 2021 report contained data for OD surveys undertaken in 2021 and earlier in 2017, however, First Avenue analysis was carried out in 2021 only.

ORIGIN AND DESTINATION ANALYSIS FOR RIVER AND BEASLEY STREETS

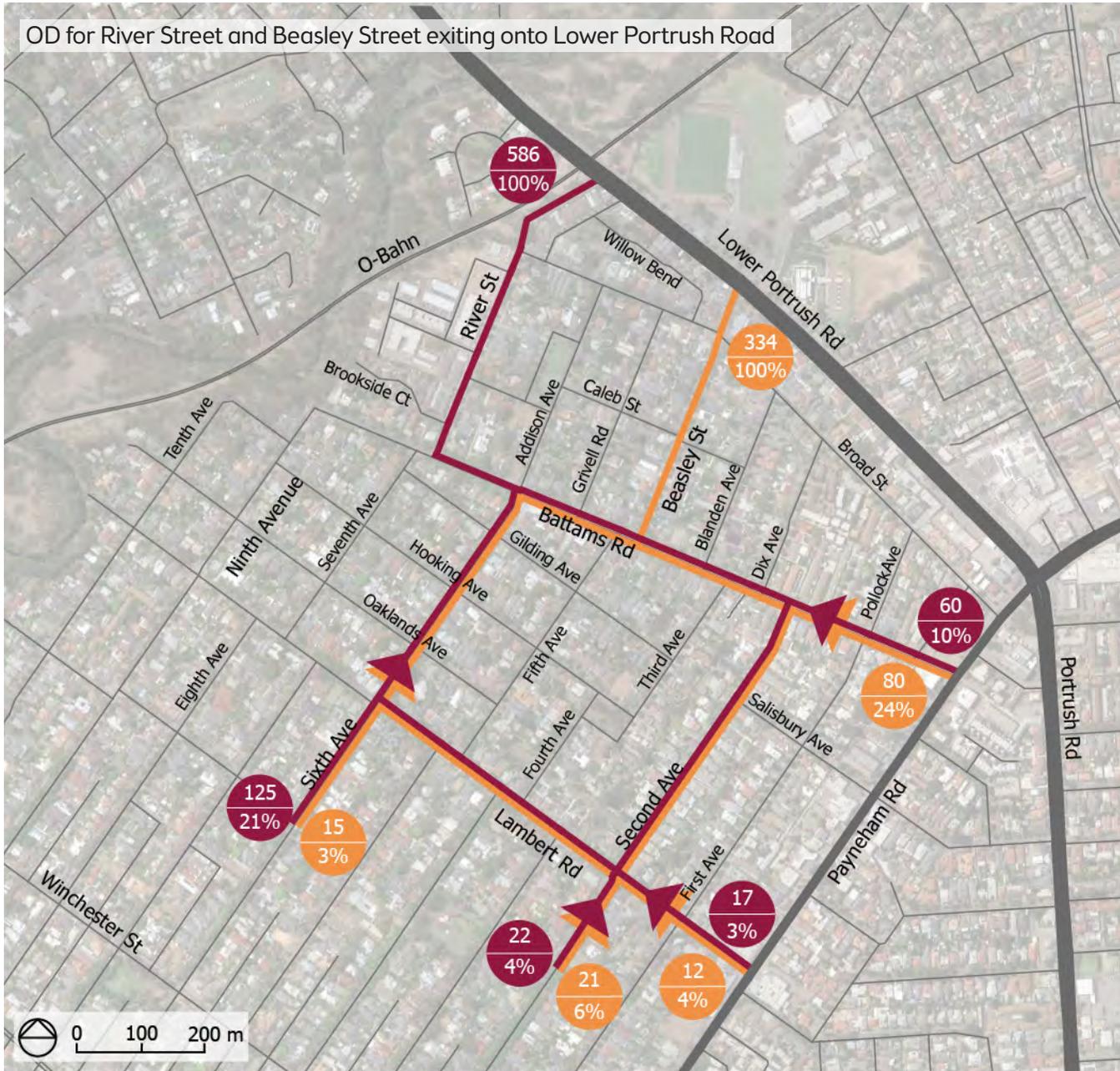
Morning peak

Of all traffic entering **River Street** from Lower Portrush Road (shown in green on the map):

- ▶ 33% exited onto Stephen Tce via Sixth Avenue
- ▶ 4% exited onto Payneham Rd via Lambert Rd
- ▶ 2% exited onto Stephen Tce via Second Ave
- ▶ 2% exited onto Payneham Rd via Battsams Rd

Of all traffic entering **Beasley Street** from Lower Portrush Road:

- ▶ 5% exited onto Stephen Tce via Sixth Avenue
- ▶ 6% exited onto Payneham Rd via Lambert Rd
- ▶ 5% exited onto Stephen Tce via Second Ave
- ▶ 3% exited onto Payneham Rd via Battsams Rd



Approximately 51% of vehicles (200 vehicles) entering River Street and 19% (90 vehicles) entering Beasley Street traversed the study area network.

Evening peak

Of all traffic exiting River Street to Lower Portrush Road:

- ▶ 21% came from Stephen Tce via Sixth Ave
- ▶ 3% came from Payneham Rd via Lambert Rd
- ▶ 4% came from Stephen Tce via Second Ave
- ▶ 10% came from Payneham Rd via Battams Rd

Of all traffic exiting Beasley Street to Lower Portrush Road:

- ▶ 3% exited onto Stephen Tce via Sixth Avenue
- ▶ 4% exited onto Payneham Rd via Lambert Rd
- ▶ 6% exited onto Stephen Tce via Second Ave
- ▶ 24% exited onto Payneham Rd via Battams Rd

Approximately 38% of vehicles (200 vehicles) entering River Street and 37% (120 vehicles) entering Beasley Street traversed the study area network.

Approximately 600 vehicles that use River Street and Beasley Street in the AM and PM peaks cut through the local area to avoid arterial road delays.



ORIGIN AND DESTINATION ANALYSIS FOR FIRST AVENUE

Morning peak

Along **First Avenue** rat running was estimated in the morning AM peak as:

- ▶ 36% (22 vehicles) in the southbound direction
- ▶ 45% (103 vehicles) in the northbound direction.

Evening peak

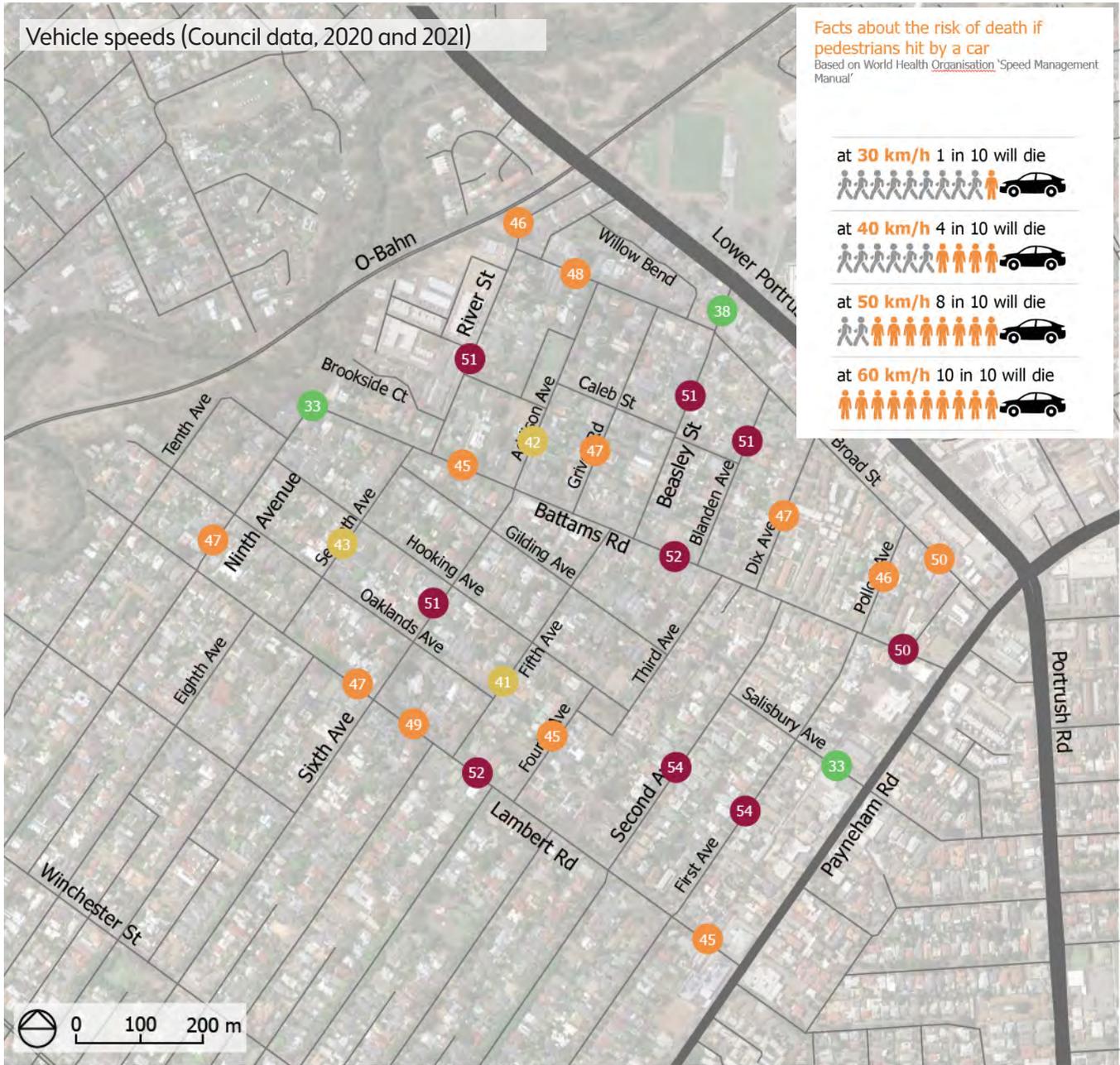
Along **First Avenue** rat running was estimated in the evening (PM) peak as:

- ▶ 30% (24 vehicles) in the southbound direction
- ▶ 21% (45 vehicles) in the northbound direction.

Approximately 200 vehicles that use **First Avenue** in the AM and PM peaks cut through the local area to avoid arterial road delays.

It is important to note that the origin and destination surveys assumed (for the purposes of defining the project scope for analysis) that the greatest amount of rat running is along River Street, Beasley Street, Battams Road, Lambert Road and First Avenue. These streets only were surveyed as a result. This aligns with site observations, however, some rat running will also be taking place on other streets as well.

At least 800 vehicles rat run through the local streets in Marden and Royston Park in the AM and PM peak. Overall daily number of rat running vehicles in the study area is higher, to take account of other streets and off peak periods.



TRAFFIC SPEEDS

Speed surveys help determine at what speed vehicles drive along the street network and the map to the left shows the outcome of Council speed surveys carried out in 2020 and 2021.

The posted speed limit for local roads in the study area is 50 km/h. The 85th percentile speed measures the speed at or below which 85% of motorists travel under free flow conditions. This helps identify the frequency and extent of speeding. Survey output shows that a third of all speed survey sites recorded 85th percentile speeds higher than the posted speed limit, suggesting a speeding problem.

Streets with the highest levels of speeding are:

- ▶ First Avenue - a wide and straight road with moderate-high traffic volumes (1,232 vpd) and 54 km/h traffic speed
- ▶ Second Avenue - a wide and straight road with moderate-high traffic volumes (1,241 vpd) and 54 km/h traffic speed
- ▶ River Street - a narrow road with high traffic volumes and 51 km/h travel speed in straight section
- ▶ Battams Road- a wide and sloping road with high traffic volumes and up to 52 km/h traffic speed near Blanden Avenue.

Other roads in the study area have traffic speeds exceeding 50 km/h. While 50 km/h is the posted limit it is desirable for safety reasons to have traffic speeds less than 40 km/h in residential areas. Only 3 out of the 26 survey sites had traffic speed less than 40 km/h.



Data source: Location SA

ROAD CRASHES

The map to the left identifies the location and severity of crashes in the study areas reported to SA Police in the five-year period from 2015 to 2020, as available at the time of writing via Location SA (<https://location.sa.gov.au/viewer/>).

Crashes are deemed isolated incidents unless there have been three or more crashes at a location in the previous five years. Crash data was mapped for the local street network. Crashes on the arterial road network are clustered around the Portrush Road intersection and Battams Road intersection. Locations with a high number of crashes on State Maintained arterial roads are generally out of scope for the local area traffic management initiatives.

Excluding arterial roads, five year data does not show significant crash location problems sites in the study except for:

- ▶ Sixth Avenue - 7 property damage crashes and 1 minor injury
- ▶ Lambert Road - at intersections with 5 property damage and 3 minor injury crashes
- ▶ Battams Road - 6 property damage and 1 minor injury.

The majority of crashes involve right turn collisions, hitting a parked vehicle or hitting a fixed object (e.g. a stobie pole). There was one report of a hit pedestrian. Crash rates are higher for local streets where rat running issues were reported earlier in this report. This suggests that reducing traffic intrusion may also reduce the level of crashes in the local street network.



Data source: Strava

CYCLING IN THE AREA

Cycling is popular throughout the study area given the high amenity, wide streets and relatively low traffic volumes. The proximity of the study area to the popular cycling route River Torrens Linear Park means people are accessing the river trails from the surrounding suburbs by roads in the study area.

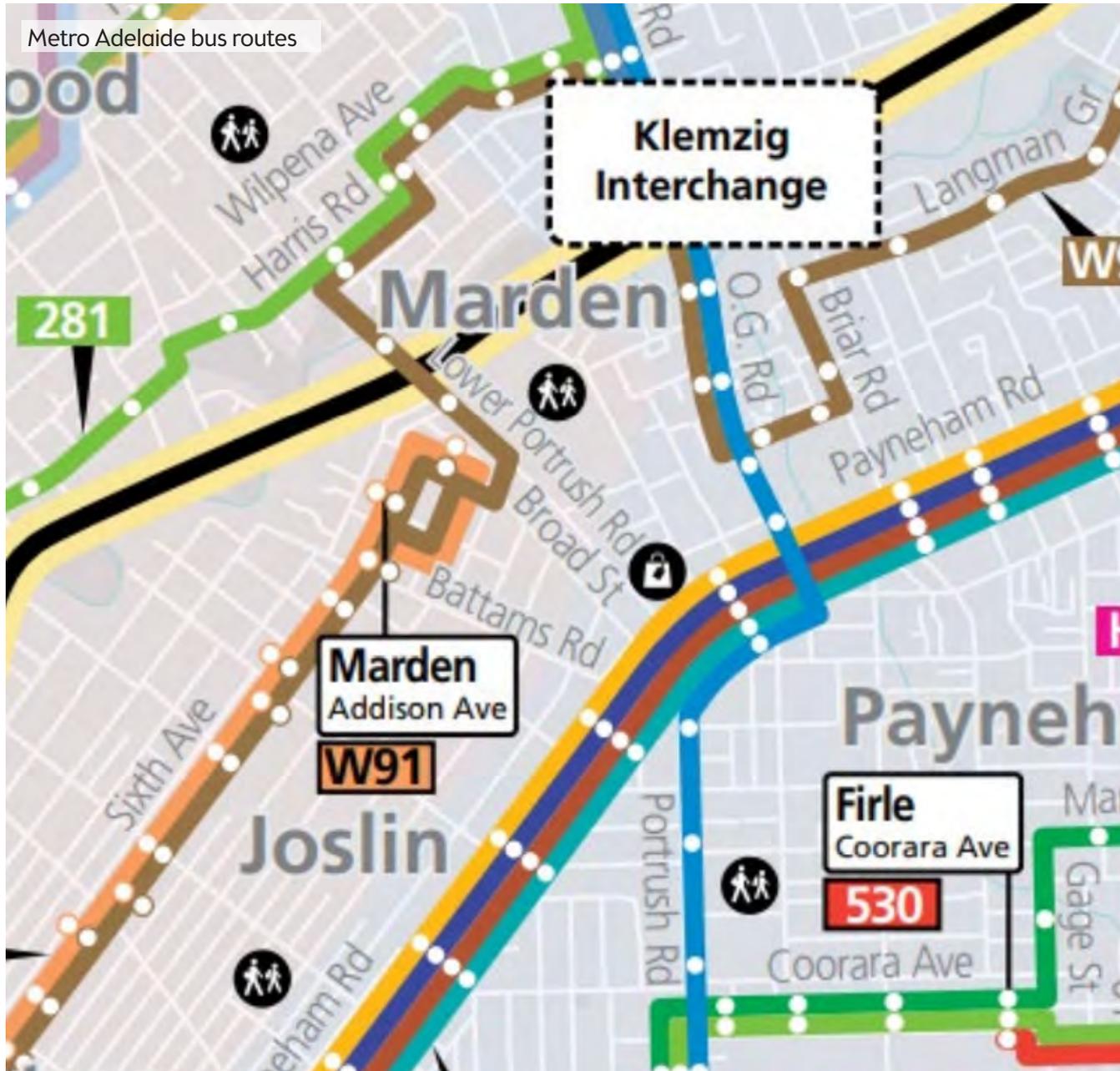
Strava data shows that the busiest cycling routes are:

- ▶ North-south routes: Ninth Avenue, Beasley Street, Second Avenue and First Avenue
- ▶ East-west routes: Lamberts Road and Battsams Road.

Other than Ninth Avenue, the busiest cycling routes match the higher volume local road due to desirable connectivity for both driving and cycling.

Ninth Avenue is popular as it offers 0.6 km shorter connection to Hackney Road than the winding section of the River Torrens Linear Park. Ninth Avenue also has a flat terrain and recently upgraded streetscape, making it an attractive cycling route. Council made safety and amenity upgrades to Ninth Avenue in 2018, which included modified roundabouts, water sensitive urban design landscaping and new line marking.

Council's Cycle Plan and the Cycle Instead journey planner from the State Government website www.cycleinstead.com.au identify Ninth Avenue, Battsams Road, Fifth Avenue, Beasley St and Lamberts Road as suggested local cycling routes.



BUS MOVEMENTS

Two Metro Adelaide bus routes navigate through the study area:

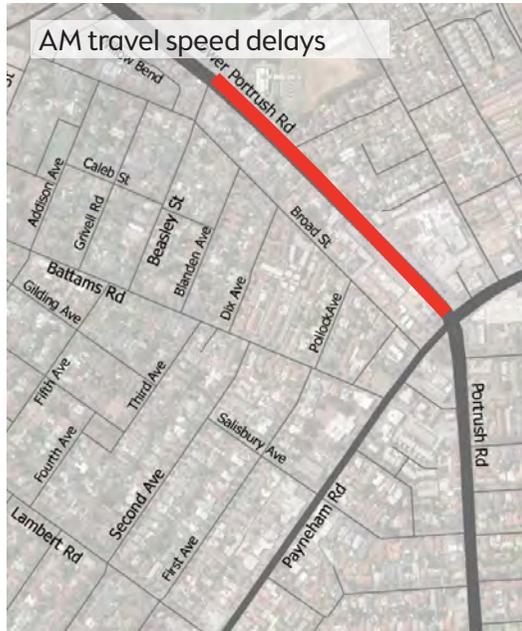
- ▶ W90 via Beasley Street which travels from City along Sixth Avenue and terminates at Klemzig Interchange
- ▶ W91 which travels from the City along Sixth Avenue and then loops via Addison Ave, Grivell Road and Caleb Street adjacent Jaffa Jiffa Park.

These routes have an average daily boarding of between 45-90 passengers (the highest adjacent to Jaffa Jiffa Park).

A number of bus services run along Payneham Road providing City and cross-metropolitan connections from the eastern and north eastern suburbs.

There are private bus services operating for nearby schools that use the local road network within the study area.

It is important that traffic management measures do not hinder the safe movement of buses or result in travel delays that disadvantage bus passengers.



TRAFFIC QUEUES AND JOURNEY TIME VARIABILITY

Traffic queues on arterial roads are a major reason why traffic chooses to traverse local streets instead. The maps on this page indicate the arterial links which experience travel time delay and high travel time variability, separate for the AM and the PM peaks. The maps are based on Bluetooth published by AddInsight software. This data collates information from vehicles fitted with Bluetooth devices (which typically represents 10% of all vehicles), however, it provides a representative sample to understand movement patterns and issues.

Data analysis shows that the travel speeds along Lower Portrush Road and Payneham Road at the AM and PM peak periods are below 30 km/h, well below speed limits on the adjacent local street network.

Travel time variability reflects the degree of variation in the travel time of a trip that is repeated in similar conditions over several days. Travel time variability on adjacent arterial road network is above 65% for both the AM and PM peaks. A high level of variability affects motorists' travel decisions, such as decisions regarding mode, route and departure time.

KEY CONSIDERATIONS FOR TRAFFIC MANAGEMENT

Access points and road network

- ▶ There are two access points from Lower Portrush Road and four from Payneham Road, providing several options of accessing the local street network
- ▶ There is a severance affect along the northwestern boundary due to the O-Bahn busway corridor and the River Torrens Linear Park
- ▶ A grid like street layout provides high movement permeability through the local streets of Marden and Royston Park
- ▶ Long and wide streets of Marden and Royston Park with good sightlines and minimal disruption do not self mitigate poor driver behaviour or speeding.

Non-local traffic (rat running)

- ▶ People avoid Payneham Road (and especially the intersection with Lower Portrush Road) to save time utilising the permeable street grid network
- ▶ Primary rat-running streets: River Street, Beasley Street, Battams Road, Lambert Road, First Avenue, Second Avenue and Sixth Avenue
- ▶ At least 800 vehicles rat run through the local streets in Marden and Royston Park in the AM and PM peaks.

Traffic volumes

- ▶ The highest traffic volumes within Marden and Royston Park areas were observed in River Street, Battams Road, Sixth Avenue and Beasley Street, all functioning akin collector roads.
- ▶ Tidal nature of traffic flow is also evident in these streets aligned with commuter AM and PM dominant commuter travel movements.

Speeding

- ▶ 90% of cars travel above 40km/h
- ▶ 40% of cars speed above 50km/h (above the posted speed limit) and streets with the highest speeds are those that also experience higher traffic volumes and rat running
- ▶ Current traffic speeds are higher than best practice speed environment suitable for local residential streets.

Crashes

- ▶ There is crash clustering primarily on Sixth Avenue, Lambert Road (at intersections) and at Battams Road
- ▶ There was one serious injury crash reported in the last five years.

Arterial road capacity

- ▶ Lower Portrush Road and Payneham Road experience peak period delay and congestion with variable travel times.
- ▶ Traffic queues from the intersection of Lower Portrush Road and Payneham Road extend up

to Beasley Street to the northwest and Lambert Road in the southwest.

Access by other modes

- ▶ There are two bus routes through the study area via Sixth Avenue (one as a loop and the other continuing to Paradise Interchange) – Addison Avenue – Broad Street and Grivell Road – Caleb Street with an exit via Beasley Street to Lower Portrush Road. Traffic management options should not adversely affect safe movement of these vehicles (plus general consideration for emergency service vehicles.
- ▶ Ninth Avenue, First Avenue, Second Avenue, Battams Road, Lambert Road and Beasley Street are popular cycling routes and traffic management should prevent any inconvenience to cyclists.
- ▶ There are commercial premises, local service and cafes in Battams Road and Lambert Road. Pedestrian accessibility and safe crossing of the roads is particular important for these two local streets.

CONCEPT OPTIONS AND COMMUNITY ENGAGEMENT FEEDBACK



CONCEPT DEVELOPMENT

Based on site observations and the context analysis presented in the previous chapter, the project team prepared preliminary concepts for traffic management, which were presented for information and discussion with staff of the City of Norwood, Payneham and St Peters and Elected Members in March 2022.

Concept options that were put forward:

- ▶ Were pragmatic with regard to budgetary considerations
- ▶ Excluded considerations of speed humps, based on significant opposition to speed humps installed in other parts of the City due to their noise impacts
- ▶ Created opportunities for additional greenery and landscaping.

Preliminary concepts were further refined for the purposes of community consultation, grouping concepts into three types:

- ▶ The first type addressed measures associated with rat running
- ▶ The second type addressed speeding along the two de-facto east-west collector roads: Battams Road and Lambert Road
- ▶ The third type of measures addressed speeding in local streets.

The full consultation pack is presented in Appendix A to this report.

DISCUSSIONS WITH SAPOL AND SAPTA

To inform concept development, the design team has consulted with the South Australian Police (SAPOL) and South Australian Public Transport Authority (SAPTA). The purpose of this consultation was to inform intention to design and implement a local area traffic management scheme and to gain stakeholder requirements to inform the design. The results of the Origin-Destination survey showing that commuter traffic avoids the Portrush/Lower Portrush/Payneham intersection by travelling through the Marden and Royston Park areas and the higher than desirable traffic speeds within the area were also discussed.

SAPOL

The issues relating to the speed of traffic and unwanted through movements were presented to SAPOL, together with the resident-based design solutions of implementing a roundabout such that only buses are permitted for through movements and general traffic approaching the roundabout from the north or south are subject to left-turn-only, as well as the use of cameras and number plate recognition system to enforce a 'Local traffic only' rule (Australian Road Rule 97) to avoid the use of physical road closures or route deviation measures that would result in inconvenience and excessive travel times for residents.

For the roundabout proposal it was noted that the bus only roundabout treatment is similar to a "vehicle exempt closure" and is usually implemented as part of a mid-block road closure. The DIT Code

of Technical Requirements allows such treatments (section 10.7.3) but doesn't consider their use in roundabouts and notes that they are easily violated. The symbols used here are standard (e.g. "Bus only", etc. refer to DIT Pavement Marking Manual Section 3.3.15) but their application to a roundabout is not considered within the DIT Pavement Marking Manual.

SAPOL were not supportive of a bus only roundabout as it is anticipated that such a design would be frequently violated, resulting in dangerous situations of unanticipated vehicle/pedestrian conflicts at the intersection.

SAPOL were also not supportive of camera enforcement of ARR 97, due to the difficulty of identifying vehicles that aren't local and the resources required when infringement notices are challenged in court. SAPOL expressed a preference for the use of physical traffic calming measures.

SAPTA

SAPTA confirmed that there are no current proposals to alter the current bus routes that traverse the local area (routes W90, W90M, and W9I) and that traffic management must cater for the current bus movements. The proposed bus network update of 2020 did propose changes to these routes; however, the 2020 network changes were not adopted by the previous State Government.

COMMUNITY ENGAGEMENT ACTIVITIES

The local community was invited to provide their feedback on concept options between 1 April and 29 April 2022. Feedback could be provided via on-line or hard copy surveys (these were available at the Council office, local libraries and were also hand delivered on request). A hard copy survey is included in Appendix B. A drop-in community information session was held on 12 April 2022 to explain and discuss the concepts. In addition, a mobile number was provided on Council's website and consultation pack for answering any specific queries with regard to the project.

To advise the local community of this consultation, a leaflet was delivered to every letter box in Marden and Royston Park area at the beginning of the consultation period. Council's Facebook and internet pages also included information about this consultation.

367 survey responses were received. In addition to survey feedback, a community convened petition was received by Council with 111 signatures.

It is acknowledged that some people who attended a workshop or completed a petition also completed a survey, therefore it is not possible to determine with precision the number of people who engaged as part of this project. It is therefore estimated that 400+ people took part in engagement, as illustrated in figures to the right.

This report chapter summarises key feedback received from all of the engagement activities.

Community engagement participation numbers for Marden and Royston Park local area traffic management consultation

400+
people participated in engagement activities

367 people completed a survey

89 people attended a drop-in session on 12 April 2022

15 people rang the project team during the engagement period

111 people signed a petition (convened by resident)



COMMUNITY DROP-IN SESSION

A community drop-in session was held between 5 pm and 8 pm on Tuesday April 12.

The session was held out the front of the Royston Park Cafe at 59 A Battams Road. The project team set up a stall with maps, options and surveys available for discussion. Four project team members and one council staff member were available to provide feedback and information about the concept options.

This outdoor approach alleviated COVID-19 attendance issues and brought the session into the community. The session was very well attended with more than 80 people across the two hour advertised timeslot, with several community members staying behind until 8 pm to speak with the project team. The on street drop-in discussion:

- Created presence/awareness of the engagement in the public domain
- Generated genuine and fast responses from a broad range of typical users
- Gathered initial comments for consideration by the project team
- Provided an opportunity for Councillor involvement.

Comments received at the session were collected by the project team. The responses are included in this report and analysed in terms of generating community understanding and views on traffic management options.

COMMUNITY DROP-IN SESSION FEEDBACK SUMMARY

Project team members took notes from the verbal feedback from attendees during the session. The main points were:

- ▶ A general view that traffic speeding is a safety risk in the study area. Some respondents suggested a 40 km/h restriction with others satisfied with current 50 km/h speed limit subject to improved signage and enforcement.
- ▶ Most considered traffic volumes were high with particular focus on the northern part of the study area (including Battams Road and River Street). Some considered new higher density housing as a key cause in addition to rat running vehicles.
- ▶ Traffic volume and speed caused issues for residents when they seek to leave their property with delays and angry/inpatient drivers a common concern.
- ▶ Opinion on road closures was not consistent. Some residents voiced support for road closures while others strongly opposed closures. A key issue against road closures was local access for residents who considered they would be required to travel further along arterial roads to access their house. Most attendees who lived in the northern part of the study and used Lower Portrush Road opposed closures.
- ▶ There was general support for traffic calming (and measures that reduced traffic speed) although some questioned property access if roads were narrowed or sightlines impaired.

- ▶ Queries were made with regard to bus movements in the local area (school and Adelaide Metro buses).

SPECIFIC COMMENTS

The following comments were collected for individual roads in the study area at the session.

Battams Road

- ▶ Sightlines on the Battams / Ninth corner are poor when reversing from driveway.
- ▶ Hoon driving at night on Battams Road with sign knocked over on roundabout (although may have been caused by truck).
- ▶ Sightline concerns for River Street/Battams Road intersection.
- ▶ Traffic calming on Battams Road was desired.
- ▶ Issues were raised with the corner of Battams Road and Ninth Avenue. Kerb protuberances limit turning movements too greatly.
- ▶ Battams Road sometimes feels like a 'race track' particularly up to Sixth Avenue.
- ▶ Could you restrict right hand turn movements from Battams Road into Second Avenue at least during peak hour periods?
- ▶ Speeding cars from Second Avenue roundabout to Sixth Avenue (along Battams Road) 'gun it all the way'.
- ▶ The clearway on Payneham Road next to Battams Road is good for locals entering and exiting, however, it also brings traffic into the local roads travelling northwest and then cutting to Lower Portrush Road.

- ▶ Metro buses have been seen travelling down Battams Road even though it is not a bus route.
- ▶ Concerns with right turn from Payneham Road.
- ▶ Recommendation to move bus stop 12 to the north on Battams Road intersection, to where it was previously located on the corner of Broad/Payneham Road.

Broad Street

- ▶ Broad Street is used as a park-n-ride for people catching buses.
- ▶ There is a rat running movement between Lower Portrush Road and Pollock Avenue via a laneway off Broad Street behind number 7. This movement is facilitated by an illegal U-turn on Lower Portrush Road opposite the laneway exit using right turn lane to Marden Shopping Centre. (Project team member inspected this area with the resident during the session).
- ▶ Limited on-street parking on Broad Street. Cited overflow parking for medical clinic as reason for parking shortfall.
- ▶ Permit on-street parking zones in area have caused a negative flow-on effect to the Avenues area (particularly Broad Street).
- ▶ River Street/Broad Street intersection is unsafe for cyclists due to road narrowing.
- ▶ Do not want to see traffic redirected down Broad Street from River Street due to closures.

Sixth Avenue

- ▶ Proposed traffic lights on Sixth Avenue.

River Street

- ▶ A closure on River Street will result in traffic diverting to Stephens Terrace, leading to greater issues.
- ▶ Concerns of speeding along River Street.
- ▶ River Street is too narrow to accommodate two way vehicle movement. Very hard to pass through in particular if soccer is on. Should not

have any more vehicles.

- ▶ River Street is popular as a short cut to Stephens Terrace but not sure if want the road closed.
- ▶ Want a roundabout and assessment of 'right of way' on River Street /Broad Street intersection.
- ▶ School buses cut through River Street to Lower Portrush Road via Addison Road to Broad Street rather than diverting to Beasley Street.

Pollock Avenue

- ▶ Suggested closure on Pollock Avenue.
- ▶ Difficulty for trucks to pass due to traffic measures as road is too narrow.
- ▶ Some of the Pollock Avenue residents are not happy with infrastructure works conducted 4-5 years ago, as traffic is still speeding down the middle of the road.



- ▶ Residents on Pollock Avenue have organised and continually voiced concerns to council about incomplete construction on Pollock Avenue.
- ▶ Pollock Avenue already has trees in the road so there is no need for anymore devices.

Beasley Street

- ▶ Rumble strips and an unbroken white line on Beasley Street is dangerous as cars 'barrel' down the middle when turning onto Beasley Street. Yellow lines need to be extended from the corner to push parked cars further from intersection.
- ▶ Cars along Beasley Street have had mirrors broken off due to traffic coming too close along narrow road.

ENGAGEMENT SURVEY

An engagement survey was developed seeking community views on traffic management options.

The survey contained six questions including:

- ▶ Importance of traffic issues (rat running and high traffic speed)
- ▶ Rating of potential street improvements
- ▶ Level of support for potential measures including road closures of River Street, Beasley Street (IA), road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue (IB)
- ▶ Level of support for median measures (three options)
- ▶ Level of support for traffic calming measures (two options).

A hardcopy of the survey was available and an electronic version was provided on the project page on Council's website. Project team members also visited residents at their request to either answer queries or provide a hard copy form.

Soon after consultation started, an additional question was added to the survey, 'Would you support the introduction of a 40 km/h speed limit in Marden and Royston Park'?

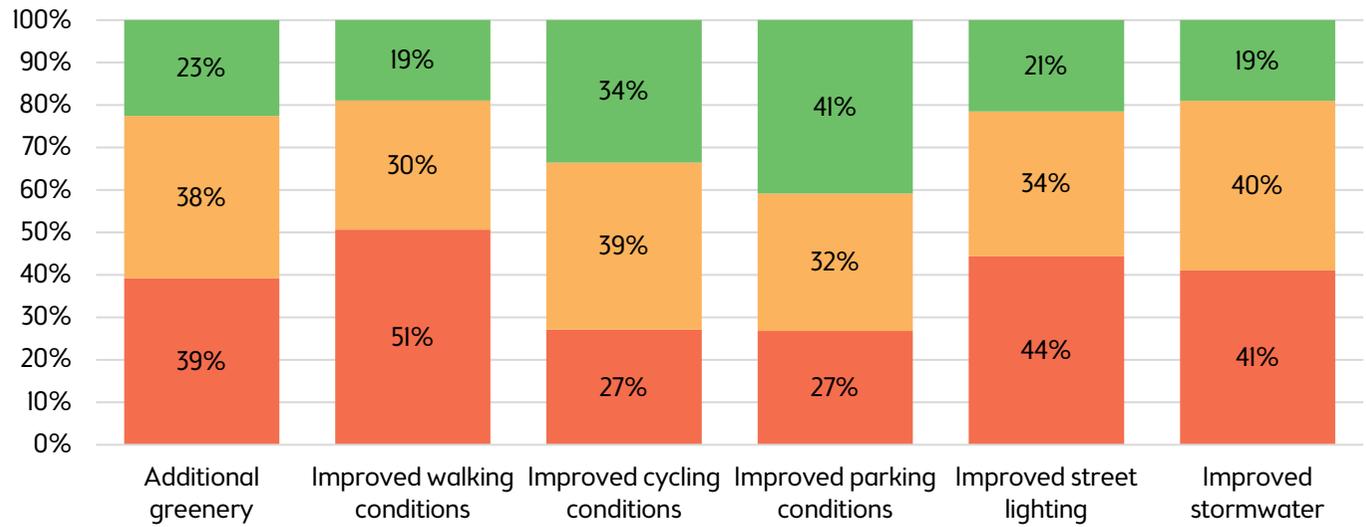
This report chapter summarises key feedback from the surveys, to every question asked. Five hard copy surveys were received and they were analysed together with electronic surveys. Copy of all survey comments are included in Appendix C.

SURVEY FEEDBACK SUMMARY

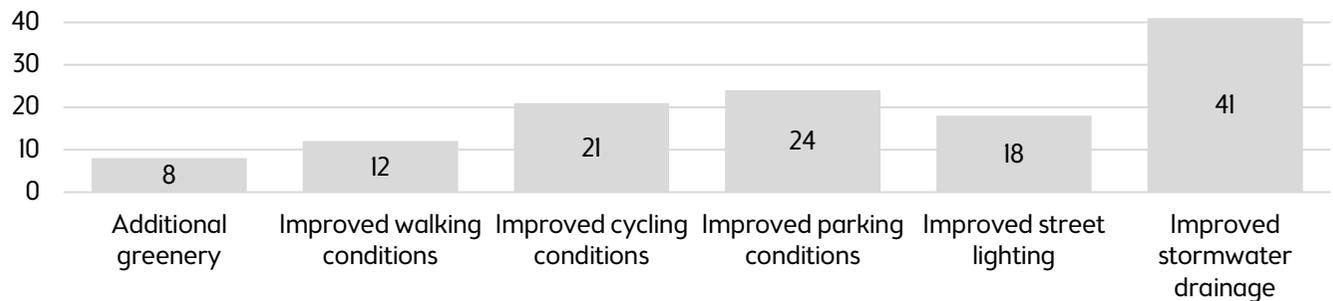
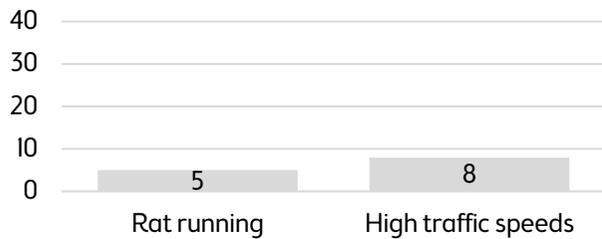
How important is it to address the following issues in the Marden and Royston Park local street network?



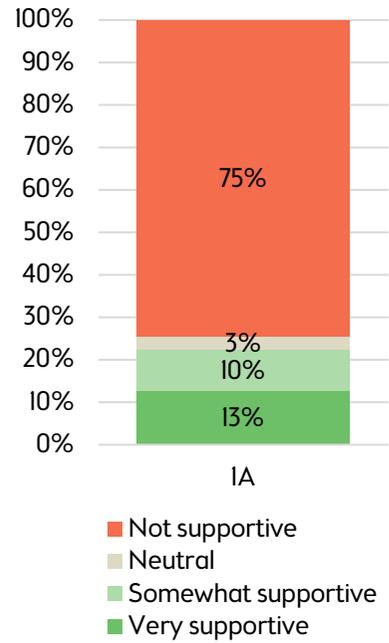
What importance do you rate the following street improvements for the Marden and Royston Park local street network?



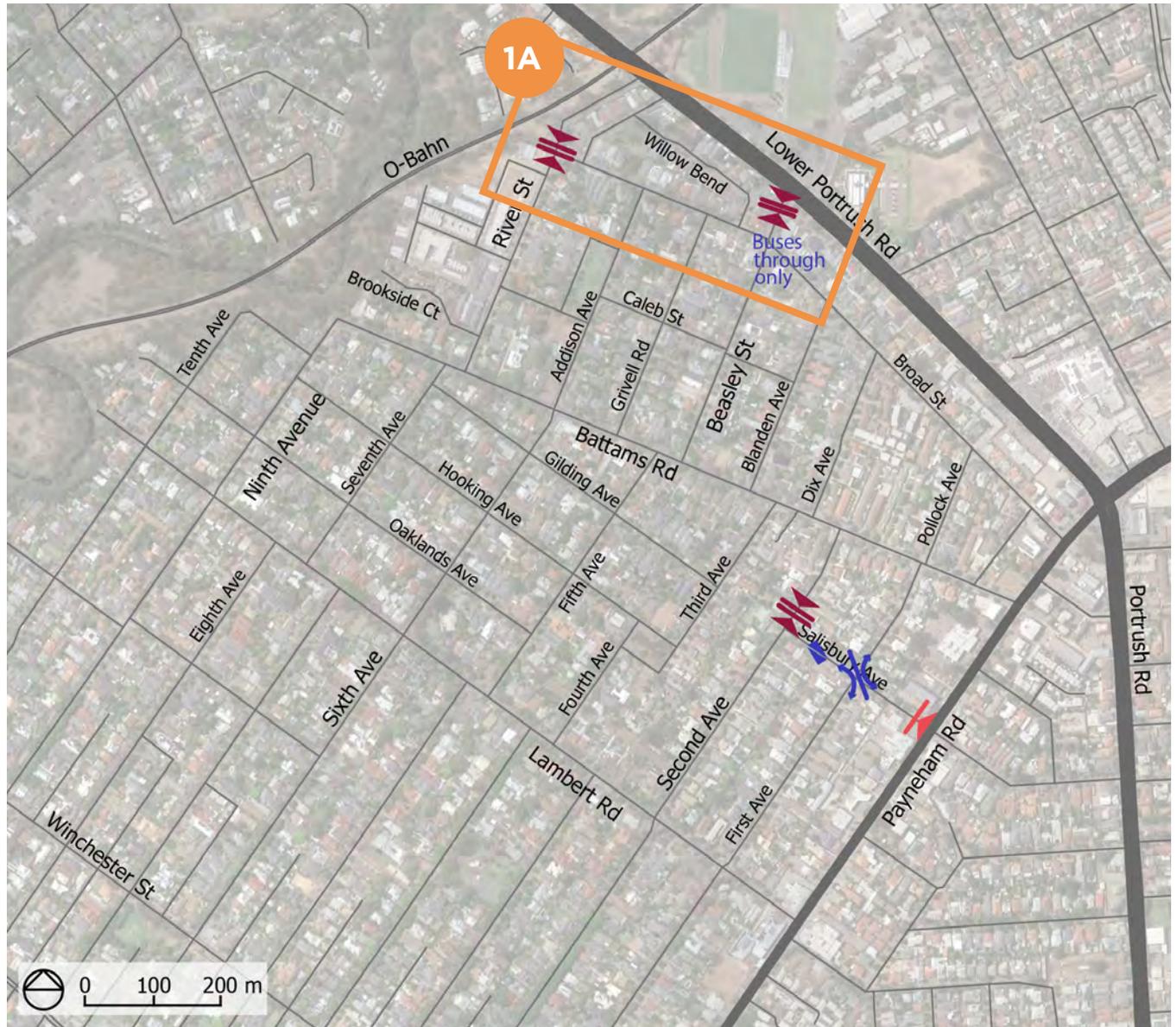
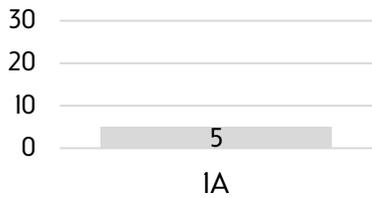
Number of people who did not answer the question or answered 'don't know'



How supportive are you of the measure 1A - Full road closures of River Street and Beasley Street?



Number of people who did not answer the question or answered 'no opinion'



Summary of comments for measure 1A

Summary of feedback for respondents who were **very supportive** of measure 1A:

- ▶ Current concerns over road safety and speeding
- ▶ High traffic volumes - e.g. Battams Road, River Street and Sixth Avenue
- ▶ Area used as a short cut with need to stop through traffic
- ▶ High levels of traffic noise
- ▶ Too many vehicle accidents or near misses.

Summary of feedback for respondents who were **somewhat supportive** of measure 1A:

- ▶ Good option but would impact on local resident access
- ▶ There is a need for action but not sure if full closure is right action (trial option suggested)
- ▶ Local residents should still have access to Lower Portrush Road
- ▶ Need to understand impacts more - will it stop speeding, will it reduce number of cars and what is impact on Battams Road?
- ▶ Action is needed but cautious if this option is the answer.

Summary of feedback for respondents who were **neutral** of measure 1A:

- ▶ Could move cars to other local streets.
- ▶ Difficult to balance local access needs with traffic management.

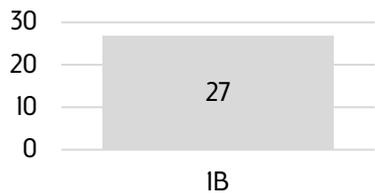
Summary of feedback for respondents who were **not supportive** of measure 1A:

- ▶ Many 'strong' objections to the measure with a number of comments stating they are opposed
- ▶ Significant adverse impact on local residents including loss of important access to Lower Portrush Road
- ▶ Increased travel time and significant disruption for local residents
- ▶ Better flow on arterial roads (including intersection improvements) will resolve rat running issue and therefore need for closure
- ▶ Will only force rat running onto other streets
- ▶ Will create issues at Battams Road/Payneham Road intersection
- ▶ Do not agree that rat running is a significant issue to warrant road closure.

How supportive are you of the measure IB - Full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue



Number of people who did not answer the question or answered 'no opinion'



Summary of comments for measure 1B

For respondents **very supportive** of measure 1B feedback identifies the following broad comments:

- ▶ Current issues of traffic speed and road safety could be resolved
- ▶ Road closure only effective option to divert traffic from area
- ▶ Could reduce traffic on Pollock Avenue and First Avenue
- ▶ Different level problem perception and also level of support subject to location (e.g. more support from First Avenue residents).

For respondents who were **somewhat supportive** of measure 1B feedback identifies the following broad comments:

- ▶ Local access for residents should not be stopped
- ▶ Could increase impact on Battams Road
- ▶ Consider partial or other road closure options
- ▶ Not as invasive as measure 1A.

For respondents who were **neutral** of measure 1B feedback provided the following comments:

- ▶ If this measure is introduced maybe River and Beasley Streets closure is not as important
- ▶ Traffic could divert to other roads (Grivell Road, Lambert Road or Battams Road)
- ▶ No current issue with traffic movement
- ▶ Local access needs to be maintained.

For respondents who were **not supportive** of measure 1B feedback identifies the following broad comments:

- ▶ Many general comments 'strongly' opposing the measure – many consider this not the right solution and most not in favour of road closures
- ▶ Adverse access impacts for local residents who would be inconvenienced and disrupted
- ▶ Battams Road would become the only way into the area
- ▶ This is a cheap option with adverse impacts on local residents and will relocate problems to other streets
- ▶ How do emergency vehicles access local streets?
- ▶ Viewed as not necessary and too harsh a response to the rat running problem.

2A Planted median



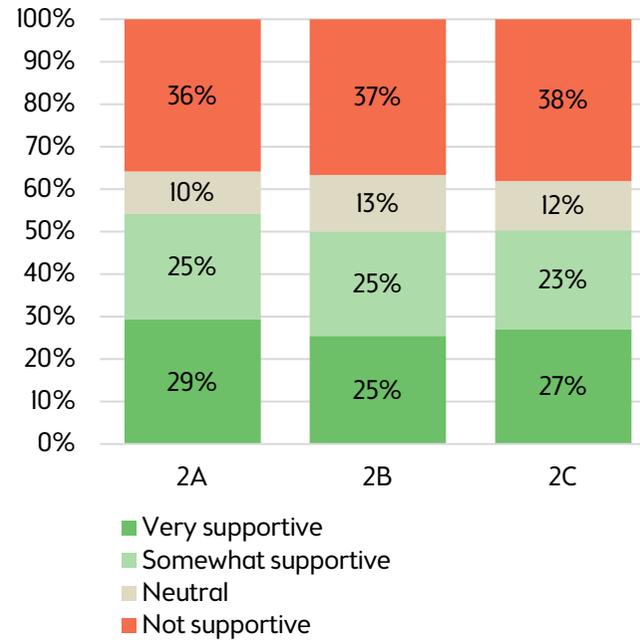
2B Median tree islands



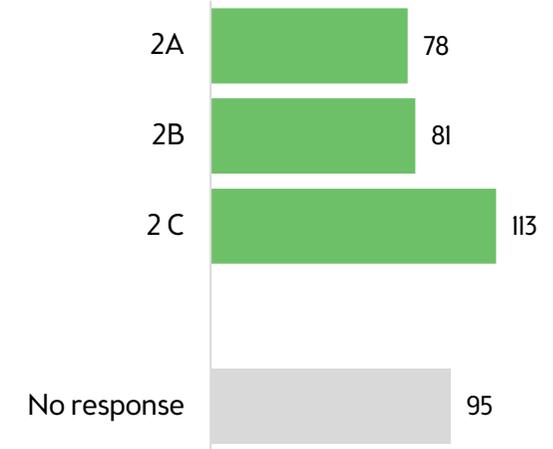
2C Planted median and crossings



How supportive are you of the median measures in Batters Road and Lambert Road

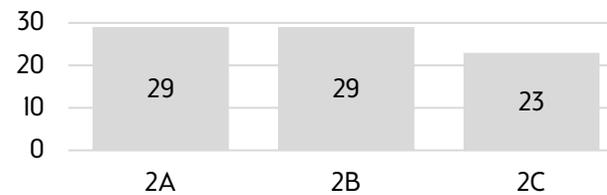


If you have a preferred median measure (2A, 2B or 2C), please state which one



- Measure 2A received 54% support (very supportive/somewhat supportive) with 36% not supportive
- Measure 2B received 50% support (very supportive/somewhat supportive) with 37% not supportive
- Measure 2C received 50% support (very supportive/somewhat supportive) with 38% not supportive. Conversely, when asked to identify preferred option, this measure received the highest level of support (42%).

Number of people who did not answer the question or answered 'no opinion'



Summary of comments for median island option

Summary of feedback for respondents who preferred measure 2A:

- ▶ Number of general supportive comments
- ▶ There is a need to slow down traffic speed
- ▶ Is an aesthetically pleasing option
- ▶ Support more greenery and trees (this option has the most trees)
- ▶ Could slow traffic and reduce rat running including for Battams Road
- ▶ Need to address cyclist safety and car parking (trees and narrowed road).

Summary of feedback for respondents who preferred measure 2B:

- ▶ Other options would have more negative impact on local residential access
- ▶ Potential loss of road space for option 2A and it may push cars to Second Avenue
- ▶ Could discourage rat running
- ▶ This option has least travel movement impact (some citing particular issues of right turns into some local streets and need for detours)
- ▶ More trees would improve local streetscapes
- ▶ Level of effectiveness questioned.

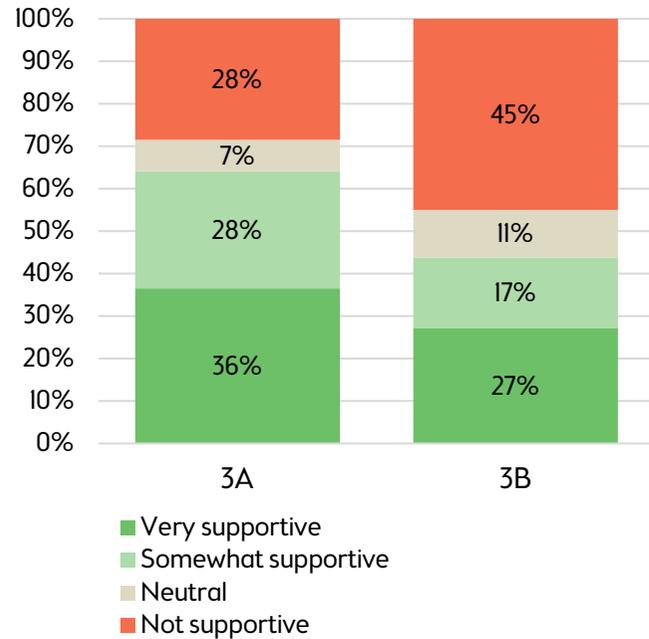
Summary of feedback for respondents who preferred measure 2C:

- ▶ Best option for cyclists
- ▶ An aesthetically pleasing option and slowing traffic is a good outcome
- ▶ A good option for Battams Road which is wide and vehicles travel too fast
- ▶ Street trees can damage property
- ▶ Could increase traffic on other roads such as Beasley Street and Addison Avenue.

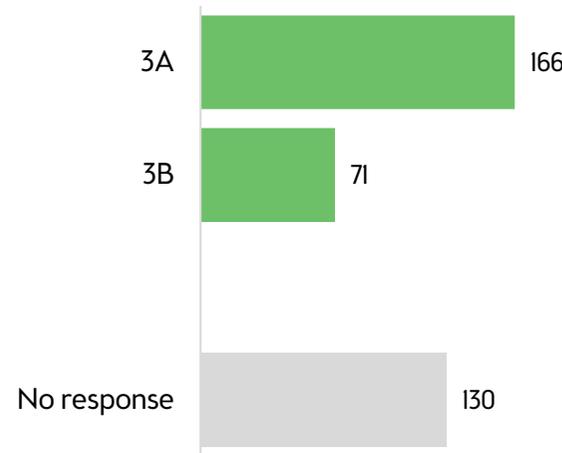
Summary of feedback for respondents who did not select a preferred median measure:

- ▶ Roads are too narrow and this area is valued for its wide roads
- ▶ Lambert Avenue and Battams Road would be negatively impacted including on street parking
- ▶ Would restrict access to individual houses
- ▶ Measures will not slow down traffic or reduce rat running
- ▶ A waste of money and streets should be left alone.

How supportive are you of the traffic calming measures



If you have a preferred traffic speed calming approach (3A or 3B), please state which one



Summary of comments for traffic calming options

Summary of feedback for respondents who preferred measure 3A:

- A more effective cost solution and is good compromise
- Would be harder to drive to Ninth Avenue with full traffic calming option
- 3B is too restrictive
- A better option than road closures
- Some concerns where measures may affect

specific household access.

- Could improve local safety and slow traffic.

Summary of feedback for respondents who preferred measure 3B:

- A more extensive option but could be effective
- More greening opportunities in this option
- Belief that speeding traffic is a key issue and would be resolved (Beasley Street, Battams Road and Broad Street cited)
- Traffic calming could discourage rat running
- 3A directs vehicles down Dix Avenue
- Site specific recommendations for measures.

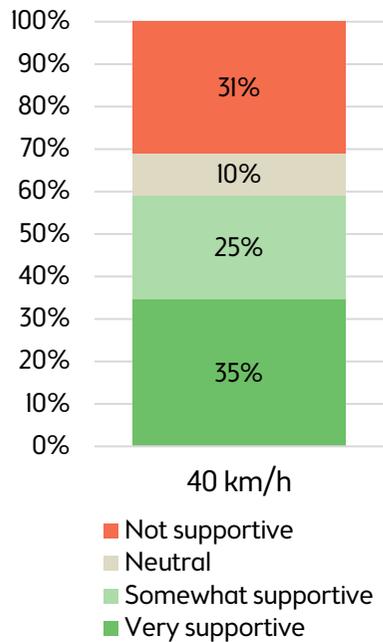
Summary of feedback for respondents who were not supportive of measures 3A or 3B:

- Concerns over speed humps including noise and pollution
- Considers existing streets are acceptable and should not be ruined (like in Evandale)
- Potential for increased driver stress
- Problem is people not using main roads
- Site specific concerns for objections such as road width, loss of parking, preference for road closure and traffic diversion
- Will not solve the problem and will inconvenience local residents.

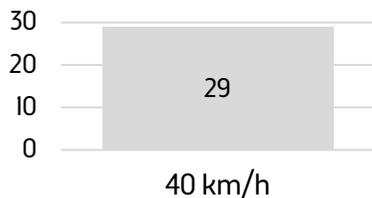
Number of people who did not answer the question or answered 'no opinion'



Would you support the introduction of a 40km/h speed limit in Marden and Royston Park?



Number of people who did not answer the question or answered 'no opinion'



60% of valid respondents supported (very/somewhat supportive) a 40km/h speed limit with 31% not supportive.

Summary of comments for introduction of a 40 km/h speed limit

For respondents **very supportive** of measure feedback identifies the following broad comments:

- Number of comments stating this is a good idea
- Roads are dangerous and witnessed accidents
- Not safe for children, cyclists and pedestrians
- Other areas have seen speed lowering and traffic calming being better than road closures
- Would help discourage rat running along with traffic calming
- Need better enforcement and signage (current speed limit is ignored)
- Roads are wide end enticing drivers too speed.

For respondents who were **somewhat supportive** of measure feedback identifies the following broad comments:

- Need more information to make informed decisions
- Improve cycling infrastructure at same time
- If traffic calming was introduced than no need to change limit
- 50 km/h is acceptable (some also consider there is no issue on their street)
- Support if reduces rat running.

For respondents who were **neutral** of measure feedback identifies the following broad comments:

- 50 km/h is sufficient if policed and streets are

wide enough

- Rarely see speeding due to roundabouts
- Not sure if will have any effect and drivers ignore the posted limit.

For respondents who were **not supportive** of measure feedback identifies the following broad comments

- General opposition comments (or view it is not needed) to 40 km/h limit
- 50 km/h is slow enough and speed limit reduction would not change rat running or speeding drivers
- Should start by policing current speed limit
- Streets are wide enough for 50 km/h to be appropriate
- Area is too large and would be too slow driving at 40 km/h.

SURVEY RESPONDENT CHARACTERISTIC

Post code information

The table below shows post code information provided by survey respondents. Note that 92% of all respondents had residential post code 5070 (same post code as Marden, Royston Park and surrounding suburbs) and therefore were residents of the local area.

Post code	Number of respondents	Proportions of all respondents
5070	332	92.0%
5069	17	4.7%
5079	2	0.6%
5081	2	0.6%
5087	2	0.6%
5021	1	0.3%
5060	1	0.3%
5085	1	0.3%
5109	1	0.3%
5162	1	0.3%
5979	1	0.3%
	361	100%
No postcode information provided	6	

Respondents' street address

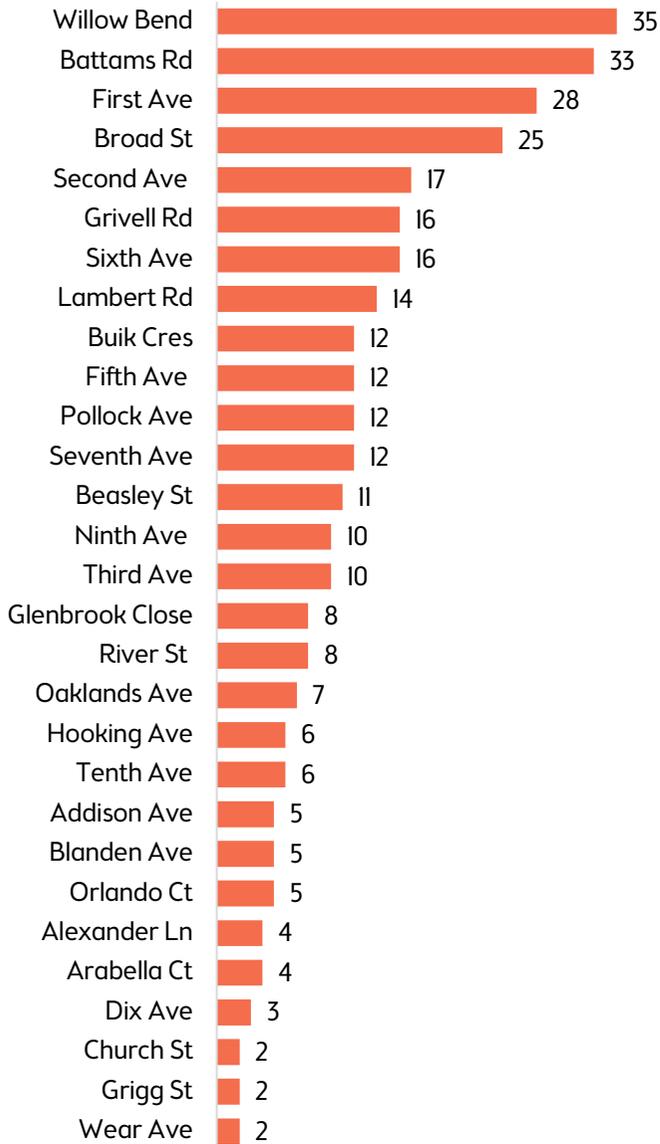
The table below shows residents' residential street as indicated on the surveys.

Respondents' street address	Number of respondents	Proportions of all respondents
Addison Ave	5	1.5%
Alexander Ln	4	1.2%
Arabella Ct	4	1.2%
Battams Rd	33	9.6%
Beasley St	11	3.2%
Blanden Ave	5	1.5%
Broad St	25	7.3%
Buik Cres	12	3.5%
Carolyn Ave	1	0.3%
Church St	2	0.6%
Dix Ave	3	0.9%
Fifth Ave	12	3.5%
First Ave	28	8.2%
Fourth Ave	1	0.3%
Gilding Ave	1	0.3%
Glenbrook Close	8	2.3%
Grigg St	2	0.6%
Grivell Rd	16	4.7%
Hooking Ave	6	1.7%
Idla Cres	1	0.3%
Ilford St	1	0.3%
Lambert Rd	14	4.1%
Llandower Ave	1	0.3%
Lower Portrush Rd	1	0.3%
Lynwood Dve	1	0.3%

Respondents' street address	Number of respondents	Proportions of all respondents
Maple St	1	0.3%
Mimosa Dve	1	0.3%
Ninth Ave	10	2.9%
Oaklands Ave	7	2.0%
Orlando Ct	5	1.5%
Pollock Ave	12	3.5%
River St	8	2.3%
Second Ave	17	5.0%
Seventh Ave	12	3.5%
Sixth Ave	16	4.7%
Sunrise Court	1	0.3%
Tenth Ave	6	1.7%
Third Ave	10	2.9%
Tippett Ave	1	0.3%
Wear Ave	2	0.6%
Westminster St	1	0.3%
Willow Bend	35	10.2%
	361	100%
No residential street address provided	24	

The chart overleaf ranks in descending order streets with most survey responses from their local residents.

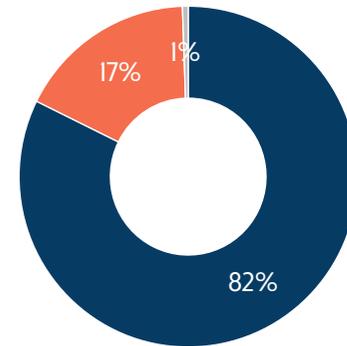
Number of respondents in relation to their residential street address



Relationship to the area

Survey respondents were asked whether they were residents, visitors, workers or property owners in Marden and Royston Park:

- 82% (302 people) stated that they were residents of the study area, Marden and Royston Park
- Of the 302 residents, three also worked in this area
- 37% (135 people) of all of the respondents stated that they were property owners in Marden and Royston Park.

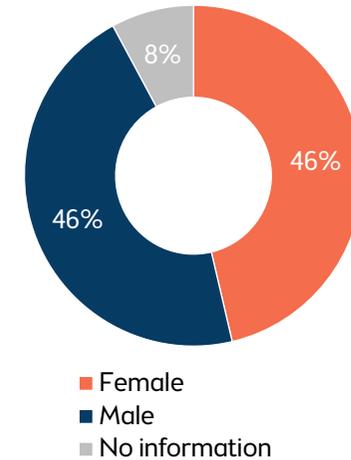


■ Residents of the study area
 ■ Not residents
 ■ No information

Gender

Equal participation of males and females was observed, as summarised in the data below.

Gender	Number of respondents	Proportions of all respondents
Female	170	46%
Male	168	46%
No information	29	8%
Total	367	100%

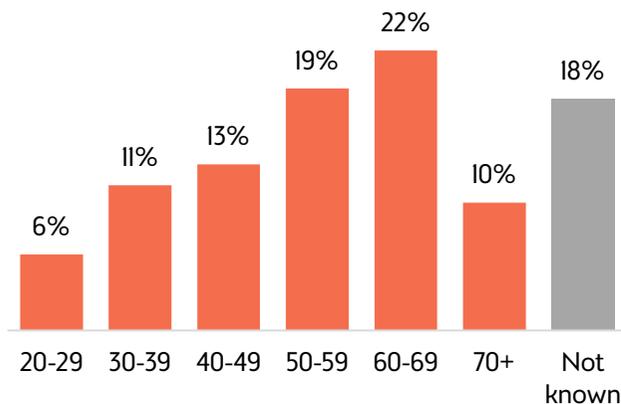


■ Female
 ■ Male
 ■ No information

Age group

All adult age groups were represented in the survey, as shown in the data and chart below.

Age group	Number of respondents	Proportions of all respondents
20-29	22	6%
30-39	42	11%
40-49	48	13%
50-59	70	19%
60-69	81	22%
70+	37	10%
No information	67	18%
	367	100%



PETITION

The petition (convened by a resident from First Avenue, St Peters) asked people to sign and agree to the following response to Council:

- ▶ It is very important to address rat running and high travel speeds
- ▶ Answer 'very important' to all street improvements
- ▶ Very supportive of Option 1A
- ▶ Very supportive of Option 1B
- ▶ Very supportive of Option 2A
- ▶ Very supportive of Option 3B.

In total, 111 persons signed the petition.

Of the petition signatories:

- ▶ 72 (or 65%) are from First Avenue (with most from St Peters or Joslin)
- ▶ 8 (or 7%) are from Lambert Road (from Joslin or Royston Park)
- ▶ 17 (or 15%) are from Sixth Avenue and Fifth Avenue (generally from Royston Park)
- ▶ The remaining residents were from Second Avenue, Dix Avenue, Battams Road, Beasley Street or outside the immediate area.

One resident from Battams Road signed the petition, although excluded support for Option 1A .

KEY COMMUNITY ENGAGEMENT FINDINGS

Issues to address in Marden and Royston Park local street network

59% majority of the respondents considered high traffic speeds to be an important issue to address with further 28% considered it moderately important, 87% in total. Smaller proportion of respondents, 38%, considered rat running to be a very important issue, with further 27% considered it moderately important, 65% in total.

Support for the 40 km/h speed limit

Total of 60% were supportive of lowering the speed limit from 50 km/h to 40 km/h (35% were very supportive and 25% were somewhat supportive). Many respondents linked higher speed with safety risks and wanted to see slower and safer street environment in their local area.

Desired street improvements

Additional street improvements that need to be considered, rated in the order of the proportion of respondents who viewed these to be important (both very and moderately important) are improvements to:

- ▶ Walking conditions (81%)
- ▶ Stormwater drainage (81%)
- ▶ Street lighting (79%)
- ▶ Greenery (77%)
- ▶ Cycling (66%)
- ▶ Parking (59%).

Road closures (Options 1A and 1B)

Majority of the survey respondents opposed street closures:

- ▶ 75% of all the respondents (270 people) opposed closure of River Street and Beasley Street
- ▶ 56% (190 people) opposed closure of Second Avenue

The community petition contained 110 signatures in support of road closures although many signatories were outside the study area (albeit still affected as part of the same local road network).

At present, there is clear majority community opposition within Marden and Royston Park to road closures.

Median measures (Options 2A, 2B and 2C)

The three options generated similar response rates with 54% supportive of option 2A and 50% supportive of 2B and 2C. On choosing a single preferred option from three presented options, 2C generated the greatest support, approximately 40% higher than options 2A or 2B.

Cost, house access, carriageway width, tree maintenance, reversing larger vehicles were common issues raised and need to be fully considered.

Traffic calming measures (Options 3A and 3B)

Smaller scope of traffic measures suggested in Option 3A had 64% majority support, while fuller package of measures suggested in Option 3B was opposed by 45% of the respondents while being

supported by 44% of the respondents. There is clearly a hesitancy in supporting extensive traffic calming measures throughout the area.

Traffic management design recommendations

- ▶ Traffic calming needs to be a priority consideration, followed by rat running.
- ▶ Traffic management needs to enable introduction of the lower speed limit.
- ▶ Traffic management should incorporate broader street improvements wherever possible, especially focussing on improvements to walking, stormwater drainage, street lighting and increased greenery.
- ▶ Median design should follow the concept suggested by Option 2C.
- ▶ Minimalist approach to traffic calming measures needs to be employed, based on preferred design Option 3A.
- ▶ Design should consider comments and concerns raised by the respondents in this consultation.
- ▶ At this point in time road closures are not supported.
- ▶ A one year review of effectiveness of any traffic management measures introduced should suggest whether additional speed calming measures or closures may be needed. These can be designed, consulted on and implemented at a later date.

MULTI-CRITERIA PRIORITISATION FRAMEWORK



ABOUT MULTI-CRITERIA ANALYSIS

Multi-criteria analysis, abbreviated as MCA, is a tool that incorporates several considerations together to aid decision-making.

MCA developed for this project assessed the level of problems associated with traffic in local streets. MCA can help identify a priority order for streets that may benefit from traffic management treatment.

MCA criteria for this project was guided by data sets available. MCA scoring was on a scale from 1, 'poor performance', to 7, 'very good' performance. Full range of scores were scaled linearly between these minimum and maximum values. The table on this page summarises MCA criteria and how the scores were established. Total of six criteria were incorporated into the MCA.

Based on the range of MCA scores, streets were assigned a rank, from 1 where most significant combination of issues was recorded to 28 with the least issues. Note that there are 29 streets in the study area, and two of the street share a ranking due to the same MCA score, hence ranking goes down to 28.

Results of the MCA are included overleaf.

Basis for scoring MCA criteria

Criterion	Notes	Minimum score of 1 = 'poor performance'	Maximum score of 7 = 'very good' performance
Street width	Street width of 6 metres allows two cars to comfortably pass one another. Street widths greater than 6 metres are likely to attract speeding, unless buildouts into a road narrow the width of the travel path. Widths for each street were measured in several locations to arrive at a 'typical' width.	9 metres or greater	6 metres or less
Street section length	This criterion measured the longest street section length that does not require the driver to slow down or give way at intersections, roundabouts or any speed lowering devices.	300 metres or greater	120 metres or less
Actual vehicle speed	Desirable 'design' speeds in residential areas are 30 km/h or less. At speeds of 50 km/h the risk of injury in an event of a crash is very high.	50 km/h	30 km/h
Total number of crashes recorded in the last 5 years	Crash events were counted for each street. Crashes at intersections were counted twice, once for each of the intersecting streets.	6	0
Rat running	Additional criterion (low score '1') was applied to several streets known for high volumes of rat running traffic, as established by traffic surveys or raised during consultation.	1	
In need of general street improvements	Additional criterion (low score '1') was applied to several streets which would significantly benefit from the following improvements: landscaping, resurfacing (new road and/ or footpath pavement) or accessibility (ease of crossing). These were established in discussions with the Council.	1	

MCA INPUTS

MCA data inputs

Street name	Width (metres)	Maximum uninterrupted length (metres)	Total street length (metres)	Car volume (vehicles per day)	Estimated proportion of rat running vehicles in peak periods	Vehicle speeds (km/h)	Total number of crashes on the street (over 5 years)	Approximate crash rate per kilometre (all types of crashes)
North of Battams Road								
North of Battams Road - east-west streets								
Willow Bend	6.8	200	413					0.0
Broad Street	8.1	340	947	722		48	2	2.1
Arabella Court	5.1	141	141					0.0
Tipett Avenue	6.7	107	107					0.0
Caleb Street	7.9	197	309				2	6.5
Battams Road	12.5	416	1,070	3,056		52	6	5.6
North of Battams Road - north-south streets								
River Street	10.4	349	516	2,613	38%	51		0.0
Buik Crescent	6	108	148					0.0
Addison Avenue	9.2	340	339	685		42	2	5.9
Grivell Road	8.3	347	340	162		47		0.0
Beasley Street	8	340	417	1,234	37%	51	1	2.4
Blanden Avenue	8.4	292	294	205		51		0.0
Dix Avenue	8.2	249	254	278		47		0.0
Pollock Avenue	6.3	170	175	546		46	1	5.7
North of Lambert Road								
North of Lambert Road - east-west streets								
Bide Street	7.1	110	110	111				0.0
Gilding Avenue	7.8	178	504	177			1	2.0
Hooking Avenue	9.6	178	679	180			1	1.5
Oaklands Avenue	8.5	338	717	168			2	2.8
Salisbury Avenue	8.9	124	259	697		33	1	3.9
Lambert Road	12.5	435	1,240	1,985		52	9	7.3
North of Lambert Road - north-south streets								
Tenth Avenue	10	247	247				1	4.0
Ninth Avenue	7.8	308	308	931		47	2	6.5
Seventh Avenue	8.5	347	347	397		43	3	8.6
Sixth Avenue	10.1	379	379	2,622		51	7	18.5
Fourth Avenue	10	220	220	425		45		0.0
Fifth Avenue	7	425	425	293		41	1	2.4
Third Avenue	10	287	533				1	1.9
Second Avenue	10.4	400	488	1,232		54	2	4.1
First Avenue	10.2	449	521	1,241	26%	54	2	3.8

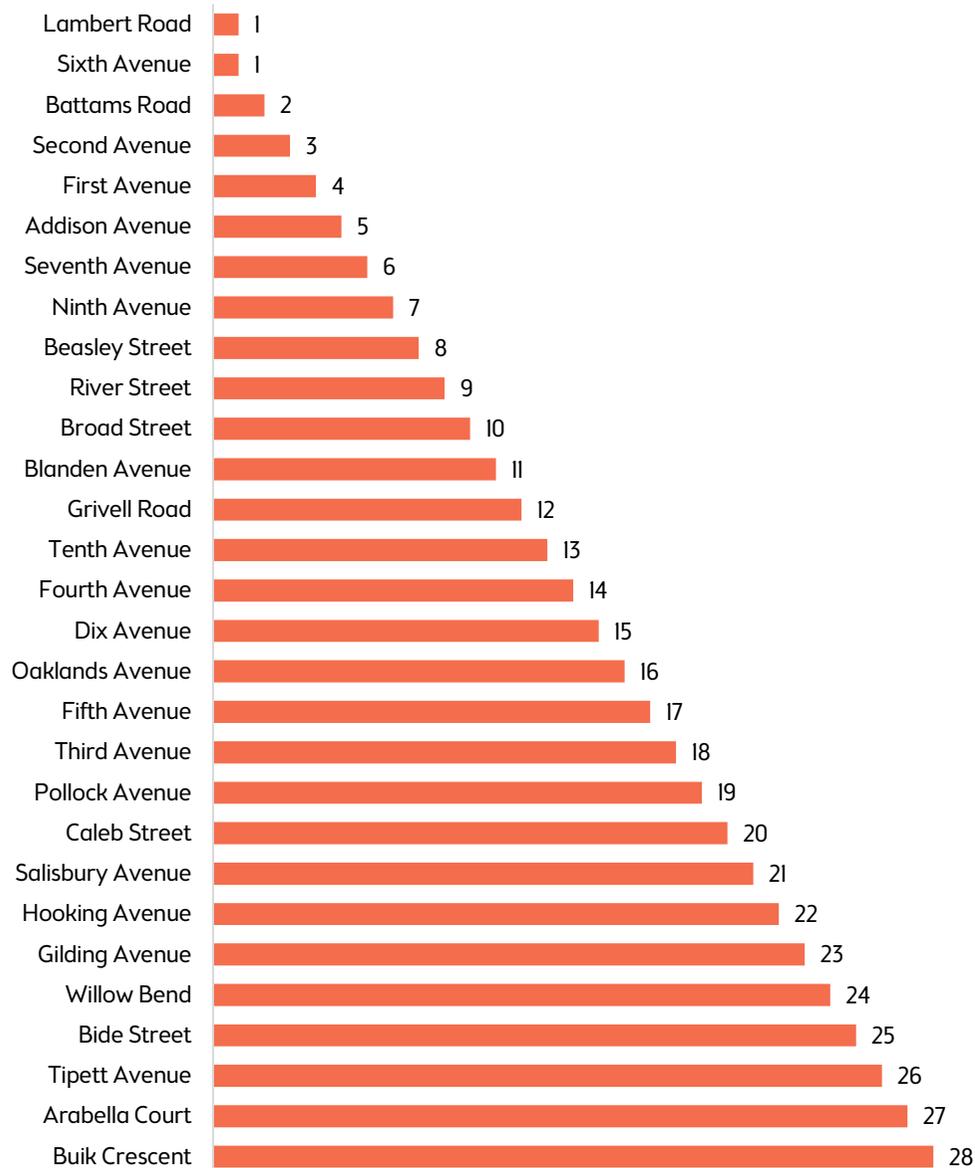
MCA RESULTS MCA scores

Street name	Width score	Uninterrupted length score	Rat running score	Landscaping, resurfacing, or accessibility score	Vehicle speed score	Crash rate score	Total MCA score	Priority rank (1 = highest priority, 28 = lowest)
North of Battams Road								
North of Battams Road - east-west streets								
Willow Bend	3.9	3.2			5.0	5.0	4.3	24
Broad Street	2.2	1.0			1.4	3.6	2.0	10
Arabella Court	5.0	4.5			5.0	5.0	4.9	27
Tipett Avenue	4.1	5.0			5.0	5.0	4.8	26
Caleb Street	2.5	3.3			5.0	1.0	2.9	20
Battams Road	1.0	1.0	1	1	1.0	1.3	1.0	2
North of Battams Road - north-south streets								
River Street	1.0	1.0	1		1.0	5.0	1.8	9
Buik Crescent	5.0	5.0			5.0	5.0	5.0	28
Addison Avenue	1.0	1.0		1	2.6	1.1	1.3	5
Grivell Road	1.9	1.0			1.6	5.0	2.4	12
Beasley Street	2.3	1.0	1		1.0	3.4	1.7	8
Blanden Avenue	1.8	1.2			1.0	5.0	2.2	11
Dix Avenue	2.1	2.1			1.6	5.0	2.7	15
Pollock Avenue	4.6	3.9			1.8	1.2	2.9	19
North of Lambert Road								
North of Lambert Road - east-west streets								
Bide Street	3.5	5.0			5.0	5.0	4.6	25
Gilding Avenue	2.6	3.7			5.0	3.7	3.7	23
Hooking Avenue	1.0	3.7			5.0	4.0	3.4	22
Oaklands Avenue	1.7	1.0			5.0	3.1	2.7	16
Salisbury Avenue	1.1	4.9			4.4	2.4	3.2	21
Lambert Road	1.0	1.0	1	1	1.0	1.0	1.0	1
North of Lambert Road - north-south streets								
Tenth Avenue	1.0	2.2			5.0	2.3	2.6	13
Ninth Avenue	2.6	1.0			1.6	1.0	1.6	7
Seventh Avenue	1.7	1.0			2.4	1.0	1.5	6
Sixth Avenue	1.0	1.0			1.0	1.0	1.0	1
Fourth Avenue	1.0	2.8			2.0	5.0	2.7	14
Fifth Avenue	3.7	1.0			2.8	3.4	2.7	17
Third Avenue	1.0	1.3			5.0	3.7	2.8	18
Second Avenue	1.0	1.0	1		1.0	2.3	1.3	3
First Avenue	1.0	1.0	1		1.0	2.4	1.3	4

This chart established a priority for local traffic management purely based on the six MCA criteria. Note that this theoretic approach does not reflect consultation feedback or efficiencies in construction (i.e. the need to group and stage the works).

The recommended approach is discussed in the last report section.

MCA priority rank from 1=highest to 28=lowest



SUGGESTED STAGING OF WORKS AND CONCEPT DESIGN NOTES



SUGGESTED STAGING OF WORKS

Retrospective civil engineering works are costly and disruptive, therefore it is recommended that a staged approach to local area traffic calming is adopted.

STAGE 1

It is recommended for Council to extend consultation on the lower speed limit to Council boundary with the City of Adelaide Council (or at least to include areas up to Stephen Terrace). Reduction of the speed limit to 40 km/h in the study area received 60% majority support, so its implementation is recommended as the first step in the local traffic calming process.

STAGE 2

Install local area traffic management devices in the area between Lower Portrush Road and north of Battams Road. Implementing improvements in the entire area at the same time is likely to prevent displacement of disbenefits to other streets in the area. Streets where devices are likely to bring most benefit to the community are: Beasley Street, River Street, Battams Road, Addison Avenue and Broad Street.

Approximate cost estimate of Stage 2 - \$980k.

Evaluate impact on traffic volume and speeds six months after installation.

STAGE 3

Install local area traffic management devices in the area between Battams Road and Lambert Road. Streets where devices are likely to bring most benefit to the community are: Lambert Road, First Avenue, Second Avenue, Sixth Avenue.

Approximate cost estimate of Stage 3 - \$1,020k.

Evaluate impact on traffic volume and speeds six months after installation to establish if any further treatments are necessary.

The consultant team has prepared concept designs of each proposed traffic management device in AutoCAD drafting software, to ensure that the works are feasible within the existing site constraints. These designs were provided to the Council as background information for the purpose of future detailed design.

Streets in the order of MCA priorities and further considerations

Street name	Priority MCA rank	Suggested staging of works	Notes and further considerations
Lambert Road	1	3	
Sixth Avenue	1	3	
Battams Road	2	2	
Second Avenue	3	3	
First Avenue	4	3	
Addison Avenue	5	2	
Seventh Avenue	6	-	Treatment on Lambert Road will address the issue
Ninth Avenue	7	-	MCA does not reflect recent works
Beasley Street	8	2	
River Street	9	2	
Broad Street	10	2	
Blanden Avenue	11	-	
Grivell Road	12	-	
Tenth Avenue	13	-	
Fourth Avenue	14	-	
Dix Avenue	15	-	
Oaklands Avenue	16	-	
Fifth Avenue	17	-	
Third Avenue	18	-	
Pollock Avenue	19	2	Low cost treatment recommended to address community concerns
Caleb Street	20	-	
Salisbury Avenue	21	-	
Hooking Avenue	22	-	
Gilding Avenue	23	-	
Willow Bend	24	-	
Bide Street	25	-	
Tipett Avenue	26	-	
Arabella Court	27	-	
Buik Crescent	28	-	

SCHEMATIC OF PROPOSED TRAFFIC CALMING MEASURES



Map key

-  Landscaped island
-  Landscaped kerb buildout
-  Slow point (one lane) angled buildout
-  Landscaped median
-  Informal pedestrian crossing point
-  Wombat crossing

Landscaped islands will slow down vehicles by deviating them from straight travel paths. The islands provide opportunities for greening, including planting of trees.

Landscaped kerb buildouts will narrow the road to a maximum width equivalent to two lanes, which will help reduce vehicle speeds.

Slow point (one lane) angled buildouts narrow a road to one lane (2.8 to 3 metres in width) and deviate vehicle paths, significantly reducing traffic speeds. Vehicles will need to give way to one another. Buildouts provide greening opportunities.

Landscaped medians (variable width between 1.4 and 2.6 metres) will substantially increase greening in the area and reduce through traffic by blocking entry into some side streets. Small gaps will be provided to facilitate bicycle turns.

Informal pedestrian crossing points comprise kerb ramps and kerb protuberances. They will provide breaks in medians and improved crossing conditions.

Wombat crossings provide pedestrian crossing priority. Installed on a raised platform, these crossing points also slow vehicles down.

Note: This schematic map is indicative only. Please refer to concept drawings for the layout and positioning of proposed devices.



Example of a landscaped island



Example of a landscaped median



Example of a slow point (one lane) angled buildout



Example of an informal crossing point

OVERVIEW OF DESIGN CONSIDERATIONS

The implementation of the recommended design assumes that traffic management initiatives will be implemented in stages, as recommended earlier in this report.

Road closures

The narrative of the consultation responses spoke of a community desire to reduce vehicle speeds and, to a lesser degree, reduce the amount of unwanted through traffic, but without the inconvenience of road closures. Therefore, road design closures (consultation options 1A and 1B) are not part of the recommended design response at this point in time.

Speed limit

A desire for a safer and greener environment was prominent in the comments received, with specific mentions of improved pedestrian crossing facilities. Council wish to pursue a 40 km/h speed limited area to improve safety for all road users and to encourage sustainable movement modes, such as walking and cycling. The traffic calming measures developed will aim to reduce the average speed of traffic to 40 km/h and provide safer crossing facilities within an enhanced landscaped environment. In addition, as the first stage to local area traffic management, a reduction to the posted speed limit is also proposed.

Turnpath design considerations

The traffic control devices are designed based on the turnpaths of waste collection vehicles (MRV template), cars (B99), cars with trailer (B99 with 6m trailer) and buses/trucks (Heavy Rigid Vehicle)

operating at 5 km/h. A design and check vehicle approach is used, with the design vehicle being able to manoeuvre within the appropriate lane with 300 mm clearance to kerbs and street furniture for local roads and 500 mm for arterial roads. The check vehicle is permitted to straddle adjacent lanes and use the full carriageway width. Generally, the MRV is the design vehicle used throughout the project area and the HRV – the check vehicle. Exceptions are the bus routes and defacto collector roads (likely service vehicle route) where the HRV is the design vehicle.

The use of the HRV is considered as a conservative approach, as the 12.5m length HRV will rarely be used within the study area, with the typical bus length used by Adelaide Metro being 10.7m in length, and the best-selling Australian heavy truck being 9.2m in length¹. For proof of concept the HRV is considered the worst case, and assumes HRV size vehicles can continue to use the local road network but with additional restrictions when compared with the MRV, and B99 with trailer vehicles, as the roundabouts currently cannot accommodate a HRV U-turn manoeuvre.

It should be noted that there are many instances of the current road layout not being able to accommodate the movements of the larger vehicles. Where, through the use of vehicle templates, it was proved that this is the case, the largest vehicle that currently can be accommodated was deemed the design vehicle (refer to tables following that list design vehicle movements).

¹ 2021 25% market share, Isuzu FRR 110 series vehicle, extra-long wheelbase version FRR 110-260XLWB 9,155mm overall length.

Impact on cyclists

The reduction in motor vehicle speeds resulting from the installation of the traffic calming devices and the likelihood of the implementation of a 40 km/h speed limited area will improve the riding and walking environment within the project area. Where possible, bicycle bypasses have been provided as part of the traffic calming devices. However, the use of the landscaped medians, landscaped islands, kerb extensions and pedestrian islands will require cyclists to share the traffic lane and mix with motor traffic.

The anticipated reduced motor vehicle speeds and volumes when considered in the context of the Austroads guidance on the separation of cyclists and motor vehicles², indicates that a shared carriageway solution is acceptable.

² Cycling Aspects of Austroads Guides

DESIGN NOTES FOR OPTION 2C: PLANTED MEDIAN AND CROSSINGS

The preferred option (based on consultation responses) for the treatment of Battams Road and Lambert Road was 'Option 2C Planted median and crossings'. The east-west orientation of these two roads requires the predominant north-south through traffic movements to either cross them or use them as part of a staggered north-south movement. This east-west orientation provides an ideal opportunity to modify these roads to create a barrier to the north-south through movements. Their direct connections to Payneham Road make them defacto collector roads, particularly Lambert Road having a signalised intersection, and as such they have an important role of connecting the local roads to the arterial network that is maintained with the concept design, though the passage to exit and enter residential properties is more convoluted.

The 12.7 m to 13.2 m wide cross-section of Battams Road and the 11m to 13.2 m width of Lambert Road, combined with their lengths that exceed 1 km create and their grade towards the River Torrens, result in a driving environment that promotes speeds that exceed the posted speed limit and speeds that create an unsafe walking and cycling environment. The four roundabouts along Lambert Road and the two roundabouts on Battams Road help to reduce speeds, with 85th percentile speeds reaching 52 km/h for both roads.

To further reduce traffic speeds, provide opportunities for greening and to improve pedestrian and cyclists crossing facilities, a kerbed planted median is proposed for these two roads. Their role as a connection to the arterial network can be maintained.

To act as a pedestrian refuge, the median width needs to be a minimum of 2 metres to accommodate people with prams and to safely stand a bicycle when crossing. For Battams Road the median width achieved ranges from 1.9 m to 2.6 m, the reduction to 1.9m is at a crossing location near the Battams Rd/Second Ave roundabout and is the result of accommodating the west to east movement of a 12.5m truck (HRV).

For Lambert Road the median width achieved is 0.6 m to 2.6 m, with the 0.6 m median in the narrowest stretch of Lambert Road, from Ninth Avenue to Eight Avenue.

To allow for parallel parking manoeuvres a traffic lane width of 3.1m to 3.2m has been provided, this leaves a parking lane width of 2.1 m. The reduction in traffic lane width from 4.5 m to 3.1 m/3.2 m and the side friction created by a landscaped kerbed median with frequently placed kerb protuberances (to allow for the absence of parked vehicles) will have a speed reducing effect, with Austroads suggesting a 15% reduction in the 85th percentile speeds will be achieved. Depending on the width of intersecting side roads, the 3.2 m wide traffic lane width is locally widened to allow a HRV to turn left into the side road.

As well as reducing speeds and preventing direct north-south movements, the median will prevent overtaking manoeuvres eliminating the risk of head-on collisions. A disadvantage of the median is the broken down vehicle scenario, where a broken down vehicle stands adjacent to a parked vehicle leaving following vehicles no opportunity to pass. However, site observations identified very low on-street parking utilisation (hence the need for kerb protuberances to slow traffic, see below) and, given the improved reliability of mechanical vehicles, the chances of such a scenario is extremely low. To assist in speed reduction and to improve the safety of pedestrians crossing the roads, kerb protuberances are provided every 75 m to 125 m. In addition, wherever possible kerb protuberances are placed in alignment with north-south pedestrian desire lines defined by the north-south orientated local road network.

A wombat crossing is proposed near the collection of commercial buildings at the Battams Road and Lambert Road intersections with Sixth Avenue to cater for the higher pedestrian numbers that these buildings will generate.

To maintain permeability for north-south cyclists gaps within the median are provided aligned with the local north-south streets. It should be noted that the current situation of cyclists mixing with motor traffic is maintained but the speed differential between motorists and cyclists will be reduced improving the road environment for cyclists. However, it should be noted that there may be an increase in driver frustration as overtaking opportunities will be restricted by the median.

The roundabout at the Lambert Road/Sixth Avenue intersection will need to be modified to allow for a HRV to turn right. The roundabouts on Sixth Avenue and the roundabout at Lambert Road/Second Avenue represent the only opportunities that HRV vehicles have to turn right within the study area boundary. Noting that left turns throughout the study area are possible at the side roads providing a loop to enter and exit the area.

The roundabout at Lambert Road/First Avenue currently cannot cater for HRV or MRV right turns. Council's waste collection service should be engaged to understand if a right turn at this roundabout is necessary to efficiently conduct the collection of waste. If the right turn is necessary, then the roundabout will need to be modified as shown on the concept drawings.

A summary of the movements possible is provided in the following tables.

DESIGN NOTES FOR OPTION 3A: PARTIAL TRAFFIC SPEED CALMING

The public consultation identified a preference for a partially calmed area using devices located on the key north-south roads, the majority of which are connected to the existing roundabout intersections of Battams Road and Lambert Road, and the east-west route of Broad Street. With the planted median Option 2C preventing many of the north-south movements, the north-south roads connected via roundabouts will become the focus of drivers wanting to cut-through the area. The devices of Option 3A will dissuade many drivers from using these roads as well as reducing their speeds. The design considerations of the devices proposed for Option 3A are provided below on a street-by-street basis.

Addison Avenue

Addison Avenue forms part of the W70 and W71 bus route. Due to the 9.2 m width of Addison Avenue and the use of this road by buses, the type of device is restricted to either a pair of kerb extensions or a landscaped island. To minimise on-street parking loss, kerb extensions have been used to reduce the two-way carriageway width to 5.5 m, increasing side friction and reducing vehicle speeds. The low frequency of the bus timetable makes the likelihood of two buses passing this point at the same time very low, with the 5.5 m width unlikely to delay buses.

Design and check vehicle movements for Battams Road

Street name	Vehicle	Template	Comments
Battams Rd/ Sixth Ave	Bus/truck	HRV (design)	<ul style="list-style-type: none"> All current movements at the roundabouts are maintained. Right turn possible. The right turn movements allow a HRV to exit the area to the arterial road network.
	Waste collection	MRV (check)	<ul style="list-style-type: none"> All movements at the roundabouts are maintained.
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> All current movements at the roundabouts are maintained.
Battams Rd/ Second Ave	Bus/truck	HRV (check)	<ul style="list-style-type: none"> Right turns currently are not possible at this roundabout and this situation has been maintained.
	Waste collection	MRV (check)	<ul style="list-style-type: none"> Right turns currently are not possible at this roundabout and this situation has been maintained.
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> All movements at the roundabout maintained.
Battams Rd/ River St	Bus/truck	HRV (check)	<ul style="list-style-type: none"> Current left turn into River St requires the truck body to enter the pedestrian refuge area. Proposed left turn not possible unless refuge is substantially reduced or removed.
			<ul style="list-style-type: none"> Left turn into Battams Rd will require additional parking restrictions.
	Waste collection	MRV (check)	<ul style="list-style-type: none"> Right turns currently are not possible at this roundabout and this situation has been maintained.
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> All movements at the roundabouts are maintained.
	Battams Rd/ remaining local roads	Bus/truck	HRV (check)
Waste collection		MRV (check)	<ul style="list-style-type: none"> Right turns restricted.
Car/van with trailer		B99 with trailer (design)	<ul style="list-style-type: none"> Right turns restricted.

Design and check vehicle movements for Lambert Road

Street name	Vehicle	Template	Comments
Lambert Rd/ Sixth Ave	Bus/truck	HRV (design)	<ul style="list-style-type: none"> Currently a HRV cannot perform a U-turn at the roundabout. Modification is needed to allow right turn movements.
	Waste collection	MRV (check)	<ul style="list-style-type: none"> All current movements maintained. No U-turn. Right turns possible.
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> All current movements maintained. U-turn possible.
Lambert Rd/ Second Ave	Bus/truck	HRV (check)	<ul style="list-style-type: none"> All current movements maintained. A right turn is possible at this roundabout.
	Waste collection	MRV (check)	<ul style="list-style-type: none"> All current movements maintained. No U-turn. Right turns possible.
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> All movements at the roundabout maintained. U-turn possible.
	Bus/truck	HRV (check)	<ul style="list-style-type: none"> Straight ahead movements only.
	Waste collection	MRV (check)	<ul style="list-style-type: none"> Right turns currently are not possible at this roundabout and this situation has been maintained. To provide a right turn the roundabout will need to be modified.
Lambert Rd/ remaining local roads	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> All movements at the roundabouts are possible and have been maintained.
	Bus/truck	HRV (check)	<ul style="list-style-type: none"> Right turns restricted. Left turn into Lambert Rd will require additional parking restrictions.
	Waste collection	MRV (check)	<ul style="list-style-type: none"> Right turns restricted.
	Car/van with trailer	B99 with trailer (design)	<ul style="list-style-type: none"> Right turns restricted.

Beasley Street

The spacing of the driveway crossovers prevents the use of a landscaped blister type median as shown on the consultation material. However, a one lane angle slow point is proposed due to the shorter length of this type of device, with a 2.8 m aisle and 30-degree deflection providing the shortest length slow point. The one lane angle slow point will use fully mountable kerbs and a mountable area to allow MRV or an HRV to pass through³. The devices are located in conjunction with the existing pedestrian island refuge near Broad Street to provide a spacing of 130m.

In lieu of the kerb extensions to be located between Broad Street and Lower Portrush Road, an elongated pedestrian refuge island was used to improve the crossing opportunities and safety of the Lower Portrush Road footpath desire line. The island will also reduce vehicle speeds, along Beasley Street and for vehicles turning from Lower Portrush Road.

Broad Street

Broad Street, from Addison Avenue to Beasley Street, forms part of the W90/W91 bus route, with the traffic control devices needing to accommodate buses. The consultation results highlighted a strong preference for improving crossing facilities. As such the single lane slow point shown in the consultation document have been changed to a pedestrian island, located to provide a safe crossing at the Willows Bend Reserve pathway.

³ ASI742.I3-2009 Appendix C - Where occasional large trucks drive over the device fully mountable kerbs are to be used.

Kerb extensions have been used to reduce the two-way carriageway width to 5.5m, increasing side friction and reducing vehicle speeds. The low frequency of the bus timetable makes the likelihood of two buses passing this point at the same time very low, with the 5.5 m width unlikely to delay buses.

First Avenue and Second Avenue

Where the spacing of driveway crossovers permit, a landscaped blister island has been used to maximise the potential for speed reduction and greening opportunity. To allow heavy vehicles to pass a paved portion with a 40 mm high mountable kerb in accordance with AS 2876 is needed⁴. Where the spacing of the crossovers is more frequent, generally following urban infill, a one lane angle slow point is installed due to the shorter length of this type of device, with a 3 m aisle and 30-degree deflection providing a short length slow point. For consistency, this angle has been used for all one lane angle slow points in the area. The one lane angle slow point will use fully mountable kerbs and a mountable area to allow MRV or HRV to pass through⁵. The spacing of the devices range from 100m to 130m, with the positioning taking advantage of existing lighting wherever possible to reduce costs and to avoid intersections and crossovers.

Access to the domestic crossovers has been maintained though some turns may be restricted. Parking restrictions will be needed to ensure that a waste collection vehicle can align to an approach

⁴ Part 2 - Code of Technical Requirements, Section 10.9.1

⁵ ASI742.I3-2009 Appendix C - Where occasional large trucks drive over fully mountable kerbs to be used.

that allows it to can pass through the device, and to allow a cyclist to bypass the device by following the existing kerb and water table.

River Street

The design vehicle for this road is an HRV, representing a truck. Where the spacing of driveway crossovers permit single lane angle slow points have been used. The density of closely spaced crossovers in River Street prevents the desirable spacing of devices between 100 m and 120 m, with a 170 m spacing achieved.

Near the junction with Lower Portrush Road a continuous median is shown, incorporating a landscaped island to reduce traffic lane widths to 3.2 m, providing side friction and reducing vehicle speeds. A pedestrian island at the junction provides a gateway treatment to the traffic calmed area, as well as a two stage pedestrian crossing of the 22 m mouth of River Street and forming part of the continuous median treatment.

Sixth Avenue

The design vehicle for this road is an HRV, representing a bus. Where the spacing of driveway crossovers permit, two options for a landscaped island have been shown.

Option A is a landscaped blister island that maximises the potential for speed reduction and greening opportunity. A fully mountable area of the blister island is required to allow a bus to negotiate the device, this is not ideal due to the effect on passenger comfort and would require discussion with SAPTA to ascertain whether this would be

acceptable⁶. The blister can be enlarged to avoid a bus needing to pass over a raised area, however the resulting design would be at a minimum 15.5 m wide and require the carriageway to be locally widened into the verge and reducing the footpath width. Option B is a landscaped pedestrian island that allows a bus to pass through the device without any vertical deflection. The island enables a two-stage crossing for pedestrians, improving crossing opportunities and safety, and will slow vehicle speeds by forced horizontal deflection. With a 4.2 m wide island a 22 m long approach and departure painted diagonal striped dividing treatment is required, which will result in several on-street parking spaces being removed. This option would be substantially cheaper to install when compared to Option A.

Where the spacing of the crossovers is more frequent, kerb extensions have been used, as angle slow points cannot satisfactorily accommodate the movements of a bus.

⁶ Part 2 – Code of Technical Requirements, Section 10.9.1; where long vehicles such as a bus regularly use the centre blister, it shall be designed so that the vehicle does not ride over the median or kerb extensions.

APPENDIX A – CONSULTATION PACK

The consultation pack accompanied community engagement survey. It was available for download from the Council website and in hard copy format at local libraries and the Norwood Town Hall. It was developed for printing on A3 size pages.





City of
Norwood
Payneham
& St Peters

CONSULTATION PACK

MARDEN AND ROYSTON PARK

LOCAL AREA TRAFFIC MANAGEMENT OPTIONS: FOR COMMENT

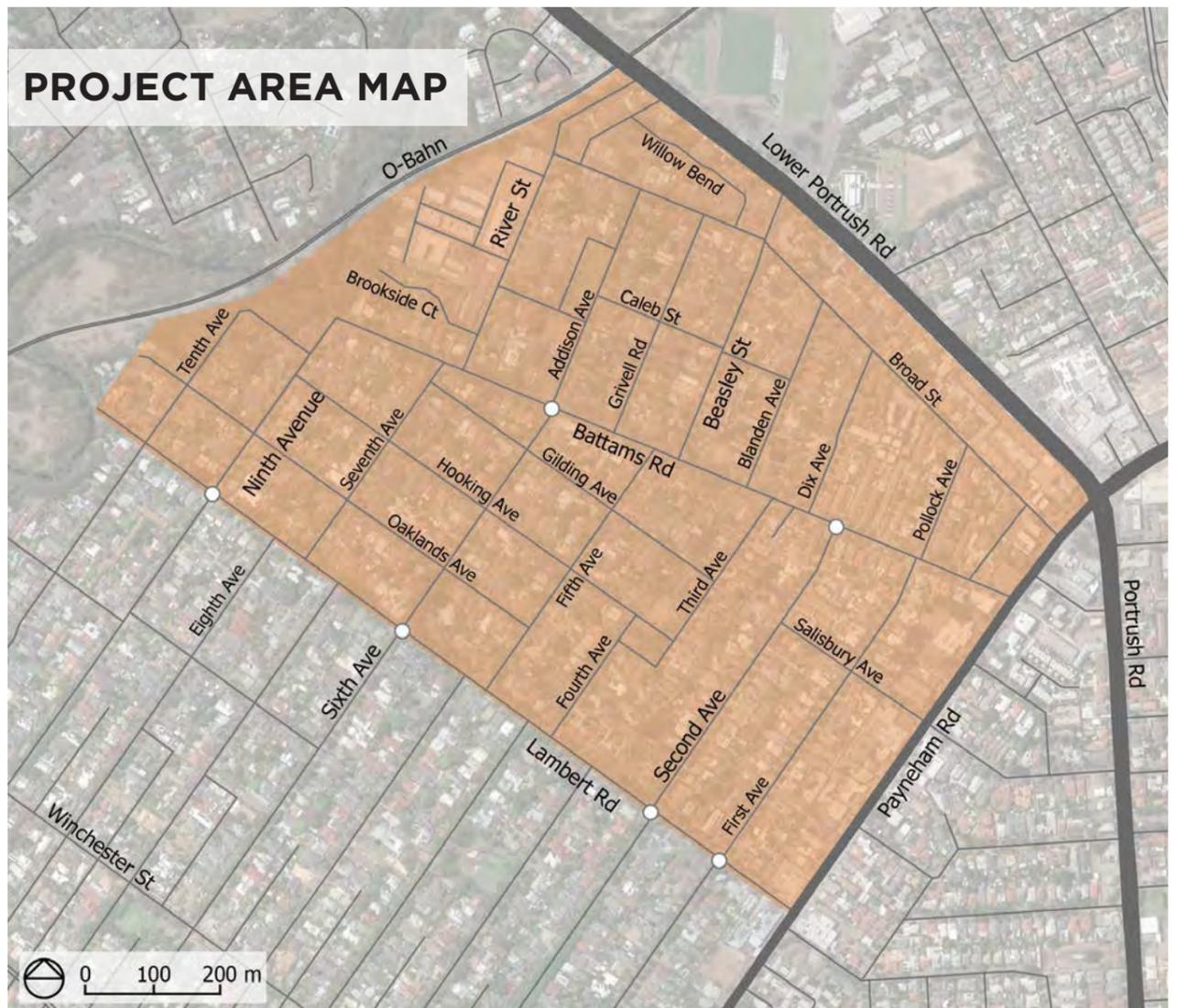
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The Council invites residents and other road users in Marden and Royston Park to provide their views on traffic management options.

Residents in the area have raised concerns about speeding traffic and “rat running” (vehicles using residential streets as short cuts, instead of using main roads). These concerns have been validated by traffic data.

This consultation pack includes:

- An overview of the key traffic issues
- Possible traffic management options for your comments.



There are three ways that you can express your opinion and provide your views.

1. Visit us at the Community Drop-in Session on Tuesday 12 April (see below for details)
2. Complete the Council’s online survey (https://www.npsp.sa.gov.au/our_community/community_consultation)
3. Call Customer Service and have a hard copy of the survey sent to you.

Hard copies of the consultation pack and survey are also available at our Libraries and Norwood Town Hall, phone 8366 4555.

Consultation closes at 5pm, Friday 29 April 2022.

The community feedback received will guide the Council on the way forward for traffic management in Marden and Royston Park. If you have any questions, please contact our project team on 0413 570 229.



COMMUNITY DROP-IN SESSION

Tuesday 12 April, 5-7pm

You are invited to discuss this project with us at:

The Royston Park Café, 59A Battams Road

Drop-in anytime between 5-7pm



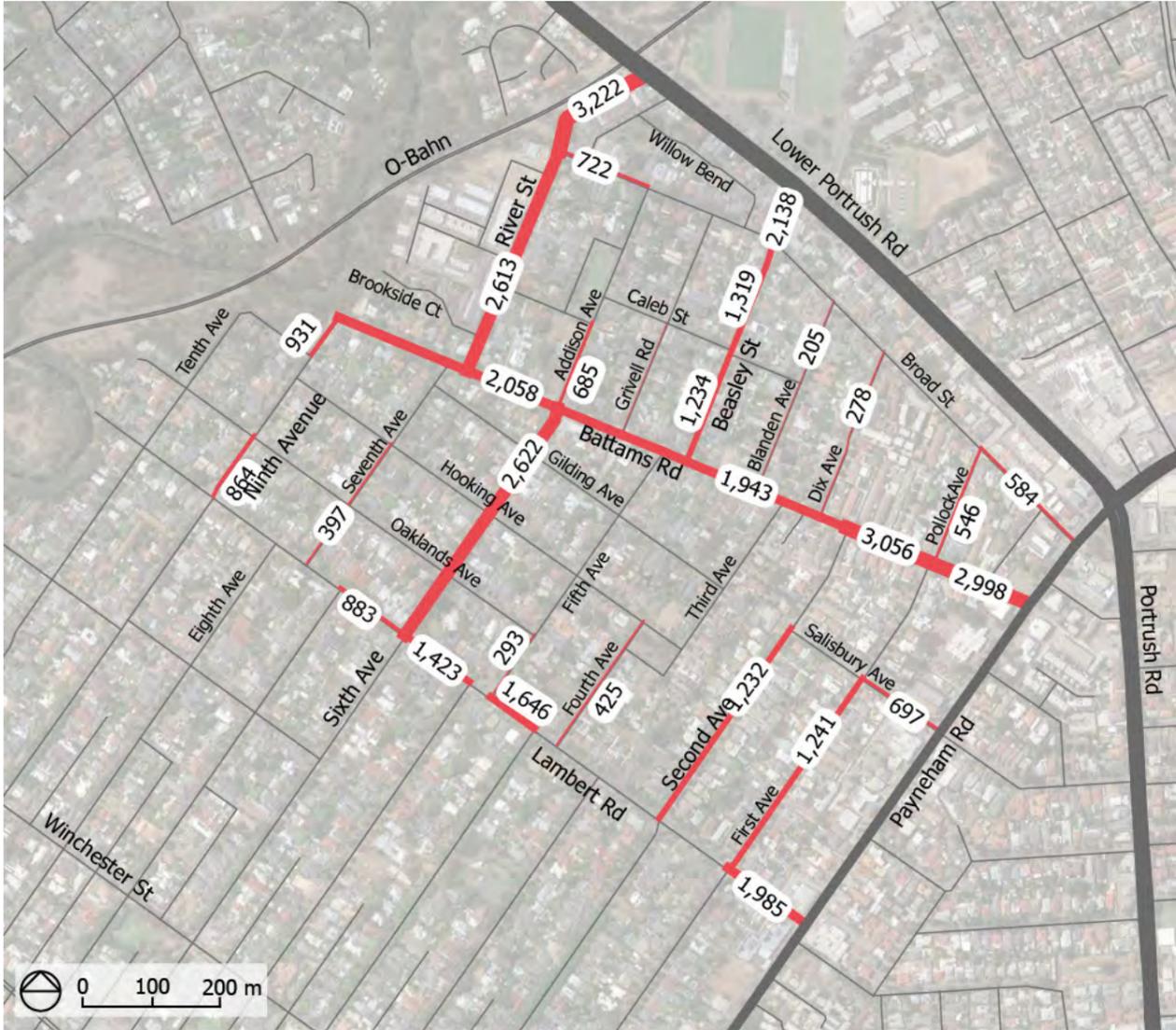
CONSULTATION PACK

MARDEN AND ROYSTON PARK

LOCAL AREA TRAFFIC MANAGEMENT OPTIONS

KEY ISSUES IN THE AREA

1. TRAFFIC VOLUMES AND EVIDENCE OF “RAT RUNNING”



Traffic volumes

The map to the left shows daily traffic volumes. From a technical perspective, streets that carry 2,000 vehicles per day and above act as collector roads. In the area, these include:

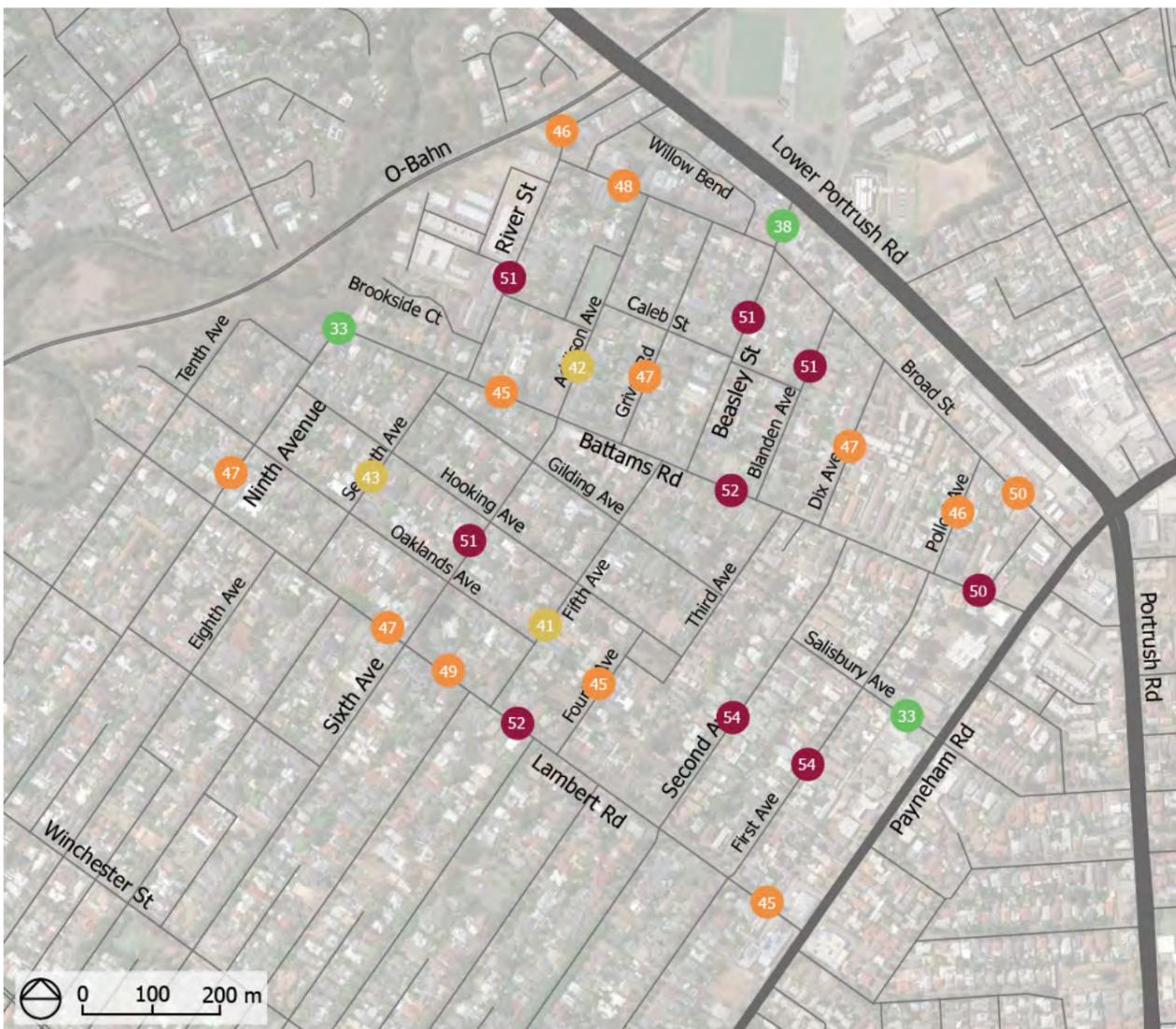
- River Street
- Beasley Street
- Battams Road
- Sixth Avenue.

“Rat running”

Surveys also identified that “rat running” occurs in the morning and evening peak times in River Street, Beasley Street and First Avenue.

It was estimated that approximately 450 cars (total for all streets combined) “rat run” through River Street, First Avenue and Beasley Street in the morning peak and 400 in the evening peak.

2. TRAFFIC SPEEDS AND CRASHES



For some local residential streets, the traffic speeds in Marden and Royston Park are considered to be high, especially along First Avenue, Second Avenue, Battams Road, Lambert Road, Blanden Avenue, Beasley Street, River Street and Sixth Avenue.

31 crashes were reported on streets within the project area during the last five years. One was a serious injury crash, six were minor injury crashes and all other crashes involved property damage only.

Streets with the most crashes were:

- Lambert Street (nine crashes)
- Sixth Avenue (seven crashes)
- Battams Road (six crashes) and Seventh Avenue (three crashes).

Other streets with one or two crashes included River Street, Addison Avenue, Caleb Street, Broad Street, Pollock Avenue, Salisbury Avenue, First Avenue, Second Avenue and Ninth Avenue.



CONSULTATION PACK

MARDEN AND ROYSTON PARK

LOCAL AREA TRAFFIC MANAGEMENT OPTIONS

TRAFFIC MANAGEMENT OPTIONS

Three types of local area traffic measures have been developed for Marden and Royston Park. Each type of measure addresses a specific traffic issue. Under each measure there are several options. The diagram below provides an overview of these options and explains how they can be combined together to create an effective solution. Each measure and option is further explained in this consultation pack.

1. ROAD CLOSURES

AND

2. MEDIAN ISLANDS

AND

3. TRAFFIC SPEED CALMING

Road closures would fully or partially prevent “rat running” through local residential streets. Options (1A) and (1B) could both be implemented.

Median islands would slow traffic along Lambert Road and Battams Road.

Traffic calming would reduce traffic speeds.

1A Full road closures of River Street and Beasley Street

2A Planted median

3A Partial traffic speed calming

AND/OR

OR

OR

1B Full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road

2B Median tree islands

3B Full traffic speed calming

OR

2C Combination of planted median and mid-block pedestrian islands



CONSULTATION PACK

MARDEN AND ROYSTON PARK LOCAL AREA TRAFFIC MANAGEMENT OPTIONS

1. ROAD CLOSURES OPTIONS



Road closures shown on the map as (1A) and (1B) can work separately or in combination. They could also be combined with other options (2 or 3).

Map key

-  Full road closure
-  Half road closure
-  Diagonal road closure
-  Slow point build out

 Diagonal road closure example



 Half road closure example



 Full road closure example



Road closures are the most effective measure for addressing “rat running”. Cyclists would be allowed through the closures and buses would be allowed through the Beasley Street closure.

1A Full road closures of River Street and Beasley Street

Pros

Eliminates “rat running”.

Cons

- Longer routes for residents. Residents would not be able to access Marden and Royston Park from Lower Portrush Road from the north and would need to detour via Payneham Road.
- Some motorists would illegally drive through the bus only entry at Beasley Street, which would require regular enforcement from SA Police.

Additional opportunities

River Street, north of closure, could be turned into a public space, providing a community green with associated facilities.

Indicative cost

Approximately \$60,000.

1B Full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue

Pros

- Full road closure of Second Avenue, north of Salisbury Avenue, and a diagonal closure of First Avenue would prevent “rat running” through these two streets.
- No entry at Payneham Road would prevent “rat running” traffic accessing the area.
- Traffic speeds in First and Second Avenues would be significantly reduced

Cons

- Longer routes for local residents.

Additional opportunities

Greening at Second Avenue closure.

Indicative cost

Approximately \$115,000.



CONSULTATION PACK

MARDEN AND ROYSTON PARK

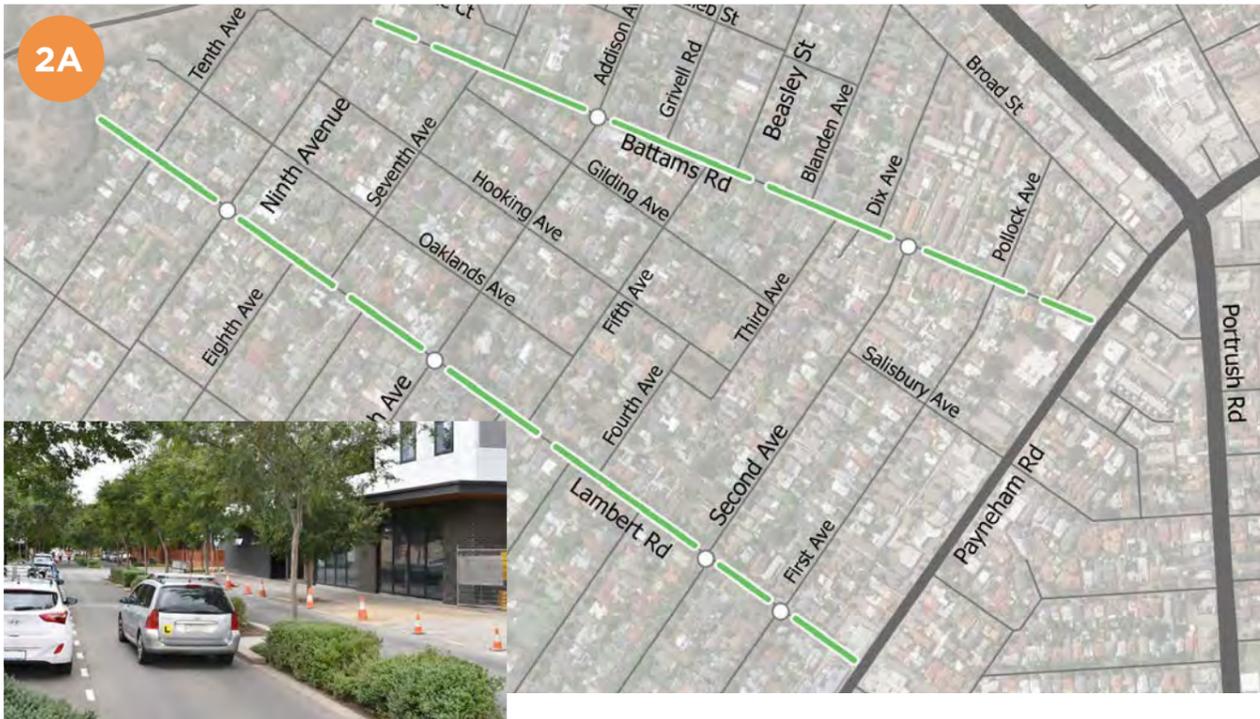
LOCAL AREA TRAFFIC MANAGEMENT OPTIONS

2. MEDIAN ISLANDS OPTIONS

Traffic surveys identified speeding in Battams Road and Lambert Road, with speeds exceeding the posted limit of 50 km/h. 50% of all crashes in the project area occurred along these two streets with many at intersections. These median island options would slow down traffic but not prevent “rat running”.

Pros (for all options)

Reduction in traffic speeds, reduction in road crashes and minor deterrence of “rat running”.



2A Planted median

This option would introduce median islands with plantings in the middle of Battams Road and Lambert Road.

Pros

Reduction in traffic speed

Cons

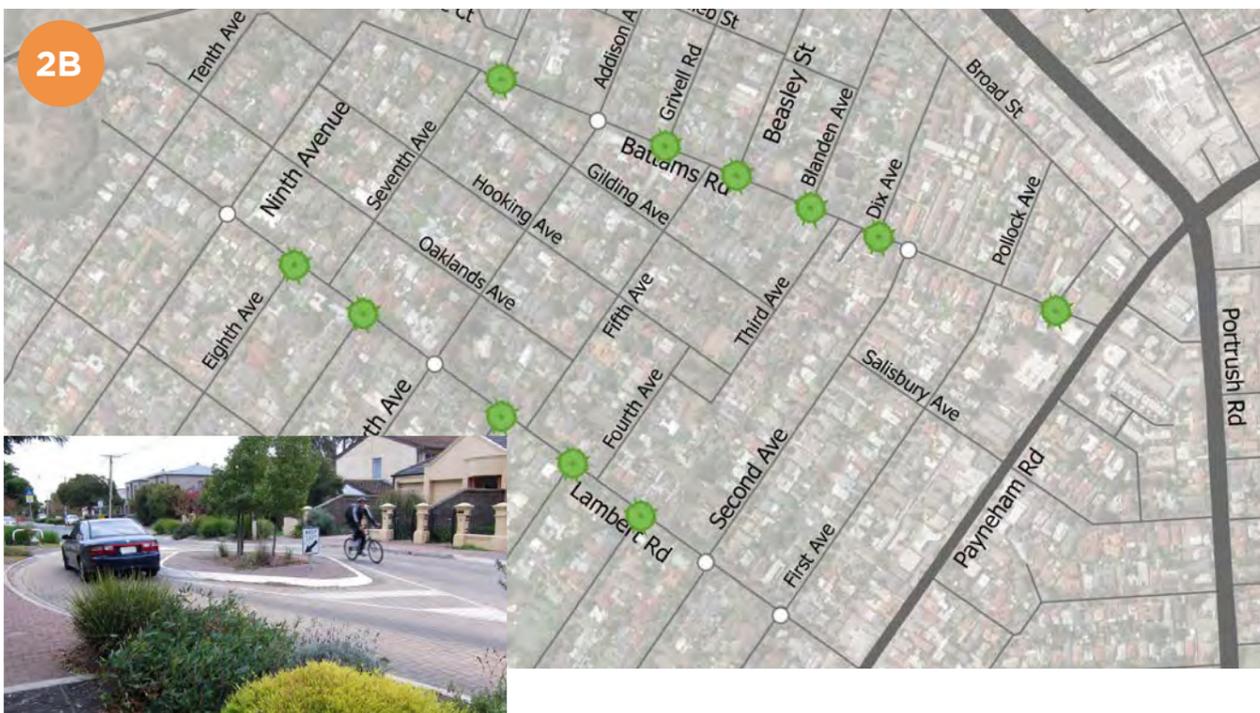
- Minor detours for right turning traffic
- Narrower traffic lanes
- Minor parking loss at U-turn locations

Additional opportunities

Significant additional greening of street

Indicative cost

Approximately \$1,000,000



2B Median tree islands

This option would introduce tight landscaped roundabouts along medians at intersections.

Pros

Reduction in traffic speed

Cons

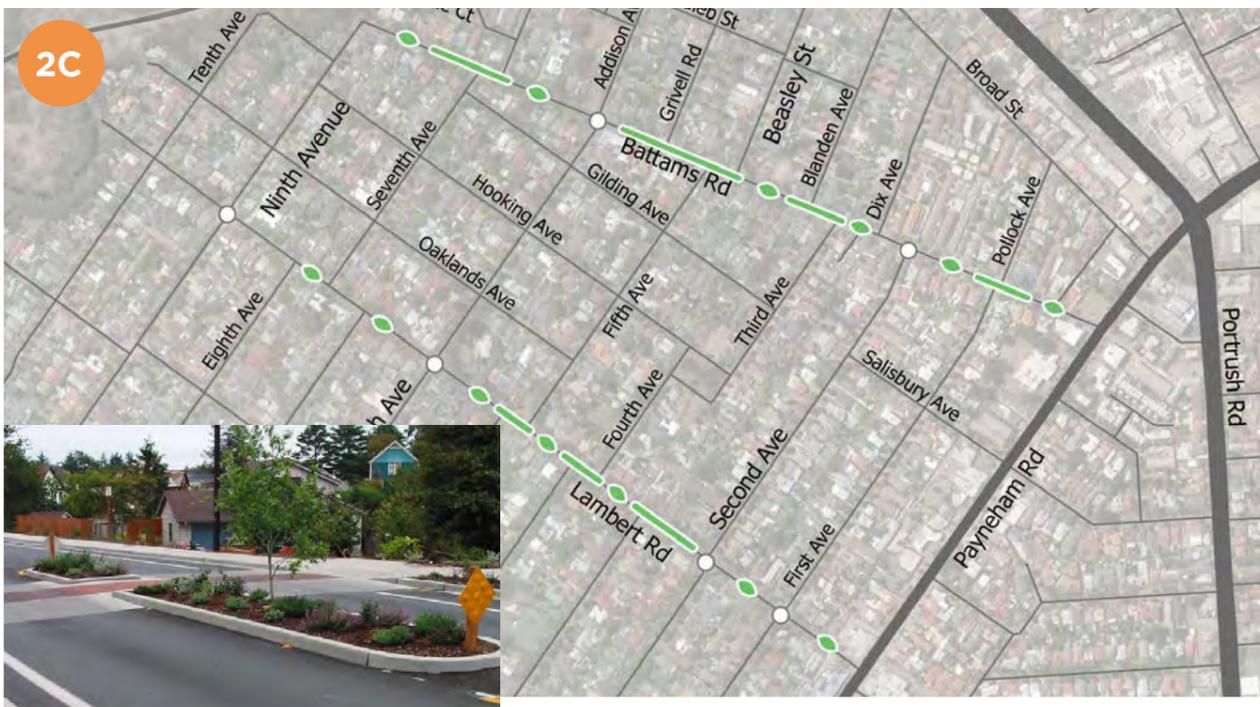
None identified

Additional opportunities

Moderate additional greening of streets

Indicative cost

Approximately \$220,000



2C Combination of planted median and mid-block pedestrian islands

This option would introduce mid-block raised landscaped pedestrian crossing points and planted medians. Of the three options, it would have a maximum impact on reducing traffic speeds.

Pros

Reduction in traffic speed

Cons

Loss of car parking at landscaped crossing points

Additional opportunities

- Significant additional greening of streets
- Significantly improved road crossing conditions

Indicative cost

Approximately \$1,350,000



CONSULTATION PACK

MARDEN AND ROYSTON PARK

LOCAL AREA TRAFFIC MANAGEMENT OPTIONS

3. TRAFFIC SPEED CALMING OPTIONS



All streets in Marden and Royston Park are wide, allowing for two lanes of traffic in each travel direction plus on-street car parking. Long stretches of wide streets encourage drivers to drive fast through the local street network. These options aim to reduce travel speeds.

3A Partial traffic speed calming

In this option, traffic calming measures are proposed on the streets with the highest traffic volumes only.

Pros

Medium impact speed reduction

Cons

- Delays to traffic as they give way
- Some loss of car parking

Additional opportunities

Some additional greening

Indicative cost

Approximately \$1,000,000

3B Full traffic speed calming

In this option, traffic calming measures are proposed on most streets.

Pros

High impact speed reduction.

Cons

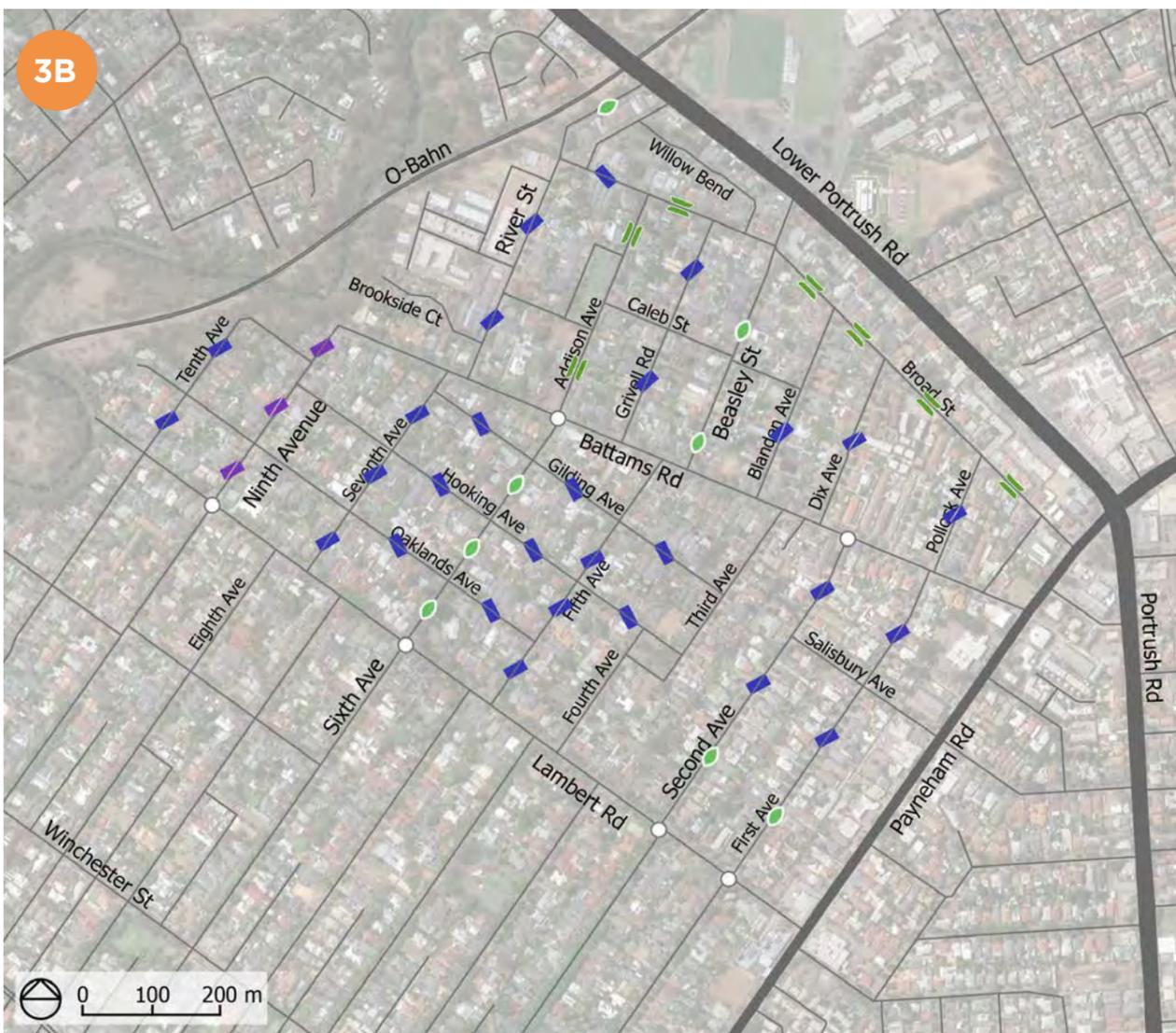
- Delays to traffic as they give way
- Some loss of car parking

Additional opportunities

Extensive greening

Indicative cost

Approximately \$1,575,000



Single lane slow point example



Landscaped island example



Map key

- Landscaped island
- Single lane slow point
- Two-lane slow point
- Landscaped buildout

APPENDIX B – CONSULTATION SURVEY

Hard copy and electronic survey formats were available during consultation. Local residents were encouraged to completed the survey online.





City of
Norwood
Payneham
& St Peters

YOUR SAY

ON TRAFFIC MANAGEMENT OPTIONS IN MARDEN AND ROYSTON PARK

Dear Resident,

Council invites you to provide your views on traffic management options for Marden and Royston Park

The City of Norwood, Payneham & St Peters has developed traffic management options for the areas of Marden and Royston Park. These options address requests from local residents to reduce “rat running” (traffic using residential streets as short-cuts, instead of using the main roads) and high traffic speeds along local streets. Please refer to the consultation pack for background information and details of the options.

You can also access this background information and complete the survey online via our consultation webpage: https://www.npsp.sa.gov.au/our_community/community_consultation

You can discuss traffic management options with our project team at a community drop-in consultation event, which will be held between 5 and 7pm on Tuesday 12 April at the Royston Park Café, 59A Battams Rd.

Please provide your response by 29 April 2022 by either completing the survey online or by returning the hard copy survey to Council’s reception at Norwood Town Hall, 175 The Parade, Norwood (main entrance off The Parade).

ISSUES AND OPPORTUNITIES

1. How important is to address the following issues in the Marden and Royston Park local street network?

	Don't know	Very important	Moderately important	Not important
(a) “Rat running” (traffic using residential streets as short-cuts, instead of using the main roads)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(b) High traffic speeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. What importance do you rate the following street improvements for the Marden and Royston Park local street network?

	Don't know	Very important	Moderately important	Not important
(a) Additional greenery	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(b) Improved walking conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(c) Improved cycling conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(d) Improved parking conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(e) Improved street lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(f) Improved stormwater drainage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

TRAFFIC MANAGEMENT OPTIONS

Please review traffic management options presented in the information pack via our consultation webpage: https://www.npsp.sa.gov.au/our_community/community_consultation

	No opinion	Very supportive	Somewhat supportive	Neutral	Not supportive
3. How supportive are you of the measure 1A - Full road closures of River Street and Beasley Street	<input type="radio"/>				

Comments

	No opinion	Very supportive	Somewhat supportive	Neutral	Not supportive
4. How supportive are you of the measure 1B - Full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue	<input type="radio"/>				

Comments

5. How supportive are you of the median measures in Battams Road and Lambert Road	No opinion	Very supportive	Somewhat supportive	Neutral	Not supportive
2A - Planted median	<input type="radio"/>				
2B - Median tree islands	<input type="radio"/>				
2C - Combination of planted median and mid-block pedestrian islands	<input type="radio"/>				

If you have a preferred median measure (2A, 2B or 2C), please state which one

(2A, 2B or 2C)

Comments (on median measures)

6. How supportive are you of the traffic calming measures

	No opinion	Very supportive	Somewhat supportive	Neutral	Not supportive
3A - Partial traffic speed calming	<input type="radio"/>				
3B - Full traffic speed calming	<input type="radio"/>				

If you have a preferred traffic speed calming approach (3A or 3B), please state which one

(3A or 3B)

Comments (on traffic speed calming measures)

If you have any further comments or suggestions, please append a page.

ABOUT YOU

Your residential postcode

Your residential street name

Your gender

Are you a...

(please tick all that apply to you):

Resident of Marden/Royston Park

Visitor to Marden/Royston Park

Worker in Marden/Royston Park

Property owner in Marden/Royston Park

Your age group

0-19
 20-29
 30-39
 40-49
 50-59
 60-69
 70+

Thank you for your time in completing this survey, it is much appreciated!

APPENDIX C - DETAILED COMMUNITY FEEDBACK

This section includes all comments as entered by the survey respondents. The comments are included with their original syntax, spelling and grammar, as typed by the respondents.



Comments for measure 1A - Full road closures of River Street and Beasley Street

Comments from respondents who were 'very supportive'

- ▶ Beasley Street has become very dangerous, especially with young children (our grandchildren) getting in /out cars its a narrow street, car clocking up to 100km+ per hour at times in the rat run time periods.
To back out into street at peak periods extreme care has to be taken as rat runners will not slow down or make any allowances.
- ▶ River Street is used as a short cut.
- ▶ I live on the corner of 9th and Battams. Cars regularly fly through River and Beasley street and then come down to 9th Avenue. They come speeding around the bend which is very dangerous. I think stopping the flow so they use the main roads would be best.
- ▶ Can't come soon enough, the number and speed of vehicles on Battams Road is terrible. Thank you to whoever raised and pursued this issue on behalf of the residents.
- ▶ No comment necessary.
- ▶ Concerned about through traffic on Broad Street during peak hours.
- ▶ As resident in River Street, I am very concerned about the volume, speed and noise of traffic using the street to cut through to Lower Portrush Road. I strongly emphasize the hazardous conditions. Also entering and leaving the property is problematic. On occasions I have been tooted by impatient drivers for indicating entry to my property.
- ▶ Cars use Beasley Street to access Fifth Avenue. Placing a central island on Battams Road may prevent this. Ideally, it would be great to form dead end streets. There would have to include set-backs to allow recycle/rubbish bins to be parked. There would be some inconveniences but the community spirit advantages could out-way these.
- ▶ If people were more considerate and drove more slowly there would be much less of a problem.
- ▶ There's been so many accidents at the corner of River St and Portrush. I've been nearly knocked by many cars racing up River street. Cars get to high speeds racing up River street that it's dangerous coming out of driveways.
Close River Street, leave Beasley open and move the pedestrian lights to the corner if Beasley for the bus and safer right turning.
- ▶ In recent years the volume of traffic coming down Sixth Ave from these two streets has increased significantly. We live on Sixth Ave and in peak times it is hard to get out of the driveway with the steady stream of traffic. The constant traffic noise has also had a negative impact on the liveability of the street. I would support 1A even if it does mean finding alternate ways home when coming from the north east, which is not a problem at all.
- ▶ I live on the corner of Broad and Beasley st, after further consideration I think it is a good idea. As the traffic down both Broad and Beasley has increased significantly. My main concerns are that Beasley St will be used more by traffic as motorists will disregard the bus Only signs and thereby increase traffic when River st is blocked also that Broad st, which is a long straight road will also be used as an alternative. I think other incentives may need to be used on Beasley and Broad St should also be considered in the mix. My neighbour's car was recently hit when parked in Broad St, the car was stationary. this is the second accident nearby that I can think of in the last 4 months. I also take extreme care when crossing the road outside my house on Broad St as cars come around the corner at a fast speed and I have nearly been run down.
- ▶ I am concerned that with Beasley St. closed it would increase the traffic up Broad St. and that an opening only for buses will be utilized by drivers disregarding the rules.
- ▶ From my observation, I'm not sure this is as big an issue as First and Second Avenue, but still a worthwhile measure.
- ▶ By stopping that link people who don't live in the area will have to go down the main circulation routes like they are supposed too.
- ▶ As we live on Sixth Ave, we are very supportive. The traffic along Sixth Ave between Battams and Stephens Terrace between 7am - 9am and then 4pm - 6pm is significant to say the least.

Sometimes it can take 5 minutes just to back out the driveway.

- ▶ It is very important to close these streets as they are used as cut through roads to avoid traffic lights. There is constant stream of cars and some go well over the traffic limit. there are also lot more people and children on bikes and scooters walking down Battams Road to the River. A serious accident is bound to happen.
- ▶ Speed and volume of traffic on River Street is an issue - as a resident for over 10 years.
- ▶ Road closures are the only option available to achieve the desired outcome, to reduce traffic flows along Battams and adjacent streets. The flows of traffic along Battams Rd are currently excessively high and will not reduce, rather increase over time. Resident's are subject to excessive noise and unsafe conditions due the excessive traffic and associated speeds.
- ▶ The other options, while providing an aesthetic positive, will not provide the outcome sought by this initiative.
- ▶ I think that full road closures are the only way as the volume of traffic in River st and Sixth Ave is really getting to be too much for those roads. Slow build out points are useless as the person with the biggest and fastest 4wd will simply win those battles. As a long time resident of the area it will be extremely inconvenient with the road closures but the rat runners will travel down any street they possibly can, slow points, roundabouts make no difference as they try and avoid main roads. There should be no right turn for traffic travelling south on Payneham Rd

turning right into Battams Road although this may push the issue up to Salisbury Ave but there is considerable traffic turning down Battams and feeding into various avenues, these are not local cars.

- ▶ Battams Road, River Street corner is like living on a main intersection. It is extremely dangerous trying to reverse out and extremely noisy. Drivers rounding the corner from River onto Battams show little to no regard placing onus on those residing on Battams.
- ▶ As a resident of Second Avenue St Peters, addressing this issue of drivers taking a short-cut through Royston Park, Joslin and St Peters is very important.
- ▶ If traffic is stopped at these entry points, none of the other options outlined would be necessary.
- ▶ This option would have no adverse impact on local residents.
- ▶ Prevention of vehicles entering River and Beasley Streets from Lower Portrush Road is the most effective and cheapest solution. Lower Portrush and Payneham Roads are designed to cope with significant traffic numbers. Vehicles could still exit turning left from River and Beasley Streets onto Portrush Road. This measure has minimal adverse effect on residents in Marden, Royston Park, Joslin and St Peters. Note that I live on Second Avenue, St Peters.
- ▶ Pollock Ave needs to be closed off at Broad St traffic from Payneham Rd heading towards the city do not get a turning arrow on the corner of Payneham rd and Lower Portrush Rd between 4 to 7 pm so the traffic turns down Battams Rd

and then right onto Pollock and then right onto Broad St then left onto Payneham and left onto Lower Portrush. With the closure of River and Beasley St this will be there only option. Pollock is a narrow st because of trees planted on the road and unfinished planting of trees You close off these streets it will be only local traffic using the surrounding roads and none of the other suggestions need to be done. This is where the rat runners enter.

- ▶ The rat running is very likely due to motorists in the NE suburbs avoiding Payneham Road and other arterial roads. Discouraging these people will be a good start.
- ▶ By closing these streets we will see reduced number of cars travelling in adjacent streets ie Battams Road at high speed to cut time off their travels . This will also avoid the car pile up on River Street which flows onto Battams Road as cars wait for other vehicles to turn right onto Lower Portrush Road.
- ▶ I have noticed over the last 10 years many vehicles avoiding Payneham Road between Lambert & Portrush Roads, using Broad St, Battams Rd and connecting streets to access Beasley & River Streets at highway speeds to get a shortcut to Lower Portrush Rd. Closing only one of these will result in more traffic thru the other so is not an option. Rat runners coming off LPR are not much better. Bus only access could be enforced with a traffic camera installed at the intersection of LPR and Beasley St. I am doubtful that traffic calming measures will make much difference, and am totally opposed to speed humps.

- ▶ Full road closures from Portrush Road, onto Beasley Street and River Streets would be very effective in preventing through traffic. It would be cost effective for the council and local residents can exit at the clearway at Battams Road and also the traffic lights off Lambert Road onto Payneham and also enter there.

Comments from respondents who were 'somewhat supportive'

- ▶ It's actually a good idea to control the issue 'rat running'..but not fair to block local residents entering to Lower Portrush Road from River Street.
- ▶ Would likely be fairly effective in reducing rat-running. However it would not bring any improvements to streetscapes, nor would it contribute to reducing average traffic speeds across the project area. Also it make access to Lwr Portrush Road from my residence more difficult / circuitous.
- ▶ Local residents should have an option to use the River Street and Beasley street to get to Lower Portrush Road. I think if we had a left only lane start from Salisbury Avenue till Portrush Road intersection, could solve 75% of this issue.
- ▶ There should be a provision to get local residents in and out. I think it would be effective to close right turn from Lower Portrush Road to River street and allow right turn to Beasley street from Lower Portrush Road, then make the Beasley street NO THROUGH ROAD just after Caleb street, which help local residents to get in.
- ▶ This may be a good option but I am unsure how

it will effect Battams Road?

- ▶ Local residents (Marden and Royston Park) need to be able to come in to the suburbs, as well as buses. Non-locals can be subject to a fine.
- ▶ I live on the corner of Broad and Beasley Street so experience a lot of traffic on Beasley St, I support a half road closure as access blocked for residents to Lower Portrush road will cause a bottleneck at the let Portrush and Broad St and Battams Road exit to Payneham Road and will impact significantly on my commute time. Not having access to Lower Portrush Road will encourage rule braking as buses will have access and this will be a major cause of shortcuts. There must be some way to control traffic without completely blocking access to let Portrush Road for residents.
- ▶ We live in River Street and are concerned about the amount of rat running through our street but also concerned as to the closure of the road in total due to the amount of residents and new properties in the street which will further increase the traffic having to use Battams Road to exit and enter to get out to Lower Portrush road as already this road is very busy and additional traffic will make this even harder. I would like to see the road closed at the other end of the street beg of River street to allow some exit and entry to local residents to support traffic flow.
- ▶ As we live in willow bend do not want to be land locked with no access to Ascot Ave.
- ▶ There is a high volume of traffic in the mornings, especially Monday to Friday, as commuters use

River Street as a shortcut to bypass traffic lights at the intersection of Payneham and Portrush Roads. As a result, commuters are particularly careless at the intersection of River St and Battams Rd, quite often not stopping or slowing down as they enter Battams Rd from River St.

- ▶ Will this stop the rat racing down Second Ave? The length of Second Avenue from Battams Rd to East Adelaide School is a major concern which needs to be addressed before a child is seriously injured!
- ▶ Sounds good however I do wonder if closing these roads just puts additional pressure on the Battams Road / Payneham Road outlet. People rat racing up 1st Ave, turning right to Battams Road and exiting onto Payneham Road.
- ▶ In conjunction with closing off the entrance to Payneham road from Broad Street only allowing cars to turn left on to Broad with no left turn on to Payneham Road that would also reduce the need for any other measures on Pollock Avenue.
- ▶ Something needs to be done but closure is not the answer.
- ▶ "If a road closure occurs it should be only one of the streets. closing both Beasley & River will only make Battams Rd busier. Currently the no right turn delays from Payenham road into Lower Portrush road causes people to instead right turn off Payenham road onto Battams Road which causes congestion for city bound traffic - closing both proposed roads would only increase the right turn across traffic onto Battams forcing the problem elsewhere. I only support this proposal on a 6-12 month

trial basis with follow up consultation after that period.

Comments from respondents who were 'neutral'

- ▶ I'm concerned this would result in traffic filtering onto other streets such as Grivell Road, which also get regular traffic from public buses (which I strongly feel should be diverted from this residential street).
- ▶ It is difficult to balance the needs of residents with traffic management. I agree that some measures are necessary and I see speed as more important to address than 'rat running'. These full closures, or one of them, would have a more dramatic impact than some of the other measures.
- ▶ Beasley St closure would only push traffic further down Batters Road - which would create more speed on a longer route.
- ▶ Don't think its the best option will create problems for local residents.

Comments from respondents who were 'not supportive'

- ▶ Not a great option for local residents.
- ▶ Better traffic flow on Payneham Road, Portrush Road and Stephen's terrace would resolve these issues. I live on the other side of Portrush Road in Marden and will cut through Royston Park and Marden to get to Stephen's Terrace as it is quicker then going up Portrush to turn onto Payneham Road and wait potentially ages at the lights. Payneham road banks up significantly to a gridlock as does Stephen's Terrace in

peak traffic as these are the only main roads connecting. If these were resolved people would not cut through. I suffer anxiety and do not cope well in gridlock traffic or being stuck at lights for long periods. I previously lived on Broad street in Marden and while there was traffic cutting through I did not see it as a problem. The main roads through this area should be slowed down with islands or more roundabouts and cycling and walking facilities should be the focus to encourage more people to the River trails.

- ▶ This is a terrible measure, it will most likely lead to more motorists doing the wrong thing and for more potential accidents.
- ▶ Will only force rat running to other streets, like Grivel or Addison etc.
- ▶ I currently live in the local area (River/Caleb/Blanden) where loss of direct access to Lower Portrush is a "con" in the assessment. This will have highly negative impact on my ability to enter and egress my own neighborhood. For property values, I can't see how this option would be a selling point. This is a drastic approach that only alienates residents.
- ▶ We do not think this is a good solution by closing the road access. Local residents will be greatly inconvenienced. Furthermore, it is not a green solution as more people will need to do longer distance to get home and vice versa.
- ▶ It is a stupid idea.
- ▶ Two-way access from Lower Portrush Road needs to be maintained for the convenience of residents to provide access to the Marden shopping complex.

- ▶ Options 1a and 1b seem the most disruptive and inconvenient to residents.
- ▶ Will funnel and cause congestion to remaining exits of the area on to Payneham Road.
- ▶ They are simply entry/exit for residents heading North & North East, same as Lambert & Batters Rd are for residents travelling to the South or to the City.
- ▶ I am strongly opposed to closing River street. It will create a significant disruption to our ability to get in and out of our house to and from family, essential services and employment. Further, the noted additional benefit of gaining a community green with facilities is, quite frankly, a complete farce. That stretch of road is not a thoroughfare for foot traffic, and is nestled in between a high chain link fence, high brick wall, and bus way; hardly a space people will want to spend time. Luckily linear park is easily accessible close by, which provides an excellent community space.
- ▶ That's not fair for locals, sixth avenue St Peters is more of an issue, and I can see a problem for emergency services!
- ▶ Will be of a disadvantage to the local people living in the area. Concern for emergency services.
- ▶ It will hinder me traversing my own neighbourhood.
- ▶ Will increase traffic flow on to surrounding streets.
- ▶ I live on Ninth Ave and the full closure would result in us to use Payneham Rd to access Lower Portrush Rd. At peak times getting onto

Payneham Rd is difficult and time consuming.

- ▶ I am a resident on Battams Road and would be directly impacted by the closure of River Street and Beasley Streets ... this would be a MAJOR inconvenience to me and other residents and I think is a far too drastic solution to this issue. I STRONGLY oppose this measure and would be deeply disappointed and as I say, inconvenienced by this on an almost daily basis.
- ▶ I live on Grigg St Marden, just across Lower Portrush Rd from this area. I regularly visit family, friends and the Royston Park cafe by turning off lower Portrush Rd, using River Street or Beasley St to access especially Royston Park and that section of Marden (the city side of lower Portrush). I'm surprised to see that the council thinks "rat racing" and traffic need to be managed in this area. I view them as quiet suburban streets and have never witnessed problems. It would be a major inconvenience to have to go up to Payneham Rd and turn onto Battams Rd and drive a long way round to get where I needed to go, with the added annoyance that the right turn cycle to turn right from Portrush Rd onto Payneham Rd is quite long and is only acceptable currently if you can make it in one cycle. If demand builds up so that I had to wait in a line of cars over more than one light cycle, it would be longer again and very frustrating. This plan would also increase traffic on Battams Rd, so I feel sorry for those residents. There are already traffic flow impacts on Payneham Rd when even just one car heading citywards wants to turn right onto Battams, let alone more than one car. I also think

it's really unfair on the local residents and their visitors to make the main access off Payneham Rd when they are much closer to Lower Portrush Rd. In the event of an emergency, it seems particularly foolish not to have access to the River segment of Royston Park and Marden via both Payneham and Lower Portrush Roads.

- ▶ It will simply mean that traffic will then go down Grivell Road or Blanden Avenue.
- ▶ Full closure is less than ideal as this restricts residents ability to exit Marden directly onto Lower Portrush Rd.
- ▶ I use those two entry points to get to my house everyday - if you close those two roads I will need to right turn at Payneham Rd then turn at Battam's Rd it will cause massive congestion and make it more dangerous for us to get off the main road - under no circumstances should those roads be closed - the suburb is already cut off at the River and you need to access either Portrush or Stephen's - if I go to Steven's I have to right turn over traffic everyday. You will create further traffic congestion if you block off those roads.
- ▶ Full road closures would be very disruptive to residents many residents need to access these roads.
- ▶ As a resident of Beasley Street, full road closure of the Beasley and River Street would cut access to home via Portrush Road. This would add travel time having to detour to Payneham Road.

Also Beasley Street has a bus route which means people can still drive through it and ignore the

closed off route.

- ▶ Strongly do not support this. As a resident on Beasley Street this affects us tremendously and is incredibly unfair on the residents living in this area. It is not right to pretty much punish us residents and make our journey to and from places so much longer.
- ▶ Measure IA is unnecessary in my opinion - for me to access my house in Royston Park at least twice a day (some days more often) it would add on an extra 10 minutes per trip - to travel the extra distance on Lower Portrush Rd, turn right on to Payneham Rd, travel down to then turn right on to Battams Rd (where it's usually a wait to give way to oncoming traffic). Extremely unnecessary to completely close both streets.
- ▶ No access to/from Lower Portrush Road is unreasonable and would unfairly impact on local residents and restrict access to existing businesses on Battams Road.
- ▶ Closure of these roads totally restricts access for residents to Ascot Avenue/Lower Portrush Road. We already have to navigate around the River heading west. Closing Beasley and River Streets would cause even more congestion on Stephens Terrace. Have you been travelling west on Stephens terrace at 5pm on a weekday evening? It is often a standstill backed up past the service station all the way from Walkerville terrace! Closing Beasley and River Streets would cause even more congestion to this.
- ▶ Road closures create lots of problems for local residents and there are other less disruptive ways of reducing traffic volume and limiting

- speed.
- ▶ Full road closures of River Street and Beasley Street impacts too many residents. Many of whom are not necessarily directly impacted by the 'rat runners'.
 - ▶ This is absolutely crazy. Traffic will be blocked dangerously and constantly on Payneham Road as residents will now need to access via Battams Road crossing there is already bad and will be significantly worse. I cannot believe this option is even being proposed it is preposterous as many patents in the zone will need to access vale park kindergarten as that is where residents are zoned as well as East Adelaide school and Norwood Morialta not being able to use River st or beasley st will make life extremely difficult for them and make using Payneham Rd even more dangerous for others. It really shows this plan has not been thought out by anyone with a brain!
 - ▶ Unnecessary.
 - ▶ In response to question 3 & 4. I believe closing off roads is not going to fix the issue of rat running, it will only increase the traffic already accessing the other streets within the area. The side streets off Battams Rd are being used to get through to Broad Street and onto Lower Portrush Road. Pollock Ave, Dix Avenue, Blanden Ave and Beasley St are all currently being used to avoid the traffic lights at the corner of Payneham & Portrush Rd. Also, speed is an issue on Battams Road between both roundabouts. Will cause inconvenience to residents and their visitors.
 - ▶ That is a ridiculous option as there is no convenient access to Lower Portrush Road without having to access Payneham Road first.
 - ▶ If the locals are denied full access to stop rat runners from other suburbs using those streets at peak times only I am VERY UNSUPPORTIVE! Close the streets from incoming traffic at peak times but leave it open for residents otherwise. I would be extremely miffed if my only access road to the east and north is Payneham Rd!
 - ▶ This is one of the easier ways for residents to easily get to Walkerville and the north-eastern suburbs without having to negotiate Stephen Tce or the North-East Rd/Nottage Tce intersection.
 - ▶ I live on Ninth Avenue and I use River St to get onto Lower Portrush Rd almost every day to get to parts of Walkerville or the north-eastern suburbs. It will add a lot more unnecessary travel time to my week.
 - ▶ As a resident of Willow Bend, I am not happy with the prospect of losing access to Lower Portrush Road.
 - ▶ Closing this will close off this side of Marden and ease of transportation to Portrush Road. Instead of shutting it off, a traffic light at River St would be more beneficial. Closing off these roads will make this side of Marden undesirable to buyers. It also makes it significantly harder to access our local public schools. Turning into an already congested road just to reach an intersection is going to cause more traffic jams. If anything, it is more dangerous as cars may try to squeeze themselves through, particularly if they need to change 3 lanes in less than 100 metres.
 - ▶ I live in Royston Park and strongly oppose this measure.
 - ▶ River St fine - Beasley St coming off Lwr Portrush absolutely not.
 - ▶ I find it interesting that the council does want to treat the actual problem. The problem is the traffic flow on main roads and mass transit. You don't promote people using the main road area, but decide to discourage alternative use. If the main roads work efficiently, then there would be no need for 'rat running'. Also 31 'accidents' in 5 years. 6 a year, or 1 every two month. Wow that is a big problem.
 - ▶ Full road closures would not allow access to Lower Portrush Road which would severely impact on access to shopping centres and services at Marden and Walkerville. This would create more congestion at Battams Rd Portrush Rd T junction and severely inconvenience local residents. There are only 2 points to cross the River Torrens Stephens Tce and Lower Portrush Rd. Full road closure is not supported.
 - ▶ Don't turn our suburb into another Unley! You have no right to block off any roads. Certain roads are main thoroughfares and must be available to all of us as a way of getting from point A to B. I object strenuously to any road closures. I pay road tax and have the right to drive on the roads. Perhaps find out why cars are going this way rather than go the easy way out by blocking

roads and causing more pollution by having all vehicles sit in traffic on a main road going slow or not at all.

I do realise the streets you mention are busy and I am affected by the River street and Lower Portrush corner but don't think the blocking of the road is an answer at all.

Look at other ways of fixing the problem such as having the green arrow ON between 4-6pm at the Payneham Road Lower Portrush Road(for city bound traffic) intersection rather than it specifically turned OFF at the most needed time. Whoever thought this up need to be sacked immediately as I believe that a great deal of traffic would be stopped on Battams Road and Beasley Street if this was changed. How stupid to have it this way in the first place."

- ▶ As a local resident this will mean I will have to travel an extra 2 km to get home.
- ▶ Beasley Street is commonly used by a majority of Residents who live in the area. I don't think it's necessary to close it off.
- ▶ As a resident in First Avenue, if we chose to close River and Beasley it would require us to turn right into Payneham Road and then turn right off Payneham Road into either Battams or Salisbury and at the moment, that is very dangerous especially as traffic builds up behind the car turning right. Slowing traffic with obstacles would not affect the residents as we are nearly home, not in a hurry to bypass traffic lights.
- ▶ I live in Willow Bend. Closing these two exits would mean driving up Broad Street or Battams

Road (increasing traffic on those streets) in order to exit, or alternatively driving through Sixth Avenue to access nearer to the city.

- ▶ I am very concerned about the speed of traffic entering River Street from Lower Portrush Road. As I wait at the corner of Broad Street and River Street to turn right the bend in River Street to the north plus the speed of cars leaves little scope to start to drive and turn right and then suddenly see the car approaching. It is very dangerous.
- ▶ My choice would be to slow the traffic entering from Lower Portrush Rd, but I also accept River Street is a busy rat-runner street for other drivers.
- ▶ I don't usually exit onto Lower Portrush Rd from Beasley Street as it is more difficult to turn right and I prefer to drive up Broad Street to Payneham Road, which is difficult when traffic is busy in which case I would drive to Battams Rd or even Lambert Rd to get the traffic lights. "
- ▶ This is an unsubstantiated ""cheap"" option that does not benefits residents that have to commute to and from work, school, sports facilities and shopping centres. It does not appropriately address the increase risk of vehicle crashes and potential fatalities of residents having to complete a right hand turn onto Battams Road from Payneham Road to access the area. It will create channeling of traffic onto Battams Road.

The study negates to validate how residents are to enter the project map area from Lower

Portrush Road. Option 1A infer residents are to enter the norther segment of the Project area by completing a right hand turn onto Payneham Road and another right turn onto Battams Road. This is a significant traffic hazard as Payneham Rd is a dual lane designated main road and there is no turning lane, which blocks traffic and people taking increased risk to complete a right hand turn into oncoming traffic travelling north on Payneham Rd. (Noting that both River Street and Beasley Street have designated turning bays on Lower Portrush Road which is a much safer and practical option than the dangerous Payneham Road right hand turn onto Battams Road).

It will negatively impact residents in the area to access facilities and/or work when travelling north or north east. It will create significant confusion for non-residents and will lead to frustration of drivers having to U-turn and find alternative access to Lower Portrush Road resulting in increased driver inattentiveness and speeding.

- ▶ This would no doubt solve the problem of peak hour rat running but would impose 24hr 7 days a week imposition on all residents to reach home. I am 100% against it.
- ▶ As a resident of Glenbrook Close I have to turn right onto Lower Portrush Road and right into River Road in order to access dog parks, the vet, the bakery, the cafe, hairdresser, friends ... all of which form "my community". If I can not use River Road I will have a lengthy detour turning right onto Lower Portrush, right onto

Payneham Road, right onto Sydenham and Right again onto Seventh Avenue to the dog park. Effectively cut off from the majority of my suburb.

- ▶ Road closures will impact significantly on neighbouring streets and suburbs in St Peters. Speed management is the priority, across the entire precinct. Traffic calming options including landscaping and associated lighting will be expensive to maintain and I don't have confidence in the council to be able to maintain the amenity of these devices.

I also feel that the budget estimates are significantly under estimated and this means the full suite of treatments are unlikely to be delivered in a timely and coordinated way to achieve the optimum outcome.

- ▶ These roads are important access roads for us locals. Closing these roads would not only make us go much further out of our way to access Lower Portrush Rd amenities like the market, gym and anytime we need to head north towards NE Rd or Harris Rd for example which we do frequently.
- ▶ Furthermore, closing off these routes will create an absolute bottleneck at the Battams Rd/ Payneham Rd intersection all day, every day. Bad idea!
- ▶ I don't believe that there is a rat running issue just more people living in the area, particularly as a result of the development of high density living along River St. The closure of these streets will significantly inconvenience the local

residents.

- ▶ We live on Tenth Avenue - and regularly use Lower Portrush Road to go north and return. It would be very inconvenient and unsafe to have to negotiate the Portrush/Payneham intersection. It is difficult at times to turn left from Battams onto Payneham road - and then a further left into Lower Portrush. Much worse would be having to turn right into Battams from Payneham Road when returning. This turn is always hazardous. I suspect the right turn queue into Battams would block the main intersection.
- ▶ This is ridiculous proposal which would cause major inconvenience to those who use River St. and Beasley St. to access Lwr. Portrush Rd.
- ▶ It would make it too difficult for locals to get to where we need to go. We would need to negotiate busy intersections, including making two right turns just to get home from the northern suburbs. As a resident of Battams Road, I am also concerned that it would increase the traffic on our street, which is already busy as locals and others would have fewer options to leave or enter the area.
- ▶ Inconveniences local residents - will force them to use Stephen Tce or Payneham Rd.
- ▶ This could result in a marked increase in vehicles using Battams Rd.
- ▶ Shutting off River St and Beasley St will inconvenience most residents in order to address a few "rat runners". Closing off all entries to the area via Lower Portrush Road will also increase congestion on Payneham Road (which is very congested during peak hours) - adding on

several more minutes to detour just to get home. Not to mention it is a nightmare turning right from Payneham Rd into the area.

- ▶ The reason there is more traffic along River St is because of the townhouse developments and apartments off it - lots of people simply live in this area (including myself), and they all need to get home, and prefer to do so via the most convenient route - which is via River St.
- ▶ Living just behind River St, we rarely hear any speeding cars, so the number of speeding "rat runners" is probably minimal. "
- ▶ Closing these two roads will just shift the problem elsewhere. For the residents in the local area the option of accessing Lower Portrush Rd to travel north is made unnecessarily difficult and adds to traffic volumes in the eastern portion of the area of concern. For residents trying to access the local area when driving from the north, navigating access from Payneham Rd is limited and dangerous and only adds to the traffic volumes in Battams Road and Lambert Ave, which is counterproductive.
- ▶ I use River Street to drive to the dog park in Seventh Avenue (from Glenbrook Close) If I could not access Beasley or River Street I would have to go up to the busy lights at Payneham Rd/Portrush Rd and turn right. After that its quite difficult to turn right again to get back to the dog park. Its too busy at peak hour.
- ▶ The 'rat running' issues experienced in River Street and Beasley Street appear to be the product of limited capacity at the intersection of Payneham Road and Portrush Road/

Lower Portrush Road, as well as limited access between the arterial network and Royston Park (with these 2 streets providing the only access to Lower Portrush Road). Simply closing these roads will divert a significant volume of local traffic and rat runners to the intersection of Battams Road and Payneham Road, which already experiences queueing throughout the day that obstructs the right hand southbound lane in Payneham Road and in my view it's not long until DIT will consider extending a median in Payneham Road across this intersection to remove all right turns to limit the impacts on arterial traffic flow. My view is that the local traffic demand through River Street and Beasley Street has to be acknowledged and access maintained, with the installation of devices that bring traffic speeds and volumes to safe levels (i.e. road humps). Given the significant traffic demand through these streets (and lack of convenient alternative routes), humps may only reduce traffic volumes by 10-20%, however typical speeds will reduce significantly (50+km/h to 40km/h). In my view this is a reasonable response to the traffic issues currently experienced in this area. The access impacts associated with road closures are too great and will create new issues which the Council will have to respond to (i.e. in Broad Street, Battams Road and Salisbury Avenue).

- ▶ I live on Beasley St and would not be able to get to Portrush Rd unless I drove back to Lambert and then the traffic on Payneham in both early morning and later afternoons is bad, so it would increase my travel time. Also it is difficult for people to visit me if they have to take a long

route. I STRONGLY OPPOSE this.

- ▶ Full closure will lead to significant delays and congestion will occur at Payneham and Stephen Terrace for drivers trying to access the suburb. I predict it will cause traffic to bank up those busy streets. Those streets are very busy at peak hour as it is and it very tricky to cross. River and Beasley is a much used entry/ exit point.
- ▶ Totally un-necessary. An over the top knee jerk reaction.
- ▶ "I use the River Street entrance/exit daily. It would significantly impact my ability to conduct daily activities such as grocery shopping or taking my children to school."

Have you considered closing off the right turn from Lower Portrush Road into River Street? In the morning, this is the how the 'rat runners' get into the neighborhood. This option would be way more palatable for me than fully closely off the street."

- ▶ I strongly oppose road closures on these streets. I believe them to be a very retrograde step and will be a great inconvenience to local residents in reducing access to and from our homes. The money spent on this would be a big waste of council resources and a source of frustration to many residents.
- ▶ This is totally inappropriate. I live in Ninth Ave and it's totally impractical and dangerous to go up to the Payneham Road Marden lights to get onto Battams Road. The council saw fit to supposedly ensure Ninth Ave was a bicycle route which has increased the risk for cyclists rather

than improve it now they are proposing to stop our access from lower Portrush Road. Perhaps consideration could be given to ensure more residents park in their own properties rather than on roadways (especially in River Street) and the River end of Battams Road and this would reduce risk to all users of the road.

- ▶ Terrible idea. Residence who live in the area would be impacted by having to go out to main roads (Payneham) to go north. This would significantly increase congestion around Portrush road/payhnm road intersection and then require billion dollar road/intersection upgrades.
- ▶ As a resident of River St I recognise that there are higher than normal traffic volumes in the morning and afternoons as people commute to work/school and back again. Given our location alongside the River, this is to be expected as there are limited points at which to cross the bridges heading north. The issue is not rat running, it is the poor traffic flows on the main roads surrounding the local areas. Stephen Terrace and Portrush Road are notoriously slow and busy at peak times, thus it makes sense that people will travel parallel to the River to find the best option out of the area while they try to avoid chronic congestion on the arterial roads. To close River and Beasley Streets would be a gravely short-sighted decision. All that would result is worsened bottle necks in surroundings streets as residents attempt to access the congested arterials. It would also severely impact local residents' easy access to their homes given the corner would essentially

become a west/south access only dead corner of the suburb. I strongly oppose my street and north/east access being closed permanently to avoid some validly expected traffic for an hour or so each morning and afternoon because it would mean that 24/7, local residents would have to travel an inconvenient detour to get out of our suburb. It's entirely nonsensical. Why would I want to travel in the opposite direction for kilometres when my street currently gives me excellent access to the north and east (where I predominantly go)?

- ▶ We understand that this is the main access point for the "rat running" through the neighborhood. However, this is a big access point for the community unto Portrush. What about making the intersection of River and Broad one-way towards Portrush? That would at least alleviate some of the rat running in the morning.
- ▶ I live on River st and would find it very inconvenient getting to work if I couldn't turn left onto Lower Portrush Road. I'm all for slowing people down but that is a main access road for the whole suburb for people coming from that part of town.
- ▶ Prefer slow points on both streets as I use them frequently.
- ▶ As a resident of River st it would be very inconvenient to close it off to lower Portrush Road. My husband goes to work that way so it would add a lot of time if he had to drive up to Payneham Road then go back down.
- ▶ "A poor option as this will heavily impact local

traffic greatly increase traffic movement on Broad Street. Has anyone considered half road closures that these two points, one inverted and the other opposite way, i.e. One-way Enter Lower Portrush into River Street and Exit Beasley onto Lower Portrush?

- ▶ I would be extremely disappointed if the council closed River and Beasley streets. I do not think the local residents should be disadvantaged due to others "rat running" through our area/streets. Local residents should be able to easily access their own homes.
- ▶ I think this measure is extreme and should not be considered at all.
- ▶ I am not supportive of closing River or Beasley Streets to prevent some people "rat running" through our suburb at all. Local residents should be able to access their homes easily and freely. This would be a major disadvantage to local residents.
- ▶ Only going to increase traffic on Battams and Lambert.
- ▶ Cutting this way into your house/address is detrimental to residents.
- ▶ This is a major inconvenience to residents. Full road closure and having to use Payneham Road at the busiest times of the day (mornings and evenings) will only cause more traffic congestion and delays. Surely as residents we have a reasonable expectation that we can utilise the most direct route to access Portrush Road.
- ▶ This is a terrible option and will inconvenience

all residents of this area. This will limit access to our properties, add travel time, slow down emergency services travel times to the area, increase traffic on both Stephens Terrace and Payneham Road that already can't cope with current traffic levels.

- ▶ Closing Beasley Street will mean extra time added to my journeys and inconvenience for me as I use this access a lot. To go shopping at Marden shopping centre, Walkerville (for Cricket games and training), to head to Regency road - for trips on the Northern Expressway. I assume by closing these roads you will then make residents travel the opposite direction toward Payneham road (which is already congested) and then we would need to turn right. This will add to the number of vehicles that try to get onto this road as it is - meaning, even more, delay to my travel. I would not be happy with this outcome at all.
- ▶ This will add 2 km to my trip twice a day.
- ▶ This would be most inconvenient for folk in our area - Tenth Avenue.
- ▶ Creates indirect routes and increases travel times for residents.
- ▶ As a resident of the area, I would be significantly inconvenienced by road closures stopping me getting to and from my home. Closing the roads is absolutely not a viable option.
- ▶ This will only cause more traffic in other areas and bottlenecks on other roads.
- ▶ Speed restrictions would work far better than unnecessary road closures.

- ▶ Totally unnecessary as speed restrictions would be more effective.
- ▶ This option completely closes off all access for local residents to their homes and easy access to main roads etc. It is not at all satisfactory! A modified option that would be viable for residents would be that you could not turn right from River Street onto lower Portrush Road, this would reduce the problems getting out at peak times.
- ▶ Inconvenient for residents who work out of the CBD. inconvenient for those who work or take kids to school in this area. Hard to police bus only entry to Beasley Street. really needed if there is a major incident at Payneham Road Portrush Road intersection.
- ▶ I live off River Street, so would find this very inconvenient. It would add to my commute and would find the lack of access frustrating.
- ▶ Full closure will negatively affect businesses.
- ▶ Significantly impacts local residents and prevents access to a main road to access northern suburbs.
- ▶ This would create a significant issue for increased road traffic and congestion at Battams Road and Broad Street entry points. As we live in Pollock Avenue this would also create considerable increased traffic flow onto our street.
I believe that prior to any measures being implemented that a further meeting of the residents of this area is held, considering the amount of funds that will be appropriated to this venture we need to make sure that the decisions being made will actually improve the current issue and not exacerbate the problems.
- ▶ This is a radical change - you should use traffic management, such as speed limits and speed humps to manage this. It is not fair on local residents who use these exits and all you are doing is forcing bottlenecks elsewhere. Closing these two streets is not the solution. You could make it that you cannot turn right into either of these streets from Lower Portrush Rd to reduce traffic and as well as the first suggestion of speed humps and reduction in speed limits. Do not close these streets in totality.
- ▶ If these roads are closed it means that we the residents are returning to issues going back 52 years. There was no access over the River from lower Portrush Road as it was a dirt road. We had to drive via OG road or Stephens Terrace to cross the River. to me this is going backwards and will make the main roads busier as if they aren't busy enough now. Locals will need to drive via Payneham Road in peak traffic to turn from Lower Portrush Road to access our own streets. If Salisbury Avenue road is also closed it will require us to drive to Lambert Road to access our streets. A huge waste of our time. Trying to right turn from 6th Avenue to Stephens Terrace is a nightmare now and closing these roads will make it even worse. Maybe traffic lights should be installed at this intersection.
- ▶ Ridiculous to make residents in River Street and Royston Pk/Marden drive 2.3 kilometres to get to the other side of the closed road. Many residents of Royston Pk and Marden would be driving this extra two Kilometres whenever they leave the suburb to head north east. Repeat - absolutely ridiculous.
- ▶ Significantly reduces access to businesses.
- ▶ Not supported. Marden residents rely heavily on Lower Portrush Rd to get in and out of the suburb. I prefer speed bumps be used to slow down speed thus reduce rat running.
- ▶ This is a drastic measure which should not be adopted. To be able to access my father's home from Portrush Road, we would have to turn onto Payneham Road, then try and turn right into Battams Road, leading to a bottle neck at that intersection which is already congested and unsafe. Further to get back out onto Portrush Road, we would be ok with trying to go North by using Broad Street, but we would have to go several streets back to have any chance of being able to turn right to head south on Portrush Road. The issues of rat running can be alleviated with the installation of traffic calming devices. Annoying for rat runners, but local residents and their visitors are not cut off from accessing their homes from a major arterial road.
- ▶ Appears that it is a small number of residents have been consulted on this. It all comes back to what a minority of "newest residents" who occupy the multistorey development on the old housing trust land, want!!! It will surely turn into an even bigger parking lot than what already exists. Also if this goes ahead how will emergency vehicles access this area?
- ▶ There is no reason to stop people using these roads to access or cross our suburbs. That is what streets are for. They are not here only

for those who live on them. We have existing laws that provide appropriate speed limits. If speeding is an issue existing measures such as speed cameras can and should be used to modify driver behaviour without depriving everyone of access to their homes and surrounding services. This area is subject to a lot of new building and infill which means local traffic will only increase. Traffic flow issues will result from measure A. It is not necessary or desirable for the majority of residents.

- ▶ Not supportive at all!
This is a frightening suggestion!!
This would deprive residents in the area of easy access to and from the River crossing on Portrush Road.
- ▶ The closure of River & Beasley Streets would penalise greatly local residents. We are entitled to access Lower Portrush Road to give us direct & easy access to local shopping & the northern & western suburbs. This proposed closure would be a major issue for local residents, particularly older citizens who would be forced to travel to Payneham Road every time they needed to go shopping at Marden Shopping Centre. A shocking proposal !!!!!!!
- ▶ Cannot understand this option at all. I live in Willow Bend and use both River Street and Beasley Street on a daily basis. I also use this option when catching the bus to go to Obahn stations. Closing both River Street and Beasley street would force me to make right hand turns on Payneham Road and Stephen's Terrace depending on where I am going. Both of these options are difficult due to the amount of traffic

and no stop lights.

- ▶ In closing of River Street and Beasley Streets I see potential for added confusion and congestion at Portrush Rd and Payneham Road intersection. This might not effect residents in the Royston Park area but would certainly do so for other road users. I foresee a further more intense issue. It is bad enough at this intersection presently which for me personally causes me to 'rat run' in the side streets at times. With further congestion particularly when there is no R] turn arrow at certain [peak] times and frequent irregular sequencing of rt turn arrow onto Payneham Rd, I see potential for further more intense issues.
- ▶ The closures are a massive inconvenience for my family who use both Beasley and River st on a daily basis.
It is not necessary to block both roads which disadvantages us locals. We are not impacted by rat runners at all and do not see why this proposal was suggested at all. Please no closures.
- ▶ Payneham Rd is already a very busy road, this will increase traffic expediently.
- ▶ Closing both of these roads will just cause more traffic along Stephens and payenham road which is already busy enough as it is.
- ▶ Live in Willow Bend, worse spot hey, surrounded by these 2 streets. Only moved in 6 months ago. What a disappointment. Thinking that it will be easy to go up to Payneham Road, think again, all this will do is create massive congestion in an already awful corner with Portrush Road. I go

through this intersection every day from work so I know what I am talking about. The other option is to if heading north go back down to Stephens terrace, inexactly wrong direction creating havoc there. Ever tried going right from 7th Avenue, lots of crashes on it way. All this plan seems to be setting is to imprison us in a little cocoon. I am interested to know who's bright idea this is such a crazy thought.

- ▶ I would like to see the option of I entry and I exit to and from Lower Portrush Road rather than both Beasley and River being accessible both ways. So for example, motorists wishing to turn from Lower Portrush rd onto River st only and not the other way. Similarly, Beasley used only as an exit from Beasley onto Lower Portrush rd and not vice versa. So you can only enter from Lower Portrush through Beasley - you cannot enter Lower Portrush via River - you need to go to Beasley only.
- ▶ This would probably cause undue stress on thoroughfare via Battams Rd and Broad St leading out onto Payneham Rd. "Rat running" as mentioned above, does not seem like a big issue in the area. Access to Woolworths and other Marden activities (e.g. sports centre) would be more complicated due to the closures proposed in IA.
- ▶ This will only make it difficult for local residence. Too close both is unacceptable.
- ▶ No access to Broad St from Lower Portrush Rd.
- ▶ How do residents gain access to the north if these are closed off?
- ▶ Closing off access to Lower Portrush Road will

only send traffic down Broad St and increase the congestion at the Portrush Rd and Payneham Rd intersection, which is already congested. It will cause major issues with regards to access for residents in this area, for example we live in Broad St and use both River and Beasley Street to access Broad St, rather than having to navigate the traffic lights.

- ▶ It would create a lot more traffic on Broad Street. Emergency vehicles would have to make big detours to get onto or off Lower Portrush Road.
- ▶ I strongly disagree with this option. We live in Broad Street and use Beasley Street to turn into Lower Portrush Road every day, especially school days to take the kids to school. It would be a huge impediment to have to turn on to Payneham Road.
- ▶ I live on the corner of River St and Broad St. Too much traffic, rat running between 7am to 9am, and of course the same again between 4pm - 6pm, even later. Speed limit 50. Cars, trucks, worst still motor bikes fly down River st at ridiculous speeds. I'm sick of it. Never seen any policing by our law authorities. So many people, pedestrians, cyclists risk crossing River st from Broad st to access our beautiful Torrens Linear Park. Vehicles fly around the corner of River st and Broad St. There's nothing stopping them, in others words speed prevention is needed. As a resident, please don't block off River St and Beasley St. I totally understand to prevent rat running in our residential streets, and to obviously direct traffic to major roads, such as Payneham Rd. As a Resident, please dont block

River St and Beasley St. The access is great if I have to head North. Let's look at other options, such as speed prevention, 40 kms, speed bumps, signage, islands left or right sides of the road, full off attractive vegetation, sharing a road both directions but a one way obviously raised section of road, such as chicanes..

- ▶ The closure of both roads would cause more traffic trying to turn from lower Portrush Road and then a build up on Payneham Road to turn down bantams road especially in the peak hours. I would prefer to see River Street closed and Beasley Street left open for buses and local traffic only.
- ▶ If both River Street and Beasley Street are closed off to Lower Portrush Road it will make life very difficult for the residents who live in Marden and Royston Park. Many residents use these streets to enter Lower Portrush Road to drive to work, school and the local shopping centre at Marden. By closing off these streets, it will now add a lot of extra travel time having to drive on to Payneham Road to get to and from home on a daily basis. This means extra time being caught in traffic in peak times and waiting at additional traffic lights. There is also the additional cost in petrol to add to that as well. I have lived in this area for nearly 20 years and this proposal would be the worst by far. Families are already stressed with the rising costs of living, work/school commitments and covid management. If this proposal was to go ahead, then this would be an unnecessary stress to add to all of that.
- ▶ Provides extreme difficulty for older residents in

Marden to access the Marden shopping centre and other services on Portrush Road without creating traffic hazards when trying to enter Payneham road from either Broad or Battams Roads. Will also create a huge amount of traffic at the intersection of Payneham & Portrush roads during peak hour. A possible solution would be to prevent right hand turns at those streets at peak hours of the week days.

- ▶ Completely inconsiderate for residents attempting to leave and access their own properties.
- ▶ We use these streets to leave and enter from our home. To use the Payneham Road/Lower Portrush Road would add time and congestion.
- ▶ Great inconvenience to local residences.
- ▶ A big step backwards for people in Willow Bend where I live.
- ▶ Sending traffic to Payneham road will just make even more issues for the Payneham/Portrush Road intersection, which is terrible. That is where money should be spend. I have been living in the area for 8 years and the only increase in traffic is due to the new residence in River St project. It is not an issue at all.
- ▶ The closure of River Street and Beasley Street would be a major imposition to us. To divert to Stephens Tce is ridiculous as traffic is already very congested there and it would make it worse. It would add time to our journey to do any sort of detour. We strongly object to this proposal!

- ▶ This would have a major negative impact on my travel times and would be a massive inconvenience.
Traffic diverted to Stephens Tce or Payneham Rd would just add to the already congested roads.
- ▶ This would have a major negative impact on my travel times and would be a massive inconvenience.
Traffic diverted to Stephens Tce or Payneham Rd would just add to the already congested roads.
- ▶ It would make it hard for me to get to and from work.
- ▶ Closing the street will add more traffic problems else where.
- ▶ Will be very inconvenient for residents who use these roads.
- ▶ Closing these streets will inconvenience all residents in these areas - increase traffic to Stephen Terrace and Payneham Road, restrict emergency services access. Very bad idea.
- ▶ Inconvenience to local residents far too great. I live on Sixth Avenue and the traffic is no worse now in the mornings and evenings than 40 years ago when I first moved into the area. This is because there is no real advantage because when you get to Stephens Terrace it is blocked with traffic both ways particularly heading towards to Payneham Road. As a resident I would be further disadvantaged by not having the option of going via River Street to Portrush Road to leave the area. If police surveillance at Beasley Street would be needed why not have more speed cameras in the streets where speeding is an identified issue now.
- ▶ As a resident of Sixth Ave I have not found 'rat running' an issue. I am not supportive of these road closures. The road clearly has more traffic in peak hours but there are also more buses running at these times. This is something that has become 'the norm' for most residential areas close to the city. I would however be distressed if the exit roads from the area became closed. I am a regular user of River and Beasley St and not only would my travel time to Lower Portrush Rd be increased it would also make it more difficult for me to visit the local shopping precinct. The closure of these streets will also increase the traffic along Battams Rd and other avenues as the volume of cars in the area has increased due to the housing development in River St. I am sure the new residents of River St would be upset and greatly inconvenienced with these proposed road closures.
- ▶ I live on Grivell Road, Marden. We are not affected by the 'rat running' except when trying to exit onto Lower Portrush Road when turning south. That is only a moderate and occasional inconvenience which is overcome by safe driving practices.
- ▶ The proposal IA will result in inconvenience every time we wish to travel either north or south onto Lower Portrush Road. We will be forced to exit and enter via Broad Street. This introduces more inconvenience and danger several times a week."
- ▶ Having no access from Lower Portrush Rd would be horrendous. Waiting for lights at Payneham and Portrush Rd to turn right especially at Peak hour would make getting home so much longer and out of the way.
- ▶ This will cause increase traffic and speeding along Broad St as men are speeding down with their luxury cars and large Hilux's to get to Stevens Tce...this closure will not resolve current parking issues it will increase. As more townhouses are being built and there are minimal carspaces for guests/visitors they are parking along Broad St., making it hard to see driving out house driveways... The closures will also encourage more rubbish being thrown on households frontages which I'm already constantly cleaning up on a weekly basis. I currently avoid crossing Stevens Tce and Payneham Rd due to high traffic and speeding. If this proceeds I will look at alternatives, will avoid and refuse to visit Walkerville as the plan forces me to take double distance.
- ▶ When combined with Richmond St restriction, there would be essentially no natural way to go north from St Peters, Joslin, Royston Park and West Marden, except Stephen's Tce. The suburbs east of Stephens would need to try and turn right, which is near impossible. It would also create a choke point with people trying to turn right onto Battams from Payneham, blocking a lane of a major road. Trying to take my kids to Vale Park PS from Beasley St would take very probably an extra 10min each way, twice per day. Terrible idea for a problem that doesn't really exist to the extent some people believe.
- ▶ Flow non effects to the turn right from Lower

Portrush onto Payneham into the city would be immense. Also cause a huge impact to access the area from the north of these zones.

- ▶ I will not be able to access my daughter's schools at Vale Park easily. My trip will be extended in time and difficulty by going through a bad intersection (corner Payneham Rd and Portrush Rd). I would have to go out and back in via Battams Rd thus increasing their traffic.
- ▶ I live on Buik Crescent and this would cause me significant delays. I would have to use the Portrush Rd x Payneham Rd intersection to make a right hand turn onto Payneham Rd instead. This is a time consuming option. I'm supportive of slowing down cars in the neighbourhood, but not at the expense of access for residents.
- ▶ I'm appreciate the concept in theory but I'm afraid I refuse to support it. I live in Willow Bend and this is not plausible AT ALL. The main access to my home is via River Street and Beasley Street. I only recently purchased my house and would not have purchased it if I knew this was going to happen. So, I will 100% be one of those people illegally turning into the bus lane to my house - unless you can provide residents of Willow Bend with permits, under which circumstances I would support this measure :)

This money should be spent installing traffic lights at the Sixth Avenue intersection, as it is currently not physically possible to use that intersection without having a car accident - try turning onto the southern entry on Sixth avenue (when heading east) if someone is also

trying to turn into the northern entry of Sixth avenue when heading West - it is not possible, the turning lanes on the roads do not meet the streets!! I've lost count of the number of accidents I have avoided (thankfully by being familiar with the problem). And if River and Beasley close, everyone will need to use Sixth Avenue to get home.

I prefer to be the honest resident rather than the critical one, but I am so upset by this road closure proposal if that applies to residents immediately affected by or in the immediate vicinity of these streets. It will only increase traffic on the remaining open streets. This is just such a bad idea.

Thank you!

- ▶ Sorry I do not think the residents should be disadvantage because of others rat running through the suburb.
- ▶ I do not support any of your suggestions to close off those roads.

I have lived in Royston Park for 64 years and to close River Street or Beasley Street would ""SEVERELY"" impact Royston Park, Marden West and Joslin residents along with emergency services and all nature of deliveries. "

- ▶ We live in Seventh Avenue Joslin and regularly travel from Seventh Avenue/River Street to turn left onto Ascot Avenue. This would certainly be inconvenient for myself and many others. I very rarely seen much traffic or speeding motorists. You tend to travel slowing on River St as there

are so many cars parked on the street due to the building development and size of yards. Many years ago all the traffic from the Highways Department Car Park on this side of the River would travel either left to Stephens Terrace or Right to Ascot Avenue via River Street. There was never a problem then either.

- ▶ This option would stop rat running, but would be inconvenient for residents.
- ▶ Not needed.
- ▶ Access to Lower Portrush Road allows residents to avoid the right hand turn into Portrush Road off Payneham. Closing River Street and Beasley Streets removes that option.
- ▶ I moved into the Marden River St precinct last year and I'm so upset by the proposal to block Beasley and River St access from Lower Portrush Rd. It fundamentally changes access to my neighbourhood and I'm not sure I would have moved to the area if I'd known that would change.
- ▶ We live in Seventh Ave and have not experienced any problems, so closing roads is a major disadvantage to us accessing Portrush Road. This is a waste of money.
- ▶ This option would be a huge inconvenience to local residents not being able to access or exit the area to Lower Portrush Rd. Also, all local residents who want to access Lower Portrush Rd will head towards the Portrush-Payneham Roads intersection and there will be a huge increase of traffic on Battams Rd and Broad St trying to enter Payneham Rd. This will increase traffic on Pollock Ave.

- ▶ By closing the access to River street and Beasley street this will be a huge inconvenience for local residents. Residents living on or near River and Beasley streets will have a much longer route to drive every day.
Also this option will create all local traffic wanting access lower Portrush Rd/ Payneham Rd to head to Broad street and Battams Road to exit the area.
This will also increase the amount of traffic on Pollock Avenue which is short street that is easy to cut through.
- ▶ The closure of the streets indicated on the recently distributed flyer would not benefit local residents. I live on Grivell Road and have done so for a number of years (20+) and do not agree with the proposed full road closures.
- ▶ Strongly against this option. As a local resident this would be very inconvenient getting to & from Lower Portrush Road, Marden shops, travelling north etc. Also would add a lot of extra south bound traffic turning right from Payneham Rd into Battams Rd, which is already a poor & unsafe intersection with increased traffic north (& south) bound along Payneham Rd particularly from 3pm. Access for rubbish trucks, construction vehicles/trucks etc?
- ▶ Would prevent quick and easy access to residents through River Street.
- ▶ Closure of these roads would prove extremely inconvenient and would cause issues on Payneham road (just past the main intersection) with residents turning right into Battams Rd. We could expect an increase in accidents at

this location with drivers in the right lane on Payneham Rd (crossing over Portrush Rd) not being well prepared to stop for the build up of turning vehicles as they try to “catch the lights” to avoid delays in their commute. Closure of these roads would also add significant duration to peak hour commuters, causing unnecessary frustration.

- ▶ This is a band aid solution and doesn't address the actual problem of poor traffic flow on arterial corridors and limited opportunities to turn right at busy intersections during peak periods. Suggest that the council work with other councils in the area to address and improve the overall traffic flow in arterial corridors such as Payneham Rd and Lower Portrush Rd, rather than apply a poor fix that simply moves the problem elsewhere and also limits residents access / egress.

Due to the ever increasing volume of cars on the road and various councils' desire to eliminate right turns at busy intersections, rat running has become essential to transit between areas in a timely fashion. Blocking access to River and Beasley St would further increase traffic on Walkerville Tce in addition to placing more pressure on Stephen's Tce. Payneham Rd traffic flow would also be affected as more vehicles would be required to access Battam's Rd by turning right from Lower Portrush onto Payneham Rd and then turning right from Payneham rd onto Battams Rd. Given the current rd configuration, lengthy vehicle cues would block the southbound right lane of Payneham rd whilst waiting to turn right and in

turn cause traffic flow issues at the Payneham Rd and Portrush Rd intersection.

- ▶ This is the most ludicrous proposal I've ever read. Both my husband and I use the River Road exit onto lower Portrush multiple times a day. Battams road exit a couple of times a week.
- ▶ Regarding rat running, we live in St Peters and access the north east suburbs by exiting St Peters via Portrush Road. I am not supportive of any blocking of roads leading to Portrush Road. Being required to go via Payneham Road to access the north east suburbs adds travel time and it is not easy to get onto Payneham Road with buses and slow moving traffic.
- ▶ I feel that exiting our suburb is already very difficult due to heavy traffic on Stephens Terrace (particularly trying to turn right onto Stephens Terrace, to go up to North East Road.”
- ▶ Want to able to exit St Peters area.
- ▶ As a royston park resident, I utilise River Street all the time and it would be a large inconvenience to have it closed off.
- ▶ I do not support this option at all. It would be totally unfair to the local residents. It is an e logical solution the problem. By that i mean “the cure would be far worse than the symptom.”
- ▶ Strongly oppose! Will greatly inconvenience us local residents who need access to/from Lower Portrush Road.
- ▶ In my opinion, this would be detrimental to the residents of Marden and Royston Park, cutting off direct access to the Lower Portrush Rd. Traffic wishing to go to Walkerville would have

to go up to Payneham Rd, turn left and travel all the way down Lower Portrush Rd to enter Ascot Ave. On the return trip to Marden, cars will be blocking one lane in order to do a right-hand turn into Battams Rd. Traffic at the Payneham, Portrush intersection is busy enough at peak hours, without having one lane blocked up with cars needing to turn right.

- ▶ As a local resident, I can see this will cause significant inconvenience when needing to travel to Lower Portrush Road.
- ▶ I live on Beasley st and It would be an inconvenience to not be able to access Lower Portrush Rd. It would also mean this traffic would be directed to an already busy Payneham Road.
- ▶ Emergency services would have a lot of trouble getting to the houses there. The road closure would cause traffic build up on Payneham Road.
- ▶ The con of denying access to local residents is significant.
- ▶ I would recommend closing access to Broad Street from Pollock Avenue and Dix Avenue.
- ▶ This will increase commute for residents in western Royston Park up to 2kms each time to use Stephen Terrace or Payneham road for exits. This would be a big hassle and will put more pressure on already heavy trafficked Payneham and Stephen Terrace.
- ▶ Absolutely rubbish idea to do this. Makes it nearly impossible to get to/from Marden shops.
- ▶ Seriously, this option is an absolute joke. If those streets are closed you are denying Royston

Park and Marden residents sensible and easy access to Lower Portrush Rd which allows access to northern, eastern and north eastern destinations. If these streets were closed we would be forced to use Payneham Rd and Stephens Tce. Both of these roads are diabolical in peak hour times.

- ▶ I live of River Street Marden and turn into River Street then left onto Ascot Avenue every working day in the morning and again coming home from work. I also use the same River Street and Ascot Avenue too visit my children and them visiting me.
- ▶ As a long-standing resident of the area I don't perceive the problems raised as a serious issue. I am however concerned that the study area is becoming increasingly land-locked. Closure of River Street will only exacerbate this problem. “
- ▶ There is no option for traffic to enter/leave the suburbs from Lower Portrush. The only option would be for residents who live in the area:
 - to go all the way up and turn right and then turn down Battams Road. Battams Road is already a busy road as indicated in the consult pack. This option will only add more traffic to an already busy road.
 - Use the 'Resident Only' access way behind Barnicle Bill's and the Medical Centre. Although it is not supposed to be used, there is no doubt this will be the only pragmatic option for residents entering from Lower Portrush.
 We do not support option IA for these reasons.
- ▶ One way both roads.
- ▶ Full road closures will increase pressure on

main roads, particularly Payneham Rd and Walkerville Tce which already cannot handle existing traffic pressure.

- ▶ Local residents are more greatly affected than the benefit achieved of reduced Rat Running. Most local residents wont want their streets closed to achieve this, but would prefer more mild traffic mitigation measures such as traffic calming or potentially one way streets and Median Islands.

Full road closure can badly affect access for Emergency Services (Ambulance, Fire, Police) to those roads. When streets are fully closed this is not generally apparent on GPS systems commonly used by emergency services to identify addresses, which can have significant adverse affects in delaying services attending incidents, even if only by minutes.. There have been examples in other LGA's where Council has been found legally liable for delay of emergency services due to installed road closes where patients have died from house fire & medical episodes due to delayed fire & ambulance response, and subsequent successful court action taken by affected residents. Please be very mindful of this.

In addition to proposals being considered for listed streets in the management plan we would like to strongly suggest further traffic calming measures are put in place on the corner of Ninth Avenue & Battams Rd. which is still a very dangerous corner for passing traffic, pedestrians & bikes crossing to/from the Linear Park entrance. We live right on the corner and

have witnessed countless 'near misses' between cars, pedestrians, bikes, dogs etc. particularly young children.. There will no doubt be a serious incident on this corner one day and unless something is done to slow or reduce traffic flow around this corner. Please consider this highly.

Also stormwater drainage is particularly poor on the Eastern side of Battams Rd. immediately adjacent Linear Park entrance on corner of Ninth Ave. After heavy rain water cannot get away effectively to the stormwater drain in the northern carpark due to insufficient Kerbing camber further back up Battams Rd. Pooling water often causes pedestrian falls (people trying to avoid pooled water across the entrance to the park) usually the elderly or young children. Please consider an improvement in this area at the next opportunity, whether in conjunction with current traffic plans or separately.

- ▶ As a resident of Marden Connect, my view is that traffic speeds are the major concern along River Street. While the traffic volumes are not ideal, they are typically only during peak periods. The road closures would cause significant disruption to local residents at all times while creating issues at other intersections. The closures would promote right hand turning from Payneham onto Battams, which is already a major distributor for city-bound traffic along Payneham. Traffic calming devices along River Street and Beasley Street, including raised thresholds and narrowing would be more preferable. These options also provide the opportunity for additional street greening and WSUD initiatives.

- ▶ “This would cause even more congestion at the main intersection at Payneham road- which, let’s be honest, is the cause of this entire problem! Peak hour is a disaster. I believe this suggestion will worsen traffic flow.

INBOUND

To restrict North access into Beasley will increase inbound city traffic congestion up at the already terrible Marden shops/Payneham Rd corner. It will demand a sequence change at the right turn at lights (onto Payneham): there is inadequate length in the existing Turn Right lane so this will impact Portrush Road traffic flow. Plus to force north entering Beasley traffic into Portrush Road/ Payneham road will add to the already heavy impact on traffic flow that the right turn into Battams creates for inbound drivers.

OUTBOUND

I live on Battams Road and “Rat Running” is often a 6-8 min time saver. One feels like an idiot sitting in heavy traffic to await Battams as i approach the Payneham /Portrush corner coming out of the city. Once traffic thickens up, I turn left down in to the nearest parallel street and quietly make my way to my home. Peak hour drivers who don’t have that option appreciate those of us with the option just getting out of the way. The congestion at this corner is absolutely the cause of your rat running. The idea of forcing more ‘turn left’ traffic from Payneham into Portrush is insane unless you can improve the length of the Turn Left Only lane in the outbound approach; and

ideally also interior the visibility. Turning left off Payneham into Portrush is a terrible angle and very hard to see what’s coming at pace over the intersection. Closing north ages to Beasley makes the passage so much more unsafe and throws additional traffic into the one, already nightmarish, intersection.

If you’ve not driven this in Peak hour in both directions then please don’t comment!!!!”

- ▶ As a NPSP resident that travels North East regularly, including for regular work, this measure will cause significant inconvenience. I do not support this at all. According to Google maps The distance from my house to River St Intersection is 1.4km (2 mins). Going via Lambert and Payneham is 2.7km (5 mins). Twice a day for commute means extra 13km a week, extra 30 minutes. I can see no way in which an extra 30 minutes a week commute is worth a reduction in traffic.

Having read the Tonkin report from 2021 I am very concerned about the additional right turn time onto Payneham Road and also the queue length which I don’t see being addressed at all by the proposals. Tonkin Report “From our experience, the introduction of road closures is unlikely to be supported by the majority of the community.

- ▶ I do not want these both blocked AT ALL. I could cope with one but not both. I’m a resident who lives on Buik Cr and we use River St access frequently. This block will completely lock us into the area which is not ideal. By blocking

these roads we will have no other option but to use Broad St to get to Payneham Rd and this road is already too narrow and will not cope with the extra traffic. Our other option is to use Stephen's Terrace. If you want to get to the other side of the River (ie to Walkerville suburb shops and residents) it is already virtually impossible. Stephens Terrace is hard to turn right on especially during peak times. The traffic is often bumper to bumper from Sixth Avenue to Walkerville Terrace lights. Please do not block both roads.

- ▶ My preference would be to close River street as it is the rat runner street. However there would need to be improved exit and entry to Beasley Street. Some moderate road calming measures on the part of Beasley Street not used by the bus may deter the rat runners. The exit from Beasley street onto Lower Portrush would need two lanes to accommodate traffic turning right and left (which River street currently has). However in the evenings cars unable to turn right from Payneham road into lower Portrush road due to no filter light are rat running down Battams road. The filter lane needs to operate at all times to prevent this."
- ▶ Full closure of both roads will severely inconvenience the residents. All that is needed are speed humps or slow points. Full road closure is above and beyond what needs to be done, it is also an emergency services issue as it could add a few minutes travel time which could mean life or death.
- ▶ If you live in the area how do you get say to

Marden shopping centre. Getting into Payneham Road from Broad Street or Battams Road a complete nightmare.

Think it would cause more problems. If you live in the area say Grivell Road and want to get to Portrush road since how have to get on Payneham Road across lanes of congested traffic to try and turn right. Lived in area 60 odd years and think this is the most ridiculous plan. Pay my council rates want to be able to use my roads.

- ▶ Permanent disruption/inconvenience to local residences. Use other methods.
- ▶ Impossible for M & RP residents to access Portrush Road easily if needing to travel in a NE direction. Would congest other roads trying to get to Main NE Road.
- ▶ I believe this will hinder residents being able to access their own properties and result in them having to take longer alternative routes home.
- ▶ The full closure of either or both River and Beasley Streets would be an monumental act of stupidity. Each of these streets are important access points for residents and would be a massive inconvenience. The inconvenience would far out way the wished for benefits. The residents of Marden, Royston Park and Saint Peters would be barricaded in by the River Torrens and the OBahn and the proposed road closures. The only access would be via an inadequate Stephens Terrace and Payneham Road. This would be inadequate at the best of times and intolerable in emergency situations.

A partial restriction on River Street could help to resolve rat running. Removing the option to turn right onto Lower Portrush Road from River Street would be a start whilst maintaining entry from Lower Portrush Road.

At the intersection of River Street and Broad Street incoming traffic should be directed to turn left into Broad Street then onto Addison Avenue. This would share the traffic load and maintain access.

- ▶ I am absolutely not at all supportive of the road closures of River Street and Beasley Street. Why should the residents of our streets be majorly disadvantaged, impacted and inconvenienced simply because a few people use the streets to access Lower Portrush Road. By proposing this it actually stops we residents from leaving and entering our own streets and suburbs which is a ridiculous proposal that is highly unfair and makes no sense at all. I live right between these two street exits, on Grivell Road, and I have lived here for 28 years and I am very comfortable with how things are managed currently. Whilst living here I have always used both of these exits several times every day to access Lower Portrush Road and I do not want this to change. And also, I never use Payneham Road as an exit to anywhere I wish to go, as the access and traffic flow is terrible, so therefore I would be majorly affected by not being able to get out of and into my street and suburb. It would require me going a very long way out of my way and it would be very inconvenient and annoying as it

would add a significant amount of time to my commute, create a long wait simply to get on to Payneham Road and also require me to go backwards from where I am wishing to go if I needed to go all the way to Payneham Road to simply leave and enter my street and my suburb when I am wishing to travel in a northerly direction. This is a terrible idea and would be a major problem and a major inconvenience for me whenever I wish to leave or enter my property and my suburb.

Also it is already currently very difficult to enter Battams Road from Payneham Road when coming from a Northerly direction, which I occasionally need to do, and this is particularly bad at peak hour times and is a severe road block to traffic that is heading towards the city direction. This bad traffic issue would be increased enormously if this became the only way to enter our suburb.

I also believe this would have a major impact for Emergency Services to be able to access our streets if necessary, as it would only allow one access route and would add significant time in an emergency which could lead to fatal consequences.

These proposals are all very unnecessary and very expensive and would also make driving conditions much worse in Marden and Royston Park and it would create unnecessary road blocks.

- ▶ As a local resident this would make it a lot harder for us to get to our house from Lower Portrush Road, particularly at peak times.
- ▶ It will make it very difficult for me to access my

home.

- ▶ Strongly opposed to the proposed changes as it would cause unacceptable delay to Emergency services needing to access the local area.
- ▶ Greatly decrease the amenity for local residents wishing to travel to and from the north. Forcing more traffic onto Payneham Road, particularly in busy times of the day doesn't seem smart.
- ▶ These closures will increase our driving time and will increase congestion at the intersection of Payneham and Portrush Road. I work north of the city and use Beasley or River street to get home. It will take me longer to get home each night and it will be very inconvenient for us.
- ▶ I would find this to be a huge inconvenience as I live on Blanden Ave. and go on to Payneham Road on a regular bases.
- ▶ I would be totally against this option because it would be a major inconvenience to local residents wanting to travel north, requiring them to travel several kilometres extra distance via a very busy Payneham Road, particularly from midafternoon onwards when Payneham Road carries bumper to bumper traffic. I think this option would create a greater problem than it is trying to solve.
- ▶ As a resident of Beasley St I use Lower Portrush Rd a lot and this would affect my day to day life.
- ▶ River St closure would be effective as that corner is difficult to see traffic entering from Portrush Rd. but I'm not sure of the effect it would have on ""rat running"". Beasley St closure, would be very inconvenient

for local residents as this is an exit onto Portrush Road without going through a busy Payneham road. Accessing via Payneham Road would cause a much bigger traffic problem than the one you are trying to overcome. Seriously, the solution is not going to be overcome with this closure.

What a ridiculous idea closing both. Where do you think the traffic will go if you close both. Not thought out very well at all."

- ▶ It is vital for these roads to be left open for Emergency Vehicles - eg Ambulance, Fire Brigade, Police etc. Fast response time is imperative for many life saving situations and emergency vehicles need to be able to take the shortest route possible to attend the residents. To have to pass River Street and travel further up Portrush Rd to the already congested Payneham Rd intersection is ridiculous particularly as turning right into Broad St is fraught with time delays and will cause a back up of traffic back to the intersection. Trying to access Broad St from an Easterly direction is a nightmare. While waiting to turn into Broad St vehicles stuck behind you grow impatient and try to push into another lane and cause unsafe situations. Not all drivers obey the keep clear area and while some may stop in one lane others continue, particularly if they are speeding. This plan would be a severely unsafe option. When travelling from a North/West direction Harris Rd is not a suitable option as it would only shift the perceived problem to another area. The Marden area has a large number of elderly residents and many may have or be in need of Carer assistance. Finding the

location will become more difficult and these carers have limited time to care for the residents before having to move to their next client.

- ▶ Strongly opposed. Closures of River St and Beasley Streets will be extremely inconvenient for me and many residents in the northern/NW part of the Project Area - already bounded by the River Torrens, makes a long detour to get to/ From Lower Portrush Rd.
- ▶ Local residents inconvenienced.
- ▶ Our proximity to Lower Portrush Road means we constantly use this access. Full road closure would cause great inconvenience at Battams Road and Payneham Road corner. This is not an option for us. The benefits of preventing Rats not worth the overall loss of access to Lower Portrush Road.
- ▶ If this goes ahead it will add to traffic accidents, congestion and have a negative impact on this area. How do emergency vehicles like fire engines get into these streets? Why these two streets. There are more congested areas needing attention first eg Anne Street exit at Avenues Shopping Centre/Olive Street.
- ▶ Very inconvenient for locals!
- ▶ It will just drive traffic elsewhere and make things worse for us as residents trying to get out of the avenues onto arterial roads
If you stop allowing blocks of land to be subdivided it will help with the worsening traffic problem.

Comments for full road closure of Second Avenue, diagonal closure of First Avenue and no entry from Payneham Road at Salisbury Avenue

Comments from respondents who were 'very supportive'

- ▶ I live in 2nd Ave and am directly impacted by cars racing down the street at busy times of the day.
- ▶ It would be very good I think there was a left only lane on Payneham road from at least Battams street to Portrush Road intersection, which help rat runners to pass the signal without long waiting.
- ▶ Most effective of all options as resident of First Avenue.
- ▶ Excellent idea as the speeds of the vehicles using First and Second Avenues are appalling and dangerous.
- ▶ No comment necessary.
- ▶ I'm sure residents in these streets also would support these measures.
- ▶ Cars race down Battams Road at peak hour.
- ▶ At least those that have been cutting through will learn that they will not be able to get out via these roads and hence the traffic will reduce in numbers over time coming through River and Beasley Streets.
- ▶ This option has very little impact on my day to day activities. Provided the residents on those streets were supportive, I am very supportive of this option.
- ▶ It's Battams Rd where traffic Peels off of Payneham Rd to avoid inbound congestion.
- ▶ This is a significant issue. The streets really needs to be closed off for this issue to be fixed. Trying to put median measures in or slowing the speeds would not stop people from rat running through first and second. They would still go through as commuters would still see this as a better alternative than sitting in traffic on Payneham road, for example. As an anecdotal observation, the median measures in Prospect appear to do very little to stop rat running, they just cause traffic to bank and that frustrates residents.
- ▶ I live on First Ave, Royston Park. We have traffic diverting down First Ave to escape Payneham Road. We have children that live on the street and we find this additional traffic dangerous.
- ▶ I'm sure this would a positive impact.
- ▶ First Ave suffers from late night traffic exiting from Payneham Tavern and avoiding RBTs on Payneham Rd. A very dangerous situation for residents walking, cycling and driving on the street at night, especially given the very poor provision of street lighting on First Ave. Dog walking for a solitary female any time after dark is unsafe.
- ▶ This option is not as effect as IA and will only divert traffic to adjacent streets. Road closures are the only option available to achieve the desired outcome, to reduce traffic flows along Battams and adjacent streets. The flows of traffic along Battams Rd are currently excessively high and will not reduce, rather increase over time. Resident's are subject to excessive noise and unsafe conditions due the excessive traffic and associated speeds. The other options, while providing an aesthetic positive, will not provide the outcome sought by this initiative.
- ▶ Supportive of this option in conjunction with 2A-Planted median. This should decrease the traffic on Pollock Ave.
- ▶ I support this in conjunction with the planted median measures in Battams ans Lambert Rd.
- ▶ This will help reduce the traffic on Pollock Avenue.
- ▶ As I live in First Ave, Royston park, I constantly hear vehicles speeding day and especially at night down the street. in the mornings vehicles use it as A short cut from busy or congested Payneham road in an attempt to escape the frustrating time spent waiting for it to clear. At night, at all hours and early morning it seems to be a speed track with vehicles attempting to break some sort of speed limit set previously. Many birds have been killed, wondering if these drivers have set their targets to do just that.
- ▶ Do not close River St.
- ▶ Whilst I'm pleased that Council is finally appearing to do something, I cannot help if that's

all you are doing. “‘Appearing’”. I have been door-knocking for a traffic petition and people are very angry about the degradation of our HERITAGE neighbourhood and Council’s inertia and, to date, lip service.

- ▶ It is borderline absurd that the study stops at Lambert Road. I am a Chartered Engineer and Project Manager and have engaged many consultants over the years. Traffic is like water. Please study and fix the whole area! How can you study less than half of the problem area? The traffic will flow to other neighbourhoods and not the arterials unless this is done right.
- ▶ We pay very high rates so being told you don’t have the budget is not well received.
- ▶ There should be consideration of closing more than River St., Beasley St. and Second Avenue.”
- ▶ I don’t often drive thru this area but if this deters rat runners I support it but only in conjunction with measure IA.

Comments from respondents who were ‘somewhat supportive’

- ▶ Local residents should not be stopped.
- ▶ I am for the partial road closure for Salisbury Ave but not the partial road closures to First & Second Avenues.
- ▶ “Would it not be simpler to just have timed peak hour no right turns into Battams and Salisbury to stop the traffic from rat running?!? The issue that needs attention is more Payneham road traffic and flow. “
- ▶ I can see how this would be an affective measure

to reduce the traffic flow.

- ▶ It would not be as invasive as full road closures in River & Beasley Streets.
- ▶ This does not affect me much as I live between 5th and 6th Avenue on Battams Road. Happy to go with what the local residents prefer. It would not impact us too much, unless, again, the traffic increases on Battams Road, which is already busy.
- ▶ Would curb ratrunning to a certain degree - would compliment the additional traffic control measures implemented elsewhere.
- ▶ Diagonal closure sounds like a good plan.
- ▶ This measure would not force residents onto main roads, but it would be inconvenient for residents. It has the advantage of strongly discouraging rat runners. It would be important to still maintain pedestrian and bike access at closure points and also include deterrents on surrounding roads, so that drivers didn’t just move to 3rd, 4th, 5th and 6th Avenues.
- ▶ As noted in 3. Does this move the pressure to other streets (i.e. people will just cut through at Lambert or other streets).
- ▶ If this was done in conjunction with making Pollock avenue a no through road as well. A complete closure of the Pollock avenue / Broad Street end.
- ▶ By closing the entry from Payneham rd to Salisbury Ave it will certainly push them back to Battams rd. I would prefer to keep Salisbury Ave open but somehow restrict access to First Ave and Second Ave.

- ▶ My personal preference would be a full closure at the end of first avenue at Battams road intersection combined with diagonal closures on second avenue between Lambert and Battams roads. Blocking the intersection of Payneham road and Salisbury Ave would keep traffic on Payneham road at both peak times and also see the traffic lights at Lambert road would be better utilised to enter the avenues.
- ▶ Its up to the local residents. That is why I only somewhat support this. Road closures are virtually never a good idea.
- ▶ Can’t see the point without addressing also River St and Beasley St - vehicles will simply use Battams Rd or another alternative.
- ▶ Having had it explained to me I am glad I am not a resident. Its a bit messy to find the way around.

Comments from respondents who were ‘neutral’

- ▶ If measure IA is implemented, then I think the requirement for measure IB is possibly not as high as the volume of rat running traffic will be significantly reduced.
- ▶ I’m concerned this would result in traffic filtering onto other streets such as Grivell road, which also get regular traffic from public buses (which I strongly feel should be diverted from this residential street).
- ▶ The issue I feel is the access from Portrush Road.
- ▶ I have not been affected by traffic in these streets.
- ▶ Local residents should have access to all roads.

- ▶ Don't think its the best option will create problems for local residents.
- ▶ Does not effect me.
- ▶ I don't mind.
- ▶ Doesn't provide the benefits for my residence.
- ▶ I have included my comments at the end.
- ▶ I think the issue will just move onto another street.
- ▶ If you really wanted to get rid of the problem that is claimed as an issue, then every side street from Stephen Tce to Portrush Road should be blocked off.
- ▶ I also don't see an issue in this street.
- ▶ Does not impact me.
- ▶ I do not use this area so am not aware of how significant the issue is. As a general rule I am against disadvantaging local residents to stop traffic movement of vehicles from out of the area.
- ▶ This option would reduce rat running, but would be somewhat inconvenient for residents.
- ▶ Don't see the point - this is one of the least used streets so why block it off.
- ▶ If this is done, cars will just use an alternative side street such as Lambert Road or Battams Road etc.
- ▶ Cars are only travelling along Second and First Avenue, because they can exit onto Portrush Road via Beasley and River Streets. Also entering this area from Portrush Road, cutting through and exiting at Lambert Road.

- ▶ Not familiar with this but it could have merit.

Comments from respondents who were 'not supportive'

- ▶ See previous comments.
- ▶ I also think this is a terrible measure because this will just increase traffic onto other roads.
- ▶ From what I can see, all this would do is push traffic onto Lambert and Battams. Is that what this option is attempting to accomplish?
- ▶ Same as what we mentioned above.
- ▶ The only access to Family Dentist (and other shops in that block) is from the up track of Payneham Road. People who travel from the north have to be able to tun off Payneham road (at the lights at Lambert Rd) and access Salisbury Ave to get into the car park at the rear of the Dentist's. With IB access is almost impossible.
- ▶ Salisbury avenue is not an issue at all!
- ▶ Not good for the locals. I live on first avenue near Salisbury street and have not noticed any traffic concerns. Been in the area for 46 years.
- ▶ You're kidding surely!! You really don't want me to access my home without major detours.
- ▶ Could be a problem for emergency services/ taxis etc.
- ▶ Highly inconvenient for local residents, far too drastic.
- ▶ I am not at all supportive of any road

closures. The proposed changes are a major inconvenience for people living in this area. I am so shocked to be seeing a survey on this at all. I have lived in NPSP my whole life and have never ever considered there to be traffic problems in this precinct.

- ▶ It simply relocates the problem. Non entry at Salisbury avenue will push more traffic to the lights at Lambert.
- ▶ Residents ability to access the area from both directions should be maintained.
- ▶ I have not seen the traffic reports and analysis, but cannot see that these measures address the main issues, at least as I see them being mainly speed. I live in First Ave close to Salisbury Ave and do a lot of walking, measure in Salisbury seem completely unnecessary, and I would prefer other measures to this one.
- ▶ If you don't want to get rear ended turning into Battams Rd off Payneham Rd heading West then you need to other options - personally I don't see a lot of traffic using this turn so unsure why you would do anything with it.
- ▶ Same as above residents will be very inconvenienced.
- ▶ Road closures on Second Ave and First Ave forces residents to use the signalised intersection on Lambert Road, increasing delays. This will push traffic to other streets such as Sixth Avenue.
- ▶ Road closures create lots of problems for local residents and there are other less disruptive ways of reducing traffic volume and limiting

- speed.
- ▶ Again this will just make it difficult for residents to access East Adelaide School and while it would be great if more people walked or cycled for some families with children at different schools it is not going to be easy to make their dropoffs and pick ups.
 - ▶ Access is important.
 - ▶ It will just drive traffic elsewhere and make things worse for us as residents trying to get out of the avenues onto arterial roads
If you stop allowing blocks of land to be subdivided it will help with the worsening traffic problem.
 - ▶ It is hard enough to get onto and off Payneham Rd as it is. I suspect that this measure will simply push more traffic down Battams and Lambert Rd.
 - ▶ Don't use these locations so can't comment.
 - ▶ I live in Royston Park and strongly oppose this measure.
 - ▶ I find it interesting that the council does want to treat the actual problem. The problem is the traffic flow on main roads and mass transit. You dont promote people using the main road area, but decide to discourage alternative use. If the main roads work efficiently, then there would be no need for 'rat running'. Also 31 'accidents' in 5 years. 6 a year, or 1 every two month. Wow that is a big problem.
 - ▶ "Don't turn our suburb into another Unley!
 - ▶ You have no right to block off the roads.
 - ▶ Certain roads are main thoroughfares and must be available to all of us as a way of getting from point A to B.
 - ▶ I object strenuously to any road closures. I pay road tax and have the right to drive on the roads.
 - ▶ Look at other ways of fixing the problem such as having the green arrow ON between 4-6pm at the Payneham Road Lower Portrush Road(for city bound traffic) intersection rather than it specifically turned OFF at the most needed time. Whoever thought this up need to be sacked immediately as I believe that a great deal of traffic would be stopped on Battams road and Beasley street if this was changed. How stupid to have it this way in the first place."
 - ▶ As a resident, this proposal would make accessing our properties very difficult, and once again requiring us to use Battams or Lambert.
 - ▶ "If River and Beasley Streets are closed the rat runners will not be coming along Second or First Avenue anyway, so there would be no need to close Second Avenue or First Avenue.
 - ▶ Further, if Second Avenue and First Avenue are closed as suggested, and Salisbury Avenue is not accessible from Payneham Road, only Battams Road lets us in to our suburb (until we get to Lambert Road), but from Battams Road there is no access to our place on Second Avenue under the suggested closures.
 - ▶ Similar to Option IA, road closures are a ""cheap"" option that impacts residents and access. The increase traffic and risk associated with accessing the area from Battams
 - ▶ Road from Payneham Road is a concern as highlighted in comments Option IA.
 - ▶ The traffic volumes entering Salisbury avenue (697) does not substantiate a road closure or access point for ""rat running"".
 - ▶ I would like more information on where this displaced traffic is expected to go. Without understanding the impacts to adjacent roads I am not prepared to support this.
 - ▶ Again the inconvenience of local residents should take precedence.
 - ▶ This again inconveniences the locals in that area - I doubt most people use this section of Second Ave or First Ave to do "rat running".
 - ▶ Restricting access to Salisbury Ave from Payneham Road only shifts the problem elsewhere. There are better options such as speed restrictions, traffic islands etc.
 - ▶ "The traffic control measures proposed for Salisbury Avenue don't appear to be commensurate with the speed and volume issues reported for the street (33km/h and 700vpd).
 - ▶ Frustrating access through First and Second Avenues will only redirect traffic to Third Avenue (dog-leg link around reserve) and Fifth Avenue (narrow street obstructed by kerbside parking) - these roads have more points of conflict (intersections and parked vehicles) than First and Second Avenues, so in my view the Council will just be relocating problems to streets with less safety capacity. First and Second Avenues are wide and straight and therefore it's safer for

these roads to carry 1500+vpd than redirecting to nearby parallel streets.”

- ▶ “I strongly oppose these road closures. They will restrict residents access and provide negligible benefits.
- ▶ Non-resident cars passing through the area at peak hour is not a big problem in my opinion, and should be accepted as an efficient use of the road system.
- ▶ Traffic banking on main roads will be greatly increased by road closures, increasing driver frustration and lengthening commuting times.
- ▶ We are privileged to live near the city with easy access to the city. We should not begrudge our roads being used to bypass logjams on main roads with inadequate capacity at peak hour.”
- ▶ Terrible idea. Residence who live in the area would be impacted by having to go out to main roads (paynahm) to go north. This would significantly increase congestion around Portrush road/payhnm road intersection and then require billion dollar road/intersection upgrades.
- ▶ See comments above. Road closures are not the solution. Do the hard work in conjunction with the state government and address the chronic congestion on the surrounding arterials otherwise all of these ‘solutions’ will just push the traffic and problems somewhere else nearby and you’ll be back to square one with a different resident group.
- ▶ This is actual a very poor option which will impact both Rat Runners and local traffic and

create a much great safety issue as from a local perspective it is impossible to exit Battams Road and cross over on to Payneham Road, so the local traffic generally uses First & Second Ave to access the intersection / lights on Lambert Road or drive further down up Stephens Terrance, as these are the safest options.

- ▶ Again I am not supportive of this measure. Local residents should be able to drive through their suburbs without having to make detours just to get to their home.
- ▶ Residents won’t have access required.
- ▶ Do not believe there is a major issue here. Any traffic would be for a small period of time in each day. Do not believe this will create any real advantages.
- ▶ Closing Second Ave would only cause more traffic along Sixth Ave, and possibly the already congested Payneham Road, this would also cause more cars to flow up Lambert, then heading through 5th Ave or 6th - so eventually you’ll have complaints from these residents as well. Closing streets only lead to traffic flowing to other areas. If you are trying to force Marden residents to use main roads means we have to drive the opposite way to head into the city. This makes no sense and most will find “other ways” of heading to city etc
- ▶ Not at all supportive of road closures. This can be managed in other ways to slow traffic without inconveniencing residents!
- ▶ As per previous comment.
- ▶ Not necessary, please see previous comment.

- ▶ Again this cuts off access for local residents.
- ▶ I believe the real issue surrounding the rat runs etc in the areas is the congestion at Payneham Road and Portrush Roads and this is where the focus and funds should be directed. If the traffic at this intersection was addressed there would be no traffic diverting into the avenues.
- ▶ I am unable to see any sense in these decisions.
- ▶ They will just use Battams Road.
- ▶ If this goes ahead has anyone even thought about the huge negative impact this will have on those traders? Businesses along that stretch of Payneham rd,especially for deliveries of goods&services,disability access,emergency vehicles?Most of these traffic issues would be improved greatly if the traffic lights at Portrush/Payneham rds were better synchronized, plus having a permanent turn right arrow. This would cut down the number of accidents at that intersection plus decrease the need to use River st, Salisbury St, etc.
- ▶ Again there is NO reason to stop people using these roads to access or cross our suburbs. If you block access from Payneham road people will simply use Lambert Road or another previous road. People use Salisbury Avenue because of the daily traffic jam at the Portrush Road intersection. They use the roads identified as “Rat Runs” for the same reasons. That intersection is problematic in every direction at those times. Driver initiative in turning earlier and taking an alternate route assists everyone in getting through that intersection faster and should not be blocked. We have lived on

- Battams Road for 20 years and through traffic is barely noticeable and has never bothered us.
- ▶ Speed control could be enhanced.
 - ▶ Another poorly thought out idea!!!
 - ▶ How can you put both of these options under IB? Salisbury Ave is not located near the First Ave and Second Ave option.
 - ▶ I cannot identify the necessity of any of these interventions.
 - ▶ Again, as above, these measures would just restrict access to the suburb and place additional burdens on the roads that remain open. These are not good proposals and there isn't a major issue that this would solve.
 - ▶ If you are serious about rat running, part closure of Battams so that people travelling on Payneham do not cut through to avoid the Marden Lights. Or make the Marden Lights left hand turning lane bigger to avoid cut throughs.
 - ▶ Again, this will cause longer drive times and access issues for residents.
 - ▶ I don't agree with closing off any roads as it would cause a lot of inconvenience to local residents.
 - ▶ We live on this street. Closing the road would not outweigh the inconvenience caused the locals who live on this street.
 - ▶ Great inconvenience to local residences.
 - ▶ That's another ridiculous plan and would force us to use Stephens Tce which is busy dangerous and time consuming!
 - ▶ That just moves the problem to another area. This would be an inconvenience.
 - ▶ I am not supportive of the closures of these streets as I see very little benefit of their closures I believe the closures would only divert the traffic to Lambert or Battams Roads.
 - ▶ "Surely there is a better solution then putting residents at a disadvantage by closing this road.
 - ▶ Strongly oppose this option!!!"
 - ▶ As above force traffic to move to another street.
 - ▶ Would personally not impact me, so don't have a strong opinion in isolation from IA.
 - ▶ This will move parents who require to drop and pick up their children to seek measures including moving to other paths which will then impact other narrower streets increasing pedestrian vehicle impacts. Thus just moving the problem to a less palatable result.
 - ▶ This will make Payneham Road worse, but is a better option than closing Beasley and River. However, as mentioned above, it will increase use at the diabolically designed Sixth Avenue intersection. Motorists will simply use Third and Fourth with how bad Payneham Road will become as well. I am so sorry but I do not support this.
 - ▶ Again I do not think it is necessary to close roads. I think this can be managed with median islands and some traffic speed calming methods.
 - ▶ Two years ago I had a nasty bike riding incident where a lady opened her car door just as I was cycling past, Second Ave, and I require an ambulance and a night at the RAH to repair a nasty gash on my cheek. I think you want to think seriously about making the roads narrower. Since the accident I ride well away from parked cars in the streets. If anything the roads need some attention as until you ride a bike you may not be aware of the conditions of the roads. Paynehem road is very dangerous to ride along with the gum tree roots lifting the roads when cars are hurtling past. Absolutely no room for error and so I thought Second Ave would be safer!!
 - ▶ I do not support any of your suggestions to block off those roads either.
 - ▶ Although this does not affect me personally, I can imagine it would inconvenience many others. All we are going to do is move the cars to other streets.
 - ▶ Not needed.
 - ▶ This isn't my local streets, im closer to the River, but I really think road closures are a very big deal and should be only for the rarest of situations. If the residents in those streets don't like people driving on their street to take a back road route somewhere, then I think speed bumps etc that disincentivise the route should be the harshest option considered. I'm very against route closures.
 - ▶ As above, this is a blatant waste of money and do not support council monies being directed to this when there are other more pressing issues.
 - ▶ The closure of the streets indicated on the recently distributed flyer would not benefit local residents. I live in the area and have done so for

a number of years (20+) and do not agree with the proposed full road closures.

- ▶ As above.
- ▶ As a resident of Second Avenue, I am totally opposed to the full closure of Second Avenue. The ultimate loser with this option is the local resident. I would be vastly more inconvenienced by this option.
- ▶ Second Avenue residents who live near Salisbury Avenue would need to drive in the opposite direction to access Payneham Road, Marden Shopping Centre and Portrush Road - increasing traffic volume in a westerly direction.”
- ▶ As a resident of Second Avenue, St Peters, I am totally opposed to the closure of Second Avenue. This measure would create significant adverse consequences for residents of Second Avenue.
- ▶ Why is this also even in question?
- ▶ Very strongly oppose! Will greatly inconvenience us local residents who live in that area since First and Second Avenues are main thoroughfares to get to/from our houses! This will just divert traffic to Fifth Avenue or Payneham Road, which would be a huge hassle for us local residents!
- ▶ It creates problems for buses trying to get through.
- ▶ The con of denying access to local residents is significant.
- ▶ Second Ave has a primary school on it people need to get their children to school.
- ▶ Battams Road is a very busy road as has been

observed.

- ▶ Every day, without fail, a row of cars will form from Payneham Road trying to turn onto Battams Road. This is dangerous.
- ▶ As a workaround, cars often go further down Payneham Rd and turn down Salisbury Ave. In the evenings, the area of traffic in this area is often not moving and leaves space for cars to turn.
- ▶ Closing this street access will add danger to residents who enter the area through Payneham Road.
- ▶ We don't use these streets therefore don't have a strong view per se, other than comments above regarding full road closures.
- ▶ The reason everyone uses Salisbury Avenue is because turning left at Lambert Road takes far too long. A left turn should be allowed (after stopping, on red) at this intersection otherwise once again this is going to be massive inconvenience and also likely just direct most of the traffic to Battams road and not solve the problem.
I think rather than making the current best option less convenient (making it worse for residents) traffic flow should be improved by looking at how things can be improved (closing a road is not an improvement to using the roads).”
- ▶ Unnecessary in my view.
- ▶ Permanent disruption/inconvenience to local residences. Use other methods.
- ▶ I believe this will hinder residents being able to access their own properties and result in them

having to take longer alternative routes home.

- ▶ These proposed measures entailed in IA and IB are basically taking away virtually all access to my area and my street which is highly unfair and undesirable to the residents who live in these areas. If some small measures are required some of the points in IB could be partially considered and only have a two lane slow point installed on Salisbury Avenue and no diagonal road closure, and a landscaped tree island on the corners of First Avenue and 2nd Avenue and Salisbury Avenue with no road closures at all for 2nd Avenue, Salisbury Avenue, River Street and Beasley Street.
- ▶ We are entitled to have reasonable and easy access to and from our streets and not be completely blocked in or out by road closures.
- ▶ By considering the blocking off of all these streets to stop people going through these streets you are actually preventing access for the people who live in these areas which is very unfair to the residents who require the access.
- ▶ It does not respect the residents who actually live here and are deserving of access to their streets and suburbs.
- ▶ As stated in the box above, this would add even further heavy traffic and blocks to Payneham Road and Battams Road if Salisbury Avenue and First Avenue were also closed off, and especially at peak hour, when the traffic is banked up on Payneham Road that are turning right onto Battams Road.
- ▶ All the traffic would be fed down Battams Road which would make the traffic very heavy,

particularly for only this one street that would be utilised by a substantial number of people in the suburb.

- ▶ I not in favour of any road closure at this stage. Use other measures first. Like the use of 2A, 2B or 2C
- ▶ First Ave closure: This closure would have little or no effect on “rat running” as those who do that tend to enter first Ave in St Peters (I have seen that happening myself) not at Salisbury St. Why are there no closures to stop incoming traffic into First Ave from the St Peter’s area? Closure of Second Ave, is busy because of school access. I used it all the time when my children were of school age. I doubt very much that the closure would have any effect on “rat running”.
- ▶ Local residents inconvenienced.
- ▶ We do not agree with road closures at First and Second Avenues.
- ▶ In Second Avenue there are a lot of elderly people. Firstly have they even been notified of this proposal? Secondly, this street runs past quite a few units where emergency vehicles maybe needed (ambulances in particular).
- ▶ Very inconvenient for locals!
- ▶ In my opinion, these closure options would only push the issues to other local streets (ie. Lambert / Battams / Winchester). Again, traffic calming initiatives would be more preferable.

Comments for median island options (2A, 2B, 2C)

Comments from respondents who selected 2A as a preferred option

- ▶ Trees will block vision for drivers, potentially putting cyclists and pedestrians at risk but low planted islands would be more safer.
- ▶ Any additional tree planting would be excellent to the whole area
- ▶ Costs of other two are prohibitive.
- ▶ Prefer continuous greening along entire lengths of street and 'normal' pedestrians crossings rather than raised intersections due to the increased cooling benefits, amenity and increased flora and fauna biodiversity. If these could be combined with a WSUD approach to utilise the road rain runoff that would be fantastic.
- ▶ It will make things worse for car parking and cyclists by narrowing the road.
- ▶ Agree that speed down those two streets is an issue. The planted median solutions are more aesthetically pleasing while providing some relief from the speeding issue.
- ▶ "We live at 43 Battams Road, opposite the end of Beasley Street. It is already difficult to turn left into our driveway because of a huge power pole right outside our house. With a tree island in front of our house it would make access to our property that much more difficult.
- ▶ We have lived here for over 25 years and luckily no-one has ever crashed into our fence, but I

would be concerned that drivers may find a roundabout at a T junction difficult to navigate and make entering and leaving our property more dangerous."

- ▶ I prefer to have more greenery and it will slow traffic down.
- ▶ Note: I Do not like any of these Options and I am forced to choose a preferred median option. This will drive both rat Runners and Local traffic down Broad Street which is already overpopulated and as with human nature people will choose the path of least resistance, and if this option was to get up, I will be seeking legal advice, contact the media, door knock and petition, to prevent this. Any option you consider it will need to ensure less traffic flows down Broad Street!!!! period.
- ▶ As long as there is still a safe cycling path this option will help green the area, and improve safety on a busy road.
- ▶ Median gives largest greening opportunity.
- ▶ Has the most trees.
- ▶ It is difficult enough now trying to turn into Battams road with cars parked along the street. One has to drive further out on to Battams road to ensure there is no traffic approaching and in doing so put our lives at rick with the cars driving down Battams Road.
- ▶ I especially support this measure for Battams Road as there seem to be a considerable amount of "muscle cars" that use this road as a

drag strip.

- ▶ Living in the area we already have enough roundabouts which we have to deal with.
- ▶ This would reduce Rat Running without closing roads!
- ▶ While a welcome improvement, this is principally an aesthetic positive and will do little to reduce traffic volumes (may provide an inconvenience factor).
2B is not a favorable option as it will not provide any level of control for traffic compared with the other options.
- ▶ There has been a significant reduction in the number of trees in our suburb as houses and gardens are demolished and blocks are either subdivided or houses built which cover practically the whole block. Environmentally, the current planning approvals are a complete and utter disaster.
- ▶ There needs to a median strip on Battams Rd at Pollock Ave to block a right turn from Battams onto Pollock and block a right turn from Pollock to Battams. Without this Pollock Ave will continue to be used for rat running.
- ▶ 2A will help reduce the most traffic rat running through these local streets. There is a definite need for median measure on Battams road near Pollock Avenue to stop traffic turning right onto Pollock Avenue. Without any measures put in place for this street the traffic will not be reduced. For such a short street it's scary to

think traffic can reach such high speeds.

- ▶ These measures may improve the look of the area but mean little to rat runners, it would simply see money spent and the same issue still prevails.
- ▶ Suggest the council find better ways to spend funds as medians do little to achieve their desired affect as evident in Ninth Ave.
- ▶ The solution to the problem should be both pragmatic, but also increase the value of the area. This is a benefit to both the Council and residents.
- ▶ The 2A option and associated greening of areas is highly appealing. It will no doubt improve the value of the area. However, I caution that option 2B, in my view, would only reduce value as a 'half hearted' attempt to green an area.
- ▶ I am confused as to how 2B does not have 'loss of parking' as a con. It is clear, at least from the image provided, that loss of car parking will occur before, after, and either side of the island. Please clarify.
- ▶ There is no doubt many of the residents in the area (and particular Battams Road) require on street parking. I believe the planted median (option 2A) strikes the appropriate balance between improving the value of the area and minimising parking loss.
- ▶ This would be a great addition and still have a significant impact on traffic speed and thoroughfare without completely closing local streets.
- ▶ Battams Rd. in particular is significantly wider

than Lambert Rd. and could take a wider median island without adversely impacting traffic lanes or side parking bays. A fully planted median would be preferred (maybe even largely grassed instead of planted..) which would make it easy for pedestrians & bikes to cross at any point along the street without the need for installation of additional pedestrian islands. Something similar to what's been in pace for many years along Osmond Tce. Norwood or Galway Ave. Collinswood would look great and add further greenery & character to both streets. Please consider this measure highly..!"

- ▶ Looks like 2b and 2c would make it even harder for residents to get out of their driveways where adjacent either a u-turn location or median tree islands.
- ▶ Other tree islands within suburb are difficult to manoeuvre around with our large car (required for wheelchair access).
- ▶ All options sound visually attractive.
- ▶ Median strips may be the answer or speed humps maybe two, between 2nd Avenue (roundabout on Battams) to 6th Avenue (roundabout on Battams) - as cars speed between these two roundabouts (speed humps have been very successful on Bakewell Road (Evandale).

Comments from respondents who selected 2B as a preferred option

- ▶ I am only in support of option 2B - Median tree islands may be favourable due to lower costs, and also good since it is reducing the speeds.

However I am concerned about actually creating more grid lock during peak periods as I can foresee local resident motorists will have to wait longer to turn out from their streets. This is likely a better cost measure and outcome.

- ▶ 2A is a little too drastic, and 2C is a much higher cost but I can see it will cause too much gridlock.
- ▶ Remembering you cannot stop traffic but you can alter the speed and that is important. You want to be able to manage the flow but not create grid lock situations.
- ▶ Not at every intersection though. At all times ambulance travel down these roads must be considered and too many roundabouts would slow them down significantly too.
- ▶ I personally would suggest the speed limit in this inner area to be 40km/hr.
- ▶ Median trees require less maintenance, while providing greening and slowing speed.
- ▶ With all the development where once one house stood with garden/ trees, the council is now allowing MacMansions that take up the whole block which means the area is becoming devoid of trees. In summer the shade is reduced which creates more ambient heat from all the hard surfaces. As well the 1950 homes which represent an interesting post war era are being destroyed. Shame on the Council. Trees are essential for a healthy environment in that CO2 can be absorbed. So yes street trees seem to be part of the answer.
- ▶ It is a good opportunity to increase tree plantings with less disruption for locals. I am

happy to see that it is expected to reduce speeds.

- ▶ While this will control some cross traffic it will have limited impact on speeds or traffic levels.
- ▶ I can't see how 2A or 2C will actually slow down traffic or discourage "Rat runners". I believe roundabouts or median tree islands, if they operate like roundabouts, might slow down traffic.
- ▶ Trees would just look beautiful planted down Battams Road. I have wanted this for so long. Ideally, the struggling tropical rainforest trees would be replaced with a drought hardy tree choice and I do prefer natives, but plane trees would look amazing too, and they seem to cope with our climate. This would really cool the street, look beautiful and encourage the desired reduction in car speed, the latter being on advice from the council. Plus all the verges should be planted with lovely native shrubs and grasses to encourage the beautiful bird life that we have on Battams Road. Thank you.
- ▶ Median tree island placed at every intersection, especially along Battams Road would slow all traffic down and possibly discourage the "rat running". This would also work if a tree island was placed on First & Salisbury, and Second & Salisbury.
- ▶ Option 2A and 2C would have a negative impacts on residents accessing streets and avenues. Option 2B achieves the stated objectives of a reduction in traffic speed and would deter 'rat racing'. It still facilitates access to the streets and avenues.

- ▶ Have bicycle lanes been considered in any of these options. East Adelaide School access routes.
- ▶ 2A & 2B are incredibly expensive for little gain, I suspect the reasonably high traffic volumes are not rat running volume except between River St & Sixth Avenue and the overflow from Beasley St. This overflow volume can be stopped in River & Beasley by other measures such as single lane slow points before it reaches Battams Rd. 2A & 2B are over \$1Mill for little gain, money would be best spent elsewhere as the focus is mainly rat runners peak hour.
- ▶ Any greening of the area is a good idea, slower traffic route is ok too but access to side roads and parking is important for residents. Consider rubbish collection too in your planning as on bin days these measures could be an issue for the trucks.
- ▶ Whilst these measure will reduce travel speeds they also make it difficult for larger vehicle and vehicles with trailers to navigate. With a lot of residential construction/renovations in the area this will inhibit parking spaces and the ease of getting around our neighbourhood. Furthermore the cost of these initiatives is prohibitive. I would rather the money be spent on rubbish removal and keeping the verges clear of the gumnuts
- ▶ Trees can prevent the wide bitumen road being a heat sink in summer. The street is wide enough for median work.
- ▶ Options 2A and 2C block right hand access to several streets - which means more U turns on

Battams or Lamberts Road. Forcing U turns is not good for traffic management. If it is really desirable to improve the street appeal of these streets, then having longer median islands is fine, but they should be redesigned so they don't block access to streets. Roundabouts are a better way of slowing traffic, which is why 2B is the best option. It also does not cost as much money, so is a better use of council funds.

- ▶ I think a median treatment similar to Beach Street in Grange may work in Battams and Lambert Roads (may include pedestrian refuges). A continuous median that obstructs turns into Third and Fourth Avenues will have significant impact on First and Second Avenue as the school is a major trip attractor and therefore all school traffic will be directed to First and Second Avenues (currently, traffic is spread across 1st, 2nd, 3rd, 4th Avenues). I don't think the consultation package adequately details these impacts, so residents can't make an informed decision on these median options. Any median treatment should consider access for bicycles - creating road narrowings and conflict points is undesirable.
- ▶ All options present well. 2B preference.
- ▶ Smaller median tree islands, not round, not directly opposite existing exits and less than the 6 proposed on Battams. I'm not considering this as a traffic management option but street beautification opportunity.
- ▶ These options restrict access to residents properties too much. They stop residents being able to turn right to get to their streets. All they

will do is direct more traffic towards 6th avenue which is already very busy. The cost here is also too high to use rate payers money.

- ▶ 2A and 2C mean that I would mean I would be basically trapped in my area, and have to travel somewhat out of my way to get to where I need to be. 2B is the best option because it means I can come out of my street (Blanden / Beasley) and get to where I need to go without too much inconvenience. I think traffic calming would be a better option, and roundabouts provide this solution without inconveniencing/restricting/upsetting existing residents.
- ▶ 2A: creates excessive routes for residents.
2C: flows traffic down Dix and Addison Aves.
- ▶ More U turns will be needed for 2C by residents.
- ▶ I have included my comments at the end.
- ▶ 2a and 2c are both too costly.
- ▶ Would make the street look nicer.
- ▶ But only on Battams road. No issues on Lambert road.
Another alternative is a roundabout on Battams and Beasley St.
- ▶ These options are too expensive and restrict residences access to their homes too much.
- ▶ 2B appears to be the option that slows traffic but does not inconvenience local residents significantly.
- ▶ 2A and 2C directly would be inconvenient for my commute, and push cars onto Caleb St then Addison, which are less appropriate for traffic volumes than Beasley and Battams. Again, imo

an unnecessary restriction.

2B at least allows traffic not to require detour, but would be slowed.

- ▶ I have noticed lots of bins on the street not footpath so people in this street use the street for more than parking and therefore even though it is a wide street in reality its no wider than any other smaller street with the bins and car parking.
- ▶ Any option with a planted median will just restrict property access for people who live on Battams Road and increase traffic pressure at the roundabouts.
I live on Battams Road and this will significantly impact access to my property - I will not be able to back in a trailer etc. and will have to go around the block to access my driveway!
This just does not seem fair that we have a permanent / new problem because people cut through our street. This is the worst option.
- ▶ Vehemently opposed to 2A which has far too many disadvantages: enormous inconvenience for local residents; adding further to already severe parking problems; adding to difficulties in cars exiting properties; shifting traffic closer to properties & attendant increase in traffic noise.
- ▶ I am totally opposed to 2A which only allows traffic access from Battams Road down Sixth Avenue and Second Avenue. The traffic along Second Avenue would be increased to an unacceptable level.
- ▶ Median measure 2A would direct all traffic along Second Avenue, exacerbating an existing

problem. Each of the median measures would appear to restrict access to trucks and other large vehicles.

- ▶ “A & 2C - Very strongly oppose! We need to turn right from First Avenue to get to our house on Battams Road! Also, we park in front of our house for much of the day, so this would be terrible for us! Additionally, driving into our driveway might block traffic and reversing out of our driveway would be more dangerous with narrower lanes. Finally, our car has a poor turning radius, so it will be difficult for us to negotiate a u-turn on Battams between First and Payneham unless the u-turn is right at our house.
2B - The only option you’ve identified that would really work for us; however, there also really needs to be a roundabout at the intersection of First Avenue and Battams Road!
- ▶ As a resident on Battams Road, we enjoy the wide street with plenty of street parking.
- ▶ I can see a lot of local Marden resident traffic turning down Beasley St as an access point to their streets.
- ▶ I cycle on these streets at least once a week and I believe the current roads are safer than the proposals which all reduce width at some point or the entire road which reduces the possible safe passing distance. (I’d rather be passed at 50 leaving me 1.5m than 30 with a 0.75m gap)
As someone who tows a trailer regularly (Ski boat, and 7x4). these measures and roundabouts make maneuvering significantly harder and slower, and having backed a boat

into a garage on Lambert road only this week - a median makes reversing in much more inconvenient. 1) you cannot pull out straight to get a good angle, 2) cars cannot go around you whilst you are reversing the trailer if there is a median, which will frustrate both drivers and thus reduce the safety of the action.

I personally don't see "reduction in traffic speed" as a Pro but rather a Con, for obvious reasons. I don't think it is fair to count it as a Pro as it simply is not the case. Cons for all of the slowing measures (that should be mentioned) include:
 Car additional noise from accelerating after roundabout / slow point
 Car additional brake wear and fuel consumption from braking at slow points

- ▶ I don't believe these options will slow drivers down.
- ▶ Any measures are less necessary for Lambert Road based on a reading of the traffic numbers.
- ▶ I live on Hooking Ave near Third Ave, option 2A and 2c mean we will have to detour to get home. I prefer 2B.
- ▶ As a resident of Lambert Road, near 7th Avenue, I am not inconvenienced greatly by 'rat running'. Mostly the street is quiet during the day and the road quite easy for pedestrians to cross. I would prefer not to see wholesale traffic calming devices, particularly planted median and pedestrian islands on Lambert Road as these would destroy the amenity of the street and seem to me to be an overreaction to the

perceived issue.

- ▶ This median measure would allow access to more of the streets off Battams Rd and is more cost effective.
- ▶ 2B would green the street, reduce speed and traffic flow Have you considered the access of larger vehicles trying to navigate through this? 2A and 2B are an absolute nightmare for locals. So much more travel and driving just to get home. Trying to solve an issue and then creating more problems is not the way to go. Extra road wear, pollution, petrol usage and more local pollution the winners here.

Comments from respondents who selected 2C as a preferred option

- ▶ I have seen this option in other areas and it is attractive, providing improved walking for pedestrians. I cannot speak to it's effectiveness.
- ▶ This idea is generally good as it does narrow down the road and should be able to restraint the speed of the traffic. Only set back we could think of is the accessibility issue of the local residents going back and getting out of their home.
- ▶ The roads are not wide enough and will destroy the area.
- ▶ I've lived in Royston Pk for the past 45 years due to the beautiful surroundings one of which are the wide streets.
- ▶ This would have the effect of slowing traffic and enhancing the environment i.e. greening of the streets. This is a great idea.

- ▶ Best option for cyclist safety.
- ▶ It needs to be pedestrian and cycle friendly. Much better idea than closing roads. I agree rat running should be discouraged.
- ▶ Cars do tend to speed down Battams Rd I have had close calls as a pedestrian three times. My concern is the waste bins left for collection outside of the parking zones I consider the placement of these bins on the roadway a safety hazard which should not be allowed. The existing roundabouts do slow the traffic but there needs to be more slow down points.
- ▶ Option 2A is good for greening but can in practice can exacerbate safety issues for pedestrians & cyclists.

These measures often create a different set of safety issues especially for cyclists & pedestrians. They do not stop really badly behaved drivers who don't care about their actions but they can reduce speeds.

- ▶ A more a attractive environment combined with safety measures is a great idea.

I love the idea of additional greening of the neighborhood as an added bonus for these median options.

I fear that the median tree islands only will only have a minor impact on speeds within the neighborhood as I have seen so many people whip around the existing median tree islands.

- ▶ These options make more sense in reducing traffic speed and enhance the local area rather than make it more difficult for everyone. The minimal impact on parking would not be an issue

because parking is abundant and never fully utilised on those streets anyway. While it comes at a higher cost, the overall benefits are better for everyone.

- ▶ Combination is more aesthetically pleasing.
- ▶ This will get the desired result without inconveniencing locals.
- ▶ Good for greening and speed reduction, but won't discourage the rat runners coming from and heading to Lower Portrush.
- ▶ On Battams Road it is such a relief not to have to weave in and out of parked cars.
- ▶ We live on Battams Road between Payneham Road and First Avenue. We kindly request that the Council put a roundabout on the intersection of Battams and First Avenue. Cars drive very fast on this part of Battams Road, and we are very concerned about our safety. Our beloved kitten was hit by a speeding car on the road, and we are concerned about pedestrians and cyclists. We sometimes hear cars traveling at very high speed on this part of Battams Road. We greatly support more greenery on Battams Road. Please plant an avenue of trees in the middle of Battam Road to not only make it safer, but also to make it more beautiful and shady. I would love this part of Battams Road to have an avenue of trees like St Peters Street. Thank you
- ▶ Battams Road is definitely a very wide street and additional trees in median islands should definitely be promoted.
- ▶ This one looks the better of the options.
- ▶ I am particularly concerned about the provision

of additional greening throughout the neighbourhood and would welcome improved street verges on all streets in addition to 2C.

- ▶ Great idea not only would achieve the desired outcome but would look great!
- ▶ Great inconvenience to local residences.
- ▶ Having previously resided on Battams Road, this would be a good first step. Concerned it won't make a difference to the safety on Second and Sixth Avenue being used as a thoroughfare, often at speed.

Second and Sixth must be addressed in parallel with Battams Road.

- ▶ Logic here is obvious. Slowing vehicles not stopping them or diverting them is paramount. This is the measured response to solve the issue and not penalise commuters who have inherent rights in using these roads and sharing them with others that need to use them respectfully.
- ▶ 2A and 2C as drawn would shift traffic currently turning right from Battams rd onto Beasley St onto Addison Avenue instead. I am concerned about increased traffic on Addison Ave.
- ▶ Apart from the traffic benefits, this provides beneficial greening.
- ▶ Slowing traffic down is a good idea.
- ▶ Completely support planted medians. Median tree islands have been significantly damaged at other local examples (ie. Bowden). Suggest kerb extensions could be another option to tighten the road carriageway, and support

greening and WSUD? Similar to 9th Ave. "

- ▶ Vegetation will help reduce noise of vehicles and traffic from Lower Portrush Road and also add to the aesthetics. Planted median will also assist in reducing the 'rat running' making turning from the Avenues, south onto Battams Road in some areas more time consuming and less popular.
- ▶ I think 2C would improve the appearance of Battams Rd but from my observation don't believe it will slow the rat runners along the streets in Marden connecting Battams to Broad St and LPR.

Comments from respondents who did not select a preferred median option

- ▶ Lambert Road is not wide enough, and you will ruin Battams road with median measure.
- ▶ Don't support any. You could use our money on useful things like pruning trees, more regular road-sweeping, linear park. Don't need this feel good rubbish. It's not a good idea to add traffic hazards on these streets. Roundabouts are sufficient.
- ▶ Don't use these locations so can't comment.
- ▶ As above why not just stop the cars entering these streets in the first place!! Median measures will only create more dangerous driving by rat runners who are driving with speed and urgency.
- ▶ I find it interesting that the council does want to treat the actual problem. The problem is the traffic flow on main roads and mass transit. You don't promote people using the main road area,

but decide to discourage alternative use. If the main roads work efficiently, then there would be no need for 'rat running'. Also 31 'accidents' in 5 years. 6 a year, or 1 every two month. Wow that is a big problem.

- ▶ Not sure what these measures look like.
- ▶ Battams road is a collector road, it is serving its prescribed function in the road hierarchy. Reducing this role will shift traffic to lower order roads not suitable for this function.
- ▶ A waste of residents money, who will ensure these areas are adequately watered, or will they be left to become dead and dying areas like so many others in the area?
- ▶ Consider utilising method 2A for Battams Rd and 2C for Lambert Rd, considering the different road widths of the two road.

This treatment is ill conceived and does not support good flow of traffic in the area.

- ▶ However, it would only fractionally reduce the amount of speeders on these roads.
- ▶ The median measures are ill-conceived and would be very costly on council resources. I do not believe they will enhance the streetscape.
- ▶ Road is too narrow to entertain any of these ideas
- ▶ Royston Park and Marden are known and loved for their wide roads and easy free parking making cycling very safe on the road. I ride regularly along the streets and feel safe.
- ▶ Not supportive of any option as it is very

restricting for the houses on Lambert and Battams - not able to access other side of the road. All the houses on Lambert and Battams between First Ave and Payneham Road if there is no u-turn facility in the middle of the road they can not use the side streets to access local parks and local schools as they will be forced to turn onto the main road.

- ▶ None
- ▶ I am only commenting on these measures at Battams and Pollock Avenue - where all of the above measures would offer no benefit at all, only interference and frustration of entry into our own premise.
- ▶ These measures will not slow down or dissuade dedicated RAT runners - They will also be destroyed by long trucks which already destroy the sixth avenue roundabouts' plantings.
- ▶ The measures would help with greening but I can see residents and visitors being annoyed by having to undertake U turns to access their properties.
- ▶ all of these are backward measures. In particular median tree islands only create further hazards. Depending on the height of a car being driven, trees block views of possible oncoming traffic, therefore increasing collisions particularly at roundabouts.
- ▶ The traffic speed data does not seem to support the need to attack the traffic speeds. However, the data on rat running shows a need to limit access to the streets. The median measures only go to speed and not rat running. Particularly given the forecast costs, the street

closures make a lot more sense than the median measures.

- ▶ These proposals are a total waste of money both for initial costs and ongoing maintenance. They are window dressing that will do nothing to provide the tree canopy our suburbs need or improvements to road surfaces and guttering. I have watched Ninth Ave and seen how much work is required to maintain those on road garden beds, and every hour spent trimming ornamental bushes is an hour not spent planting trees or improving the streetscapes and road surfaces in other streets which have nothing. We have roundabouts at major intersections. WHY have you not planted trees on them already? I've been waiting for that for 20 years. We have nature strips that are under-utilised if planting "additional light greening" is desirable. With increased infill and resulting traffic, these measures will result in impeded traffic flow. Again - if traffic needs slowing down put a speed camera in the area for a while.
- ▶ Why not give consideration to the basic maintenance of footpaths & verges particularly in the Marden area before you waste ratepayers money on this!!!
- ▶ The advantage of Battams Road and Lambert Road is that they are wide enough to actually drive on without the difficulty experienced with narrow roads.
- ▶ No supportive of any. We brought in Lambert as it was a wide street, and we have boats and caravans and trailers that we are constantly reversing in and out of our property. Median

strips would stop this. With the addition to the cars that park on the street the street is not as wide as you think and adding a median strip does not benefit residence.

- ▶ We have a large boat and large caravan plus trailers that we reverse into our property and any median strip would make it nearly impossible to access our driveway.
- ▶ I live on Battams Road and appreciate that visitors can park safely outside my house. If the suggested measures are implemented parking will be less safe.
- ▶ I'm not sure how the residents of these streets would be able to turn right when leaving their houses or turn into their driveway from the right hand side of the road.
- ▶ Higher concern fixing and consider removing trees that are ant ridden, large branches dropping on people and homes. In addition older trees lifting pavements and that are also causing issues to housing gutters and encroaching on drains.
I would rather my council rates go towards making living in the area safe.
Priority should be on Stevens Tce creating better pedestrian islands options making it safer to walk or cycle across. Higher traffic volumes and increased speed as more cars try to cross at peak hr.
- ▶ See my earlier comments.
- ▶ Not supportive at all it would make my journey home to my house in Pollock avenue harder and all for any emergency vehicles that may need to enter Pollock avenue.

I would support a total closure of the Pollock avenue/ Broad street end as the best alternative. Making Pollock avenue a no through road. Over 95% of vehicles entering Pollock avenue off Battams road exit right on to Broad street to access the bus lane on Payneham road. This is very dangerous considering the amount of young children currently living in Pollock Avenue.

- ▶ Not needed.
- ▶ Anything that loses residents their on street parking seems really unfair if there are other options to slow down traffic. I looked at the picture options in the consultation document and feel some of them would reduce the on street parking more than the document indicates. In general, I think people buying into this area would know which are the main through roads, they're fairly obvious, I can't see why they would complain that they didn't know or were surprised by traffic! Any of the slowing measures would probably be fine, I've ticked the neutral box. But I just question whether any money needs to be spent at all I guess. I think the people concerned about this are going to potentially make life miserable for the River precinct people who face road closures, it will disproportionately impact us. I also noticed a tiny number of awareness posters in the area and none on the eastern side of lower Portrush rd who will also be heavily impacted by River and Beasley st closures. So the road closures are the part I'm most concerned about. Traffic slowing and calming measures I'm fine with if they don't take away parking.

- ▶ Pffffttttt. First world problems hey?!
- ▶ I like any greenery options!
Not sure what impact it will have on just re routing cars on to other streets and just creating issues elsewhere.
If you do just these two streets i think that will put pressure on other streets.
It seems like the big issue is dealing with the issue of flow on main roads. What is happening on that front?
- ▶ None make sense closing the access to Broad street from Pollock avenue and dix avenue would be better options.
- ▶ This measure will make the Lambert Road narrow and will create problems for ongoing traffic due to vehicles parked on the street.
- ▶ We have lived in Royston Park for over 20 years and use the surrounding streets on a regular basis and are unaware of the issues being raised. In my opinion there's nothing wrong with Battam and Lambert Roads....so why do they need to be fixed?
- ▶ Waste of money. Often planting become a visual hazard.
- ▶ I live in Ninth Avenue. The council narrowed and paved this street some years ago. The result is rat running is still high and now we have a narrower street that makes more noise. A straight route at 50Kph does not discourage rat running. I am not at all supportive of any of these measures. Options 2A and 2C are an absolute no.

If however, it is deemed that there is a need to

slow traffic, and it is ensured that both River St and Beasley Street remained open and accessible, I would partially favour option 2B for slowing traffic, and changing your proposal by only installing median tree islands on Battams Road at the corners of Beasley Street and River Streets and not all the ones that are proposed, as there are far too many proposed.

And as none of the streets suggested link to the other side of Lambert Road, that is 3rd, 4th, 5th, 7th and 8th Streets, there is not a flow through issue with these streets, so there should only be 2 median tree islands planted on Lambert Road at the corners of 4th and 7th avenues to assist with slowing down the traffic moving along Lambert Road.

The diagrams demonstrate absolute overkill with the amount of interventions suggested, and demonstrate this even on your diagrams that have the least amount of devices suggested, and this is without even considering the gross and ridiculous waste of money these suggestions would cost.

- ▶ We do not believe the median measures are needed. The reductions could be achieved by reducing to a 40km/h speed limit.
- ▶ I think they are better left as they are and allow parking on the sides of the streets which would be prevented if median strip is there.
- ▶ None, they all add to traffic problems plus help degrade road surfaces more quickly from roots and water run-off, than if they weren't there. Very few species survive in the harsh environment of roads. Planting trees

on roundabouts increases traffic accidents (example is two trees on roundabout at Winchester Street/ First Avenue) results in blind spots and more accidents. Costly to maintain trees with watering and pruning.

Comments for traffic speed calming options

Comments from respondents who selected 3A as a preferred option

- ▶ Roundabouts and islands to slow traffic.
- ▶ Personally I have seen roads with 3A and 3B to be very effective in many suburbs, I am actually more in favour and I have seen that it creates more greenery as well as improve stormwater situations too. 3B does not solve the issue of Lambert and Battams Rd being speeding roads Effectively it would be better to combine 2B with 3A that is a cost of \$1,220,000 as opposed to 3B which is a cost of \$1,575,000.
- ▶ Partial speed calming should be a good idea to explore. We would suggest one such installation be done along Battams Road just before going onto Ninth Ave and one more such installation along Ninth Ave just before turning into Battams Road.
- ▶ Perhaps as an older driver I don't need traffic speed calming but standard roundabouts seem to do the trick elsewhere and the road rules are generally well known. (if not observed!) With Plan 3B it looks like the planners were attempting to slow every car down as soon as they got out of first gear. Would be a painful journey for residents.
- ▶ 3B placing restrictions on unnecessary roads. 3A suitably restricts "rat runners".
- ▶ Puts a blight on the area.
- ▶ Most cost effective solution.
- ▶ Is there really a need for 2 traffic speed calming on Second and First Aves between Lambert and Battams. Perhaps 1 in this stretch and one adjacent East Adelaide School would better serve the community.
- ▶ We have not seen the reports which influence the options so it is a little difficult. As a local resident in First Ave Royston Park I think the full calming measures seem unnecessary and I only have anecdotal evidence of which streets are in greater need. Option 3A seems correct to me.
- ▶ Love the extra greening.
- ▶ I would favour 2B combined with 3A, or 2B plus additional roundabouts at intersections on the busiest streets.
- ▶ You have an option for speed calming at the end of tenth Avenue opposite the linear park, where Tenth Ave is at its narrowest point and where speed is reduced anyway because of a dip at the corner of tenth and Oakland's Ave. This would take away nearly all our street parking as well!
- ▶ I live on 9th Avenue and it has been inconvenient when on coming traffic is driving across into your part of the road and it doesn't slow them down ... I end up having to stop to avoid being side swiped!!
- ▶ Just as a local resident of Ninth Avenue, I would find it more cumbersome to drive around the area with the full traffic speed calming measure. The traffic would be calm but I would not be!
- ▶ As above, as a resident of Willow Bend these options would still allow us access to Lower Portrush Road with minimal disruption. I like the idea of partial calming and then full calming I'd deemed required.
- ▶ I'm not sure what this term means is it reducing the speed limit or a combination of all the measures implemented? I am certainly in favour of using speed controls such as humps and slow points roundabouts and islands to create a greener safer environment. Not sure that reducing the speed limit to 40 is necessary when other traffic control methods are implemented.
- ▶ No comment necessary.
- ▶ As above.
- ▶ Option 3A appears a good compromise and should "rat running" be an issue the additional measures indicated in Option 3B could be implemented.
- ▶ Option 3B is certainly not necessary with the view to Peak Hour volumes, it would be in my opinion a waste of ratepayers money for little gain. Some of the streets with moderate volumes eg Ninth Ave. Single Lane slow points are required in the main rat running streets but they will require a further speed control medium between these points such as speed humps or speed cushions. The speed cushions are apparently a more costly option however the speed calming as used in Divett St Trinity Gardens are most effective and less costly. Speed control is definitely required in River St prior to Broad St. Cars traverse the bend

prior to Broad St off Portrush Rd at speed and is frightening to cross at that point on foot. A slow point is also needed as shown in Broad St between Willow Bend & Addison Rd.

- ▶ Don't like any options.
- ▶ Partial calming is supported - but the full calming option is an overkill - out of proportion to the issue. From a personal perspective - we do not support a calming device in Tenth Avenue between Bide Street and Oakland Ave - as that stretch of road is already narrower than the rest of Tenth.
- ▶ But this is really based on my own wishes to be able to still travel freely through our suburb. If the residents of the streets who would benefit from full traffic speed calming prefer this option, I would be happy to support them. However, I do have a concern that if too many streets are difficult to navigate it will increase the traffic on Battams Road.
- ▶ Ridiculously expensive cost with little benefit. Having single lane slow points may also prevent local residents on River St from easily getting their vehicles in and out of their driveways (noting that the townhouses are very close together).
- ▶ I think traffic control devices should be limited to the streets with the most significant issues. The local area lacks high-impact traffic control devices, so any devices will 'stick out' and impact residential amenity. My experience is that road users tolerate devices in which driver behaviour is dictated by physical devices (i.e. humps, raised platforms, medians etc.) more so than devices

in which driver behaviour is influenced by other road users (i.e. slow points, localised narrowings) - people generally don't like to have to negotiate passage with other road users because this type of social interaction/transaction generates stress. Therefore, the types of devices proposed requires careful consideration and probably more detailed engagement with affected stakeholders.

- ▶ I think that option 3B here would be a disaster for Beasley Street as it would have the least restrictions on traffic into the street from Portrush Road of all other streets.
- ▶ I feel that the full traffic calming measures might be too much for the local residents. We definitely need the slow points on River Street though. And I would be happy for more landscaped buildouts if they were helpful in reducing speeds.
- ▶ While I see the value of these measures, as a resident of River St specifically, I oppose any measure which sees a reduction in on-street parking on my street as we already have a serious lack of this due to the poorly planned developments. If this could be done in such a way that parking was not affected, I support these measures.
- ▶ A lot of people speed through. Would be good to slow people down on River St especially.
- ▶ This is a much better option than closing River St. Less people would rat run as it would be slower and residents can still access lower Portrush
- ▶ This is complicated and needs more input and though as the images provided are

not accurate. Also to clarify some of these potential options are good but I do not like the amount of landscaped island on Broad Street, maybe consider less like nil at the top of Broad Street. There are enough issues and problems regarding residential parking on the top of Broad Street, with local business Staff, Medical Centre staff and Gym goers who park their cars at the top of Broad Street, and this makes it nearly impossible to park our own vehicle in front of our own homes. I do blame the Planning Dept for this issue as they are not adept to understand modern living and allowing people to build with multiple Garaging and driveway spaces. Having lived interstate I am somewhat embarrassed our current rules and planning ideals.

- ▶ Believe 3A is adequate enough.
- ▶ Not supportive of partial or full traffic calming measures. Residents bought into the area because of the wide tree lined streets and ample car parking outside their homes. Full or partial calming measures are visually intrusive and detract from the beauty of the street.
- ▶ 3A is the preferred option here. If the council deems there is sufficient problem that needs to be addressed, which is questionable based on information provided, at least this option addresses the main streets involved and would slow down cars. Option 3B is ridiculous to put traffic calming in almost all streets. Most streets in the area are quiet and only have local residents driving in them with no action required at all. The cost of this option is also too much.

- ▶ I would prefer some measures to deter people who don't live in the area from cutting through, but consideration **MUST** be given to existing residents (as a priority) and to not inconvenience them. I prefer 3A because it means that I will still be able to travel these roads without restriction however it will slow the traffic (hence doing the job), however, I fear that this solution will only bring more traffic down my road (Blanden Ave) via Broad Street, so if this option is given the go-ahead, I would prefer a single lane slow point is added to Blanden Ave, and also something on Broad to discourage the traffic that would have travelled these other roads that now being forced down my street. Again, as per my points above, whatever option you choose will only create more issues elsewhere, so perhaps 3B is the better option in this case, but this option is not convenient and feels like a punishment for local residents. Yes, please do something to deter and slow traffic from outside the areas, but not to the point where you create problems elsewhere and upset existing residents. Because I am sure you don't want people calling you several times a day, every day to complain about this.
- ▶ Speed restriction points are what's required, not road closures.
- ▶ Somewhat hesitant about the potential loss of on street parking though. That can be difficult at times.
- ▶ Lots of these streets shown in the traffic calming drawing have no RAT runners and 3B definitely is way over the top. I live in Hooking avenue, and it must be one of the quietest streets in the suburb.
- ▶ Cars are generally respectful of allowing access through between parked cars.
- ▶ Not a fan of either, as I have constantly seen bad driving on Nineth Ave as most drivers do not know where the left hand side of their car is and would prefer to hit another car, or dive up the curbsings, and the cars do not go slower, they speed to get "there first". Prefer 40km limits and more monitoring / camera's. Recently there has been a police presence and for the next week traffic was behaved. Most surrounding suburbs are now 40km in suburbia.
- ▶ Can this be partially combined with option IB?
- ▶ Would support is this only if they don't close off second Ave, River and Beasley St.
- ▶ Great inconvenience to local residences.
- ▶ 3A Would be the best option and only address residents who have raised this issue in the first place. Option 3B is ridiculous - not required - too costly.
- ▶ Have witnessed far too much reckless and dangerous driving as people take shortcuts down Second Avenue. From 8.00am to 8.40am there are young school children on bikes and walking to East Adelaide. Needs to be addressed.
- ▶ 3A is potentially ok, except the island looks like it is directly in front of our house (20 Beasley st). This would mean the likely loss of a good shade tree and loss of on-street car parks. We have elderly parents who would struggle to walk from a more distant park. The speed issues imo are overstated. Especially at peak times, the flows are not huge, and with double-sided on-street parking, it is common to have to stop to allow opposite direction traffic through. The addition of single lane chokes really is not required.
- ▶ Please do this instead of closing Beasley and River Streets!
- ▶ I think partial traffic speed calming would be the best method to slow speed overall.
- ▶ We are concerned about the high speeds of cars using our residential streets. It would be a considerable improvement if this was reduced.
- ▶ The majority of speeding cars are rat running. If we can eliminate the cars doing this then speed shouldn't be such a problem. Speed calming options will not work on Pollock Ave as it is already too narrow.
- ▶ With high density housing along River St, already too many cars parked on the street & significant safety issues, with low visibility at intersections, driveways etc. Additional street parking or alternatives required, rather than reduced parking.
- ▶ Partial traffic calming with 2 lane slow points/islands.
- ▶ Would make it extremely hard for trucks and busses to navigate the streets safely.
- ▶ Current speed limits are appropriate.
- ▶ Inconvenience to constantly stop and give way to oncoming cars.
- ▶ 3A or 3B could work but calming really needs to be done on Battams Road! We need a

roundabout at the intersection of First Avenue and Battams Road!

- ▶ 3A can improve safety of local residents living on the streets. Lower speed limit can deter some from doing rat runs. 3B is too aggressive and will be annoying for local residents when driving around the neighbourhood. We have enough roundabouts to slow down speed.
- ▶ I think is a great way to slow down the traffic and also not inhibit the residents ability to move around.
- ▶ Whatever you do, impacts the residents and that is not fair. Like the saying, throwing the baby out with the bath water. I think those who are happy with the plans, won't realise the mistake it will be, until it impacts them and then they will be sorry they made initial complaints. We don't want to become North Adelaide with their 'Not in my suburb' mentality with the closure of Park Terrace entrance except to buses. The residents have been impacted but there's no turning back and they're entrance into their own suburb is no longer. I also wasn't advised of this. No consultation at all. I only heard of this through a Neighbourhood forum. I'm sure my whole area was the same. That's unfair as many won't know so won't have a say.
- ▶ Installing full traffic calming measures along all streets indicated in the plan would again frustrate local residents without deterring rat running or have a great reductive effect on vehicle accidents.

Such measures have been proven in some LGA's to actually increase the level of accidents

& property damage post installation despite achieving speed reduction, due to cars misjudging traffic islands or suddenly braking to navigate traffic islands. Traffic islands installed often quickly become damaged by vehicles driving over them instead of around them, which requires greater ongoing council maintenance and detracts from street appeal.

In particular please consider the impact of installing such one way measures in Ninth Ave. which during December each year hosts the annual St. Peters Xmas Lights display. At the peak of this huge volumes of traffic travel the street each evening, the installation of restricting measures would have a significant negative affect on traffic flow and almost certainly cause accidents & community frustration during this period.

All that said these measures do generally have a positive impact on reducing the flow of heavy vehicles (large trucks, busses etc.) so I am somewhat supportive of this for certain streets including those proposed in 3A.

- ▶ I think this whole thing is a storm in a tea cup. I would rather see you spend energy negotiating with the state to improve arterial roads so that ppl dont gain as much by rat running. Plus If Council would stop letting 1 title blocks be turned into 3 residences, you'd not have such high level of traffic in the residential areas.
- ▶ People using these streets are often diverting because the major arterial routes are blocked. Stephens Terrace if often busy and Payneham Rd has heavy traffic. I have been a resident in

this area for over 20 years and I don't find traffic in the proposed block that significant.

- ▶ Landscaped buildouts would be beneficial on Lambert Road and Battams Road too in order to stop drivers veering into parking lanes to overtake / instead of slowing behind right turning traffic.
- ▶ Partial is likely to reduce non locals from 'rat running', while less imposition for local residents and visitors.
- ▶ 2 lane (not 1 lane) slow points. Additional parking required along River St. With new high density housing already too many cars parked on the street & significant safety issues, with low visibility at intersections, driveways etc.
- ▶ 3B is overkill as the side streets are not conducive of rat running or speeding.
- ▶ I think this calming is a cost effective way of redirecting traffic without affecting the local residents too much.
- ▶ 3A, partial traffic speed calming is strongly my preferred option overall, out of all the options presented. 3B, full traffic speed calming seem over the top! And would be particularly annoying for residents who have to travel through these streets frequently.
- ▶ Full calming is not an option. Ninth Avenue has been heavily modified. A single lane sow point opposite 104 Ninth Avenue severely restricts access for backing our caravan into our driveway. Access has already been restricted heavily with street plantings in front of our house.

Comments from respondents who selected 3B as a preferred option

- ▶ I believe 3A would only result in diversion of traffic onto 5th and 7th avenues, since these do not get any traffic calming measures under this proposal. Its unclear to me why traffic calming measures would be worthwhile on Oaklands, Hooking and Gilding avenues, since from the traffic volume and speed data presented no problem appears to exist on these streets. This makes sense since they are effectively 'roads to nowhere' and probably provide little utility for 'rat-running'. Hence I think an intermediate option (between 3A and 3B) could be useful - dispensing with the traffic calming on those roads and saving a few \$\$ relative to the cost of 3B.
- ▶ Speeding down Broad street is a serious problem at the moment. We have a park on the street as well, a kid is going to get killed crossing the road here someday.
- ▶ More greening opportunities and increased WSUD opportunities such as passive infiltration garden beds and raingardens due to the increased cooling benefits, increased amenity and increased flora and fauna biodiversity.
- ▶ Traffic at peak times is mostly one direction so slow points will have little effect.
- ▶ There are several streets where traffic calming is not required - Gilding, Oaklands, Hooking. Otherwise option 3B provides the best chance of reducing both traffic volume and speed. There also needs to be speed cushion or similar reduction measures in the section of River St

closest to Lower Portrush Rd. Similarly there needs to be a concrete centre strip in Broad St to stop cars cutting the corner into Addison Avenue. Cars regularly go round this corner at speed with all four wheels to the right of the centre line. Someone will get killed by a bus if this isn't stopped.

- ▶ Yes great idea.
- ▶ All of the proposals made above are excellent and thank you for putting real thought into solving this problem. The traffic conditions in Ninth Avenue are brilliant. The plantings are beautiful and the zig zagged nature of the road makes it impossible to speed. If Battams Road looked like Ninth Avenue, I'd be thrilled. And with the road closures, we would finally get some peace from speeding vehicles and loud motorbikes. And cars would stop racing across the Battams Road and First Avenue intersection, which has been so dangerous with so many near misses.
- ▶ Traffic calming on all streets will discourage the "rat running" and bring the streets back to the local community who are going to and from their homes.
- ▶ Traffic speed has been an ongoing problem for years. It's great to see the Council addressing this issue.
- ▶ These measures provide an increased risk to pedestrians given the visual obstructions
- ▶ In the last 40 years traffic has abated slightly probably due to baby-boomers aging but it is still a problem. Cars drive too fast and some are unnecessarily noisy. There is also a problem

of grey dust polluting the air and settling in residences.

- ▶ I think this is the best option but isnt going to reduce rat running that's the only issue.
- ▶ With the high density housing in River street no with over 100 houses, traffic needs to be heavily restricted or slowed down. Roundabouts would help significantly.
- ▶ Essential! Battams Road is an accident waiting to happen at present. I am very concerned by young children riding bikes, speeding cars (which is often). Poor lighting during winter on-day light savings. It's also difficult to reverse out from driveway at times due to speed. Thank you for these considerations and work!! It is much appreciated, I am hopeful solution/s pending final decisions will be swift & well received by the majority.
- ▶ 3A directs traffic down Dix Ave and others.
- ▶ I think these are good. Residents can cope with delays but rat runners may not (I hope).
- ▶ Parking tends not to be an issue in these areas, so is not a significant con.
- ▶ All measures to reduce through traffic and speeding will be beneficial.
- ▶ Extreme inconvenience for locals & in over 30 years, have not observed a particular problem with speeding in the local area. Furthermore, it will substantially increase traffic on Lambert Road, which is already a significant problem, rather than being defrayed throughout the suburb.

- ▶ I like the idea of traffic calming. I would like to see an option between 3A & 3B. Your costs difference between these two do not add up!
- ▶ Not applicable to my street and so I do not have an opinion - If changes to the proposed locations are made, I believe consultation is required again. I do note that greening is encouraged and will improve the value of the area. I also would prefer 3B as it would result in a more global approach to speed reduction in the area.
- ▶ Landscape buildouts are my preference for traffic calming. They're existing along River Street and 9th Avenue and provide great opportunities for WSUD and greening.
- ▶ Other Councils have successfully introduced calming. Prospect is showing the way. Unley bravely closed streets decades ago and it is now very popular and widely supported.
- ▶ I think this will decrease speeds whilst not affecting residents immensely.
- ▶ Something must be done to reduce the inevitable result in unnecessary accidents. Vehicles speed down Battams Road, taking corners and turning into side streets at ridiculously unsafe speed.
- ▶ If Beasley Street was blocked off at Portrush Road probably wouldnt need any speed calming, as traffic would not be coming through, only local residents. Battams Road needs speed humps between roundabouts. If Beasley Street remains open then a solution needs to be looked at to reduce speeding traffic.
- ▶ Although 3B is the most extensive option, I feel

it is the most effective one. Pros include overall traffic calming, least access restrictive for local residents and visitors, improved greening (area beautiful) and additional ongoing employment for gardeners.

- ▶ I feel it's so important to have traffic speed calming measures, as we constantly have motorists speeding on Broad Street - surprisingly there has not been an accident (to my knowledge) where anybody has been injured. However, there is much more speeding now and its getting worse.

Comments from respondents who did not select a preferred traffic calming option

- ▶ Traffic calmers are always an anathema to residents that must suffer them anytime they go out. Additionally, emergency vehicles have a difficult time with poorly designed ones. I have witnessed drivers "hoon" immediately after passing over one, even as the next is in sight. Where I to choose a place to buy, it would be a place that used alternative measures - such as outlined elsewhere in this study - and did not resort to these.
- ▶ Do not ruin Royston Park and Marden streets like you have done in Evandale.
- ▶ Don't devalue our area please. Look at Evandale and part of Maylands which are disappointing.
- ▶ 50kph is sufficient.
- ▶ If speed calming means speed humps, then the answer is not supportive.
- ▶ Don't know what this means. Perhaps a

terminology guide will allow us to make more educated responses.

- ▶ Why spend millions of dollars on measures that ruin the ambiance and visual of our streets when there are simple options like no right turns off Payneham road that can be as effective?
- ▶ I find it interesting that the council does want to treat the actual problem. The problem is the traffic flow on main roads and mass transit. You dont promote people using the main road area, but decide to discourage alternative use. If the main roads work efficiently, then there would be no need for 'rat running'. Also 31 'accidents' in 5 years. 6 a year, or 1 every two month. Wow that is a big problem.
- ▶ As per previous comments. I don't think that these treatments will be implemented due to both budget and community acceptance for these treatments.
- ▶ A mixture of both these options would be preferable, depending on each specific location.
- ▶ I am fully supportive of the partial but if this does not work then full traffic calming. I am of the strong opinion let us take the calming measures and planting trees on the median strips to try how it all goes before taking drastic measures.
- ▶ ""Traffic calming"" is a misnomer as it potentially increases driver stress. In locations where traffic speeds appear to be too high, a request should be made by council to SAPOL to conduct policing of excessive speed for a specific period to ensure compliance.
- ▶ There are already too many roundabouts which

slow down the traffic. Any further intervention is not required.

- ▶ As a resident of Pollock Avenue, I do not support either 3A or 3B traffic calming options as Pollock Avenue is a narrow, short street with trees already planted in it and limited street parking. I would like recommend a No Through Road at the end of Pollock Avenue at Broad Street. Statistically, as per your results, in comparison to other data it is a very high traffic and speed area for the length, gradient and width of the street. 546 cars at 46ks through Pollock Avenue is significantly dangerous in a narrow and short street with the majority of the cars ""rat running"" with little consideration to current residents. There is already limited parking due to the trees currently planted in the street(which I am in favour of) and in front of our property and the demographics of the street real estate sales indicate families are increasingly moving into the area. This would also suggest an increase in demand for parking availability in a Street that is already lacking in parking spaces. Making this a No Through Road would also significantly impact the rat running through other streets e.g. First Ave, which then go through Pollock and into Broad as evidenced in the numbers of Broad Street (albeit statistically narrow for the length of the street) A no through road is strategically a better and far cheaper option with Broad reaching benefits to other traffic management issues, as you can see Pollock Ave has far higher traffic numbers than traffic through Dix Avenue or Blanden Ave. Traffic speed calming would also create issues with emergency services as it is simply too narrow. There also needs to be better

lighting and the surfaces renewed and money spent on the existing tree spaces, it is a great little street with a real sense of community in it and the residents genuinely caring about Pollock Avenue.

- ▶ None
- ▶ Again I am only addressing this in Pollock Avenue, where this would obviously only reduce our current limited car parking. Also unnecessary convenience when entry or reversing from our home.
- ▶ My decision of being not supportive is directed at Pollock Avenue, I am strongly against having a single lane slow point anywhere on this street.
- ▶ Very concerned at the loss of car parking in Dix Avenue if 3B was approved, especially considering the council approved a 6 townhouse redevelopment with not enough car parking on site which will force residents to park on the street. Considering the angst this development has caused to current residents in the street, this proposal is definitely not supported
- ▶ Too costly. speed bumps is still my preferred option (to keep traffic going both ways).
- ▶ I think the installation of speed humps or chicanes would be more beneficial and less drastic than measures 1a and 1b.
- ▶ Can't see any advantages in either of these. I've lived in this area for over 50 yrs, & do realize there is a huge volume of traffic now, BUT why is it that it is the newest residents to the area that seem to be the ones complaining the most?
- ▶ This won't solve the problem. People will still rat

run through the avenues.

- ▶ "Traffic calming" is one of the great oxymorons of contemporary life. Negotiating excessively steep speed bumps, chicanes and reduced access single lanes in the middle of two way streets, and vision blocking garden beds is not "calming" for any driver. Neither is being forced into a traffic jam on a main road because all other options you had for going home or to the local shops have been blocked off because a handful of people don't like traffic in their street. We have one of the best suburbs in Adelaide with our long straight wide roads. Please do not waste our rates to mess it up.
- ▶ nil
- ▶ Not sure what you mean by this. Do you mean speed humps or a reduction of the speed limit?
- ▶ I believe traffic will continue to use rat runs as the major roads needs to be upgraded if there was an underpass at the top of Lower Portrush to Portrush Road this would allow traffic to move but traffic lights and no turning right at times at the lights outside Marden shopping centre where the roads meet, will become more and more congested as sheer weight or traffic and lorries using this route it is a bigger problem long term but people just want the traffic to flow and I believe they will continue to use the rat runs regardless of roundabouts etc.
- ▶ No need for this.
- ▶ Both of these have too much impact on local residents. I am not concerned about 'rat runners'. There are other ways of slowing traffic such as more speed cameras in the area. What

- about a few 50 signs or painted 50 on the road. Could also issue residents with stickers that say 50 for sticking on their bins.
- ▶ I have no preferred approach to traffic speed calming as I can once again only see inconvenience to the local residents of this street, particularly if the traffic island is outside your house making it difficult if not impossible to tow a trailer or caravan into your yard. It will also decrease parking spaces as some residents already are restricted with bus zones.
 - ▶ Both options are a need jerk reaction and not required. I have been transiting this area for 20 years and the only impactful running is to Beasley street from the soccer area with exuberant youth or their supporters. This very focused issue and not really a issue. I have not witnessed any excessive rat racing since the Road transport department moved out of the Walkerville site.
 - ▶ I don't wait these calming measures. My address means one will be located right outside my house stopping on street parking and possibly taking my tree on my verge. We have many cars parked on the street that do serve to slow traffic especially in the afternoon.
 - ▶ Use Speed cameras like other areas do. I worked in Traffic for 25 Years and there are options to control speeders in council streets, Your traffic department should know those legislation's and not simply put forward knee jerk actions to closing off roads as part of that control."
 - ▶ i dont want to be slowed down driving along 6th Ave.
 - ▶ Not supportive of either I believe the best option is to permanently close the end of Pollock avenue to Broad street and make Pollock avenue a No through road residents only, there is little room for more than 1 car to travel in both directions due to trees planted on road and lack of parking this would only make it worse for residents of Pollock avenue. Making the road no through and local residents only would reduce the cost significantly and make the street much safer for the current residents that have children.
 - ▶ Not needed.
 - ▶ We live in Joslin and do not experience out of control speeding in our streets or surrounding areas
 - ▶ I would say that the majority of speeding cars are rat running. If we can reduce the number of cars rat running the speed issue may decrease. Traffic calming on Pollock Avenue would not work as the street is already narrow and not much parking.
 - ▶ I am totally opposed to any of these options. Having lived in the Unley Council area for 25 years, the inconvenience is ultimately to the local resident. These ridiculous impediments would have a negative impact on our beautiful streets.
 - ▶ I am totally opposed to these measures. Having previously lived in Unley Park, the measures cause significant embarrassment with drivers approaching from opposite directions, cyclists and vehicles approaching the constriction point at the same time - refer to Wood Street, Millswood/Unley Park.
 - ▶ Roundabouts over humps. Humps ruin suspension for local residents.
 - ▶ I like any greenery options! Would like to see it down equally - so that some streets dont end up as targets because they dont have the same 'calming' measures. It seems like the big issue is dealing with the issue of flow on main roads. What is happening on that front?
 - ▶ Pollock Avenue already one way only due to trees planted on road calming measures would make parking and travel worse. Closing Pollock avenue to Broad street would assist more and be less invasive for residents of Pollock Avenue.
 - ▶ Pollock Ave is already a narrow road with trees planted on the road We only can park on one side due to landscaped island now
 - ▶ Pollock Avenue has limited parking and is one way at times due to trees planted on the road.
 - ▶ Restricted parking in Pollock Avenue already.
 - ▶ Pollock Avenue is already restricted enough.
 - ▶ I see the overwhelming outcome of this measure to be inconvenience to local residents... All for ""speed reduction"" which itself I see as a Con. From the Tonkin Report: ""From the data set listed above it is clear, at the holistic level, that all roads in the study area have traffic volumes commensurate with their intended function."" I really don't see a problem that needs solving especially when the proposed solutions come at such great cost to residents. I personally don't see ""reduction in traffic

speed”” as a Pro but rather a Con, for obvious reasons. I don’t think it is fair to count it as a Pro as it simply is not the case.

Cons for all of the slowing measures (that should be mentioned) include:

Car additional noise from accelerating after roundabout / slow point

Car additional brake wear and fuel consumption from braking at slow points”

- ▶ Only on Beasley street as suggested above.
- ▶ The changes to Ninth Avenue in this proposal just don’t make sense. The traffic study (the first diagram) already shows that Ninth is a preferred route for rat runners yet the proposal is to make Ninth the easiest to navigate.

Ninth Avenue gives traffic a straight through path between Battams Rd and Stephen Tce, unlike Tenth, Seventh and Fifth. This is no doubt why Ninth carries more traffic, it’s quicker, the cars travel at higher average speed on Ninth because there are no ‘T’ sections to stop at. If Tenth, Seventh and Fifth Avenues warrant single-lane slow points so does Ninth, it carries more cars travelling faster.

Also the side streets adjoining Ninth are proposed to contain no restrictions at all while single-lane slow points are proposed on all the side streets between Seventh and Six, Six and Fifth, Fifth and Third. The traffic transiting to Ninth via the side streets needs be slowed just the same?

No, this proposal as it stands will make Ninth a preferred route for traffic, faster to get to and faster to travel on, the path of least inconvenience. Ninth Avenue must not be the exception but instead given the same consideration as Tenth,

Seventh, and Fifth, with single-lane slow points installed both along it and in all the side streets adjoining it.

- ▶ The installation of these traffic calming options is unnecessary and a waste of rate payers money! A round about at the intersection of River Street and Tippet Street would slow the flow of traffic. It would be an opportunity ato remove the existing traffic calming features and improve the storm water management on River Street. The current design results in water backing up and flooding the footpath on the western side of River Street.
- ▶ I am not supportive of either forms of speed calming proposed as there are too many of them.

I am absolutely opposed to the 3B option as there are a ridiculous amount of devices proposed and it would cost a gross sum of money as well and it would create the most ridiculous blocking of virtually all our streets.

There is absolutely NO need for ANY calming devices in Grivell Road as it is a very quiet street with NO traffic issues whatsoever. There are also too many calming devices proposed in 3A as well.

If there is any need to calm the traffic, there should be less of the devices than what is proposed, and the slow points need to be two lane slow points and not single lane slow points.

The only places the two lane slow points may be useful are on 1st and 2nd Avenues and River Street and there should be none on Broad Street or Pollock Avenue

The proposed landscaped buildouts in 3A do not

have a photograph or diagram in the proposal so we don’t even know what they are, what they look like or what we would be agreeing to, which is very unhelpful when we are trying to suggest what is best for our area.

In the proposal of 3A there are landscaped islands in River Street, Addison Avenue, Beasley Street, 6th Avenue and in 1st and 2nd Avenues. If we need some traffic calming and to slow traffic down, then they are in suitable positions for this.

Instead of landscaped buildouts on Broad Street and Beasley Street there should be landscaped islands put there instead.

Apart from a couple of two lane slow points and the landscaped islands I have pinpointed above, all of the rest of these options would create too much of a bottle neck in too many streets in my area and would create a great deal of limitation when exiting and entering my street and suburb and add significant time to my commute every time I wished to leave or return to my street and area, no matter where I was going or in which direction I was going.

- ▶ There are already issues for locals with parking space. Why would you increase this problem because “”others”” are entering our space? Pollock Ave is already a tight street and one has to stop to give way to traffic coming in the opposite direction. Any more congestion would not be recommended as your solution to “”rat Running”” would cause bigger problems overall
- ▶ It is safer of the speed is the same for all streets - prevents changing and forgetting to slow down when necessary.

Would you support the introduction of a 40km/h speed

Comments from respondents who were 'very supportive'

- ▶ As a long-term local resident who has walked my baby in a pram and witnessed two motor vehicles drag racing their down Battams Road in Broad daylight, (who may I add saw me and did not care about possibly crashing into me as a pedestrian), I would say that these two roads are extremely dangerous when it is off-peak as well.

Instead of reducing the amount of traffic may you consider the actual needs and ways to have their speeds reduced? Have you considered a 40 km/h zone like Stepney and Maylands and Unley? Have you considered temporary speed bumps or dips along both parallel roads Lambert and Battams, would that be more cost effective?

Have you considered adding increased lighting on these roads and possibly CCTV to make it safer for residents? If that is also another concern, I would say First and Second Avenues are very dark!

Have you considered to lobby for a widening of Payneham Rd/Portrush Rd intersection like Magill Rd/Portrush Rd so that people would less likely Rat Track and improve the flow of traffic, since clearly that is the main reason why people choose our streets to drive through during peak hour.

Have you possibly considered lobbying to move the traffic lights along Lower Portrush Rd to the intersection of Beasley Rd to manage the flow of traffic and making it a low speed zone when entering the suburb? (There is a traffic light in Vale Park- Lower Portrush Rd, where this helps manage the flow of traffic and therefore slows traffic entering too). I have seen poor buses sit and wait for ages to be able to turn into Beasley St, or motorists waiting for ages to be able to turn right (South) from Beasley St onto Lower Portrush Rd. I am concerned about the amount of crashes there are at that Marden intersection.

If you look at similar suburbs where these approaches have been taken (e.g. Collinswood, Brompton, Walkerville, Unley), you may find that the best things that do work are speed calming restrictions and speed limits, not road closures nor islands. Be very weary of reducing the amount of car parking zones too because residents will not be happy about that.

Thank you for having the time to read my concerns and comments, I really appreciate the help you are considering for our suburbs.

- ▶ Keeping speeds down, with traffic calming measures to assist with enforcement, would discourage rat-running and have little impact on the travel time of local residents getting in and out of the area.
- ▶ This may also decrease overall speeds - as a cyclist, walker and driver speeds in some streets are closer to 60+km by many drivers.

Question: I am just wondering what happened to the previous designs for Battams Road etc that money was spent on 10 or so years ago - was that wasted? Cheers.

- ▶ Please do not close River Street and Beasley Street.
- ▶ Speed limit of 40km/hr in addition to traffic calming devices in Beasley & River Streets is a much better option than complete road closures.
- ▶ Strongly support measures that reduce the traffic speed through the area rather than traffic volumes and allow for more greening opportunities.

The majority of streets in the area are extremely wide and could be significantly narrowed while still maintaining parking and access through the area.

- ▶ Only if the speed limit is enforced with regular monitoring and expiation notices. The current 50 kph limit is regularly ignored by a significant proportion of drivers, particularly in the first section of River St around the blind corner at Broad St.

It's very dangerous to cross the road at that corner due to the speed of oncoming traffic and the difficulty in seeing traffic until you have started to cross the road.

A roundabout at that corner combined with speed limiting of traffic coming from Lower Portrush Rd would significantly improve safety.

- ▶ The streets are generally wide and enticing to travel above 50km/h.
- ▶ Yes also a great idea. I have lived in that area

of Marden and also Royston Park. I think it is a great idea to discourage rat running but closing roads will make life more difficult for residents and dangerous for neighbouring residents also. I would implore someone to use some brain power and not close roads but slowing people down and using other ideas to stop people rat running would be much better for residents!

- ▶ You need to check the speeding cars on Broad street as it is crazy during the day
 - ▶ This is such a great proposal, thank you to all involved. I really hope that it is all implemented. I love living in Royston Park but in recent years the traffic and speeding has made this area pretty dangerous with drivers trying to beat the traffic lights at the Marden Shopping intersection and the like. But it would also really bring in the bird life and make it so beautiful. It's a lovely area and this would make it even better, thank you.
 - ▶ As a resident on second Ave is with children at East Adelaide it is imperative that these rat runners are stopped. Not calmed but stopped - it is dangerous the speed they travel at through our streets and simply adding in calming measures will only make it more dangerous as it will not deter.
 - ▶ Overall, probably my preferred option but needs significant amount of signage throughout the area to remind drivers and ongoing enforcement of the speed limit especially when being established. Re ""optional"" email address registration below - it's not optional!!
- There are some other very important items

required which are concrete delineation controls at lCorner of River St & Portrush Rd.....the corner is so wide in busy times it is dangerous.

2 Corner of River St & Broad St.....cars over run the LH lane to the other side lane at speed when turning left off River St into Broad St.

3 At the intersection of Broad St and Addison Rd as most vehicles cut the corner. Only in Broad St prior to the intersection so as not to interfere with Bus route. More of this, less Garden beds that are costly with little traffic control. The Priority is Speeding Traffic and Peak Hour Rat Running and being considerate of Council funds."

- ▶ I support permanent speed reduction measures.
- ▶ "Yes, this is the best option for the precinct then once this has been implemented revisit speed issues and only target those roads where speed limit cannot address the speed issues.

Develop a road hierarchy and manage flow along those routes.

Also where is DIT in this discussion. Upgrades to Payneham and Portrush Road intersections should be considered in this planning. People who ratrun do so because the adjacent arterial roads are not functioning well. This needs to be integral to any traffic management plan.

Similarly, intensification of development in Royston park and Marden areas leads to increases in local traffic, this needs to be balanced between councils planning and traffic priorities.

- ▶ Drivers need to be more considerate of people living in the area. Fast driving could result in crashing into a home - the noise of some cars

vibrates through the house - and especially loud unnecessary motor bikers which can be heard from streets away act in a very inconsiderate manner.

- ▶ I'm disappointed that to submit this feedback I'm asked to provide my contact details which signs up for an electronic version of a newsletter I already receive as a ratepayer - is the council not intending to provide feedback to interested parties who have genuine concerns without spamming us with marketing? Please remove the word 'optional' from the text box, as I was unable to submit my response until it was filled in.
- ▶ I would like the Council to consider improving bicycle access between Beasley Street and the Lower Portrush Road PAC. Currently, bikes track over dolomite and narrow paths obstructed by shrubs to access the PAC. The full width of the Beasley Street western path should be sealed and shrubs removed to widen the Lower Portrush Road path that links to the PAC. This is very difficult to negotiate in my cargo bike and impossible to pass pedestrians and cyclists approaching from the opposite direction. I'm confident that NPSP staff have this in mind, but any consideration of traffic control for motor vehicle traffic should include consideration for maintaining or improving bicycle access.
- ▶ Definitely reduce speeds and how about some cameras to pick up speeding.
- ▶ We 100% need to reduce the speed limit to 40kn/h in the neighborhood. 50km/h is entirely too fast for a purely residential area with kids

- playing and biking.
- ▶ As above. I've only see a speed camera monitored by police once in 17 years. New safer habits will abound due to these measures.
 - ▶ Having just returned from far north Queensland, I was pleasantly surprised by the electronic speed detectors that they utilise up there as a speeding deterrent but also a positive reinforcer of following the speed limit. Similar to the portable units they are using at the Vic Park Covid testing site but permanently installed. I don't know why they aren't used here. Putting a real-time speed detecting sign that advises road users if they are above (red) or at or below (green) the speed limit would be more effective a street like River St than any of the proposed ideas. They would also have the least impact on street design and cause no disruption to residents.
 - ▶ Yes along River St people speed all the time.
 - ▶ Good idea.
 - ▶ I am also interested to know if there is any progress in renaming this area of Marden Royston Gardens? These traffic issues seem to be more aligned with St Peters/Royston Park local area and although I support a reduction in speed on the St Peters/Royston Park/Marden side I'm feel I am unable to have an informed position about speed restrictions in other parts of Marden. Now seems a good time to progress the name change.
 - ▶ Speed humps along Grigg Street as a lot of vehicles speeding. Speed cameras are highly recommended to reduce the speeding vehicles.
 - ▶ As parent of a young child I am aware of the problems and glad traffic data has validated that there is a problem. I would support the most effective solution to reduce rat-running on River St.
 - ▶ If drivers won't do 50km/hr not sure that 40 is the answer. Police will not set up radars in the residential areas. Have requested it numerous times.
 - ▶ Closing Ascot Avenue into Marden is a total inconvenience when simple speed restrictions to slow down the speed of people short cutting through would be a far better and safer way of controlling the situation.
 - ▶ Focus should be on slower traffic speed not traffic volume.
 - ▶ It would appear that only a very small area has been targeted in this survey. Surely a lot of problems stem from the traffic light control at the Marden, Payneham/port rush rd intersection? Also why weren't all residents that pay rates/property owners sent out/contacted about this survey???I only found out about this survey by accident!!!!
 - ▶ Yes, that would help the issue.
 - ▶ Yes please!!!
 - ▶ AS above. Also I was told at the Royston Cafe met that streets like Battam and Lambert have to have other measures before 40km could be introduce. This is not correct as we went to the Maylands Hotel that night and the main street that we drove on was 40km and it was as e=wide as Battams or Lambert.
 - ▶ I moved into the avenues because of the location and accessibility to all areas. Please don't close off River, Beasley or second Ave. Please don't. If DPTI would upgrade the Payneham and Lower Portrush Road intersection to have 2 turn right lanes. Less people would use the cut through.
Another option is to have a no turn right into River and Beasley during the morning peak times 7-9.
Thank you giving us a chance to share views. “
 - ▶ This needs to be in addition to speed calming options.
 - ▶ 40kms is a definitely effective means. Great for school slow downs and as Unley, Kent town and other areas has been effective in my personal experience in transiting extensively through these areas. There is no speed up and slow down increase noise as will happen with the slow points unnecessarily proposed. this would remove any potential extra environmental.
 - ▶ I think starting with a less dramatic traffic change would help to slow traffic and divert rat runners.
 - ▶ In addition to the rat running, we've noticed a huge increase in Second Ave traffic on school mornings. This occurs between 8AM and 9AM and again in the afternoons. Unfortunately, few school children ride to school. Traffic calming, especially on Second Ave, will make it safer for children to ride to school. Second Ave is supposed to be a cycle route but at present it has no specific cycle lanes, signage, etc
 - ▶ A very good measure and would support.

- ▶ Will provide some effective safety control which is much needed.
- ▶ “I believe that blocking off River and Beasley Streets will make traffic congestion worse for us than it is now on Pollock Av.
- ▶ Ideally I would like Pollock Ave to be completely blocked off at Broad St.”
- ▶ Closing off Pollock Avenue at Broad street end.
- ▶ Very much so, 40 km would help, although these type of speeding drivers would not take any notice of speed restrictions anyway.
- ▶ “The traffic in my area (Marden) is not a major concern but i would however like it reduced 25 to 30% if practically possible. Introducing a 40km speed limit would be a very good start, especially along River st, Sixth Ave, Battams Rd, Addision Ave, Broad St, Lambert St.
- ▶ The streets are very wide throughout this area which makes speed calming a good idea. I assume speed humps are a part of this?
- ▶ Blocking off streets is NOT an option. It is totally unfair to the local residents.
- ▶ A good start (and cheap) would be to introduce 40km speed limit and assess the traffic flow from there.”
- ▶ Good luck with that they speed down and up Pollock all the time. Young children in st very dangerous.
- ▶ The closure of Beasley and Rivers streets is idiotic. Instead why not make it illegal to turn right into these streets (from Lower Portrush Road) in the early morning peak hour time.

If change must happen then the logical thing to do is to impose a 40 km/h speed limit. Surely this makes more sense. Also it would cost council very little expense.

- ▶ Hi Team, great to see these options explored and hopefully you receive productive feedback!
- ▶ Cars speed through the neighbourhood. We need 40 km/hour and enforcement. Any chance that Council could discuss with SAPOL to get speed limits enforced? Supportive of 40km but there is no policing of the 50km now so can't see any improved benefits of reducing speed.
- ▶ As long as the speeds were monitored.
- ▶ It would seem the first approach to the problem is to apply a 40km/h speed limit for the whole area bounded by Stephen Tce, Payneham Rd, Lower Portrush Rd and the River plus effective policing.

40km/h would not inconvenience local residents to any extent. The “natural “ speed on these roads in many instances is already below 50.

- ▶ In a previous survey on this issue, I made the comment that there didn't seem to be a lot of point in reducing the speed limit to 40kph when the current 50kph doesn't appear to be policed. However, now that some of these other more extreme measures are being considered, as a first step I would definitely prefer to see a reduction in speed limit to 40kph, with regular monitoring by speed cameras. So called 'rat running' is not as much of an issue for me as

speeding 'hoon' drivers at any hour of the day.

A final thought is that, if this initiative is successful in removing traffic from Marden & Royston Park streets and instead redirects it to Payneham Road, who then deals with the issue of traffic on Payneham Road, which is already at capacity from mid afternoon?

- ▶ 40 k/m limit a good idea, but doesn't stop 'idiots' as the Polic cannot monitor this due to lack of time or manpower in our local area. Other measures needed to reduce speed.
- ▶ 1 Installation of traffic lights at Sixth Avenue/ Stephens Terrace with right turn around. 2 Permanent right turn arrow during all hours particularly peak hours at Marden/Payneham intersection. 3 40 km/h in all streets apart from main arterial roads. 4 As a last resort install speed bumps strategically placed. No other full road closures!

Comments from respondents who were 'somewhat supportive'

- ▶ This traffic study has not presented enough information to make an informed decision. For example: 1) Of the “crashes” what was the exact cause of the crash? How does it compare to other areas of similar street geography with/without such traffic control measures? 2) The statistic for “rat running” appears hardly significant compared to the total volume of cars using those roads. In this case are these very expensive solutions looking for a non-issue to address? Finally, might I make a suggestion to reduce speeding: more speed limit signs.

Cheaper than any option presented and for most drivers, quite effective.

- ▶ Please improve cycling infrastructure when you make these changes. It's very dangerous cycling in this area without proper markings in roads. My son was car doored outside the primary school.
- ▶ I suspect a 40kmph speed restriction would probably reduce rat runners, or at least make them less noisy and dangerous, which is the major issue, and would be the cheapest and safest solution overall, perhaps combined with some planting and traffic calming measures, without causing undue and major inconvenience to local residents by blocking off River st, Beasley st or Salisbury Ave.
- ▶ "The speed limit plays no factor for some drivers. I live on Sixth Ave, where 70+km/h is not uncommon, and I have witnessed many instances of 100+km/h speeds. I am disgusted by some of the behaviour I've seen on what is a residential street; it is only a matter of time until a family car reverses out in front of one of these selfish individuals.
- ▶ I understand that people use the road as a cut through, and there's nothing I can do about that. But many aren't satisfied with simply beating the traffic, they use it as an opportunity to speed and save even more time.
- ▶ I have contacted the police on two occasions, and from what I can tell they've done nothing about it, even though the street is clearly wide enough to safely implement enforcement measures.

- ▶ Please do something about this.
- ▶ Does not stop those drivers who speed anyway, but may discourage some.
- ▶ Don't use these locations so can't comment.
- ▶ Reducing the speed limit in itself is not a suitable option without implementing the other physical speed reduction measures such as roundabouts and humps and median strips. One could also consider zebra pedestrian crossings so cars give way to pedestrians. I also consider that traffic lights should be installed at Sixth Avenue Stephens Terrace intersection so buses can traverse safely through that intersection.
- ▶ If the Traffic calming is consistent throughout the avenues, then a speed restriction will not be required as it would be almost impossible to gain speed above 40-50km/h.
- ▶ In most cases 50kph on the bigger streets is reasonable (eg Sixth Avenue and Ninth Avenue), but 40 kph is more sensible in the smaller side streets.
- ▶ "rat running" appears to be a deficiency in the main road system and in this case clearly the Payneham Road and Portrush Road intersection. Have any consideration been given to upgrading the main road network to better cope with the traffic?
- ▶ Road closures of River Street and Beasley Street (Option IA) are strongly opposed on the basis of increase risk to enter the area via Battams Road from Payneham Road which has no designated right hand turning bays. This will likely result in increased crashed and serious injury crashes as

a result of blocking a lane of Payneham Road city bound. As a result it is highly likely a right hand turn onto Battams Rd from Payneham Rd would be prohibited further compounding the access issue and shifting the problem to few access routes.

- ▶ "Not for the bus routes. Who will police this?"
- ▶ 50 is fine although cars do zoom past our house. Hopefully speed calming measures would be enough but I wouldn't oppose a 40 km speed limit if the other measures are not enough.
- ▶ When implementing this new limit, execute a police blitz on speeders in the area initially to strongly encourage the road users to adhere to the speed limit.
- ▶ Spending over a million dollars to appease a few disgruntled residents who hate traffic and never need to drive anywhere is not a good use of the rates we pay. This is outright wasteful.
- ▶ "Would rather that than other roads closed .

Its no wonder people take short cuts. to dodge the heavy traffic on Payneham Rd. The green arrow needs to be on at Payneham Rd, Portrush Rd intersection. at the times of 4-6pm instead of being off. The worst time of the day to attempt to turn right. into Portrush Road.

So instead most of us avoid turning right there and do other short cutes. I realise this isn't the area you are looking at, but wonder if it has an impact.

- ▶ Attended the consultation at Royston Park Cafe which was a total waste of time. Most people there had no idea what was going on, didn't drive, and were there for an outing. They weren't prepared. There was no presentation from Council and even the Councillors that were present lacked knowledge on what was planned. Why couldn't it be done properly at the Council chambers or a local hall instead of sticking plans on the cafe window. All in all very unprofessional and gives me no confidence that what will be decided upon will be successful in achieving a worthwhile outcome. The main problem is cars SPEEDING, and cutting corners, especially along River Street, Broad Street and Addison Road. A step in the right direction would be to have a solid median strip at the River Street end of Broad Street and a wider, possibly triangular one at the intersection of River and Lower Portrush. Road closures are a desperate last resort.
- ▶ Yes these has some merit to the 40km zone, but only if it is enforced, I see local rat runner driving down the lane behind the TAB, Medical Centre & Barnacle Bills, I have been nearly run down on several occasions walking to the back of my elderly neighbours home to assist them & this is a no through Road! I would also like to make a point that it would of been appreciated to have had more notice to attend the drop-in session, as I only received the card in the mail 4 working days prior. I have also making a note one of my properties did not receive card at all?
- ▶ I strongly believe that this is an over reaction. Car speeds in the area are not that bad with most streets showing an average under the 50km limit. Some streets do have extra traffic however this would only be for perhaps a 30 minute period each working morning and night. The council has agreed to put hundreds of extra residents around the River Street area and they have purchased their houses freely knowing this - they can not complain about traffic. Wouldn't the developer have addressed this with council and agreed as part of the council approval? Council funds should be better used to improve all footpaths, many of which are still dangerous, and also to improve street lighting.
- ▶ In narrow streets only or highly lines street where parking restricts two way traffic. People will likely still speed.
- ▶ Hello, I live on Pollock Avenue and have been working from home for close to 6 years now. I notice a couple of extra cars driving down our street in the early morning on weekdays headed in the city direction - I have never thought of this to be a problem. For a couple of hours in the afternoon on weekdays (during peak), there are cars headed in the opposite direction out of the city, I would say a few more cars in the afternoon than in the morning. Outside of these times and on weekends the street is very quiet. I am undecided on whether the traffic management options are necessary.
- ▶ I am supportive of a 40km/h speed limit in Marden. However I think that Royston Park should remain 50km/h as the streets are wider, and there is enough room for two cars to drive through even where there are parked cars on either sides.
- ▶ In the time I have been living here I have noticed a growing problem with the Payneham Road/ Lower Portrush Road intersection, in particular Payneham Road headed out of the city and before the intersection (the highlighted section on your map), especially in afternoon peak. The traffic is very heavy and is backed up along Payneham Road starting from Lambert Road (sometimes from Stephen Terrace) all the way to the intersection. If there was a better flow of traffic along this section of Payneham Road then there wouldn't be any need to 'rat run'.
- ▶ I think that creating full road closures on both River Street and Beasley Street would be potentially disastrous(!) as it would direct thousands of cars to the Battams Road & Payneham Road intersection. The entry into Battams Road from Payneham Road (heading towards the city) would need updating as currently there is no turning lane, anyone turning into Battams from Payneham is blocking a full lane of Payneham Road traffic. If River/Beasley Streets are blocked then this line up of traffic wanting to enter into Battams would undoubtedly be backed up through the intersection. Also, while there is a keep clear zone there, I have never felt safe turning right onto Payneham Road from Battams.
- ▶ The turning right lane at the intersection on Payneham Road turning onto Portrush Road should be made longer and there should be green arrows/longer green arrows. We have personally sat there through many sets of lights in the mornings trying to do the school drop off as only one car is able to sneak through at the

end of each set. I understand why many people would drive (rat run) out onto Lower Portrush Road at River or Beasley Streets in order to go straight over Payneham Road as it is extremely difficult to turn right onto Portrush Rd from Payneham Rd.

- ▶ One more point, bus stop 12 on Payneham Rd (both East and West sides) was moved. This, in particular the west side stop, has caused more problems with the flow of traffic on Payneham Rd. The bus stop was originally in front of the East Adelaide Healthcare Centre at 337 Payneham Rd, where there is a third lane (bus lane/turning left lane) – when a bus pulled into that original stop it would not be blocking either of the two lanes of traffic on Payneham Rd. Now, the bus stop is in front of the Payneham Tavern at 319 Payneham Rd, where when it stops it blocks a full lane of traffic and Payneham Rd is reduced to only 1 lane. Admittedly I was really disappointed with this change, I assume there must be a reason for it but I find that it doesn't make any sense in regards to the flow of traffic on Payneham Rd.
- ▶ I am very appreciative of the effort gone into the 'traffic management options' however I am genuinely worried that they will do nothing to solve the real problem (Payneham Road) and by directing more cars onto Payneham Road it will actually create an even bigger problem. I wasn't able to attend the initial meeting on 12 April but really like for there to be another opportunity for a second meeting.
- ▶ No turning right at peak times into River St or Beasley Street might help to stop the rat

runs times the other times of the day are not a problem.

- ▶ I believe significantly reducing traffic through the avenues is more important than reducing the speed of the traffic.
- ▶ I agree traffic is very busy in the early morning and evening but I live on Battams Road and it is wide enough to cope with the traffic.
- ▶ Most residential streets are quiet with no action required. Funds are better spent improving street lighting which is mostly very dark.
- ▶ "I support efforts to slow traffic and discourage non-residents from driving in the area. I do not support measures that would force residents onto main roads, such as the closures of River and Beasley Streets. Improving the Portrush Rd x Payneham Rd intersection (particularly the ability to turn right) would also help.
- ▶ It is also important to recognise that there is a school with over 700 students in the area. There will be non-residents driving in these streets to access East Adelaide School."
- ▶ "Rat Runners won't want to go 40km/h, so if that's what I need to do as a resident to prevent Beasley and River Street closures, then yes.
- ▶ It is such a lovely area, I don't want to hate my drive home every day if you close River and Beasley to Residents (can we have permits?).
- ▶ Will be good if someone police's the speed limit - in my 15 years living in the area I have not seen a speed camera but have seen some ridiculous speeds up 1st / 2nd Avenue and along Battams Road.

- ▶ Some arterial streets may not need a 40km speed limit. What will be difficult with mixed speed limits is the awareness to drivers and confusion it may cause, resulting in unnecessary fines.
- ▶ "I would support this option in lieu of all the other options with the exception of blocking off Beasley Street and River Street.
- ▶ Note: I did not become aware of this survey until quite recently and I am concerned that this survey was not made known to residents of Joslin and St Peters. None of our neighbors had heard anything about this survey, yet our street is potentially seriously affected by the outcome.
- ▶ The boxes below only relate to Marden/Royston Park residents, why?
- ▶ I would be happy with this if it is in lieu of the various suggested options other than option 1A.
- ▶ "If there are local residents concerned with speeding and/ or 'rat running' rather than being re-active and trying to stop it, lets be more pro-active and look at what's causing it...

Payneham Road. Fix that.

I don't think removing the alternative routes that commuters utilize is going to make the excessive congestion on Payneham Any better.

I don't believe closing roads/ restricting residents safe exit routes/ removing emergency vehicle access is an effective solution. Has anyone considered this?!"

- ▶ "No consideration appears to have been given

to mobility scooter use. Footpaths in the NPSP area are not good/safe for scooter use. They are uneven, bumpy and slope at quite steep angles in some areas. Angles to access road to footpath need to be gentle.

- ▶ Being able to use bike lanes would help although that might require discussion/education between cyclist and mobility scooter users and the general public.
- ▶ Paved footpaths look good but for wheelchair users and pram/pushers, they are very uncomfortable and create bumpy and often noisy outings.
- ▶ Yes Ok. I don't think this really inconveniences too many people and would provide a meaningful impact on speed reduction in the area.
- ▶ If it meant roads remain open.

Comments from respondents who were 'neutral'

- ▶ I believe if 50km/h was policed this would be sufficient. I am not sure if 40km/h would be adhered to by majority and I doubt if it would be policed.
- ▶ With existing roundabouts, I rarely achieve 40km/hr in this area already. I rarely see speeding.
- ▶ Re parking on Third Avenue, Royston Park. Homeowners are parking on south east corner of White Reserve, and when more cars and tradies are working in nearby homes, driving through the narrow gap of parked cars on both sides of the road is rather precarious. Suggest a

yellow line be painted on that sharp curve of the park. This has only become an issue since some home blocks have been subdivided.

- ▶ I don't believe that lowering the speed limit fixes the problem. Some drivers choose to ignore the 40 km/h speed limit elsewhere, so unless it is policed it is ineffective. Better to have speed calming measures such as roundabouts (which also make the intersections safer), speed bumps (as in Bakewell Road), and slow points. Landscaped buildouts and median strips will add to the beauty of the streetscape, but probably don't have much of an effect on speeding.
- ▶ The introduction of traffic speed calming measures may make the 40 km/hr speed limit redundant.
- ▶ I understand why you are doing this, and I agree somewhat, however (as already stated) please be very mindful you are not restricting local residents who use these roads for access to work, school, sports and shops. And be mindful that doing ""too much"" will, in turn, create problems elsewhere.

If you are trying to deter ""outsiders"" from cutting through these suburbs then please find a solution that won't cause pain for your ratepayers. Perhaps try to do as little as possible in the first instance and see if this does the trick.

Please consider the mental well-being of the residents who will be affected by your decisions.

I think the people you are targeting for this wouldn't obey the speed limit no matter what it is. And lastly, the cost difference between 3A and 3B

is not a lot but there is substantially more work in 3B, however, this is not reflected in the price. I am not sure why this is.

- I understand this will not be an easy decision and perhaps more consultation is required after the survey is complete and you have more information.
- ▶ It's useless if no one to enforce it. Reckless drivers would still speed up whatever the speed limit is. Again, I still prefer the use of speed bumps on River St.
- ▶ While I no longer live in the area, I regularly visit the area to see my father who is a local resident. We access his house by using Portrush Road. It would be a very bad decision that would severely affect all residents if access to a major thoroughfare is closed.
- ▶ Would definitely like to see some path lighting in willow bend reserve.
- ▶ I'm not in favour of any of the above changes as they would inconvenience local residents. We have lived on Sixth Ave for forty years and the traffic increases in the mornings and evenings has not greatly increased to be a problem. If speeding is an issue perhaps put up more 50 signs or have speed cameras to slow speed or divert traffic. I do not agree with any changes that will stress or inconvenience local residents.
- ▶ The large streets, Sixth, Ninth, Battams etc are wide enough that 50kph is not excessively dangerous, and the smaller streets are rarely uncongested enough with on-street parking to allow speed much higher than 40kph anyway.

- ▶ “Please put a roundabout at the intersection of First Avenue and Battams Road!!! People are always speeding down the stretch of Battams Road between Payneham Road and Second Avenue. Our beloved kitten was struck and killed in front of our house (5 Battams Road) last year, right in the middle of the day and in front of my eyes! Additionally, a roundabout would greatly clarify right of way for cars at that intersection.

Why aren't you considering speed humps for traffic calming of long stretches between intersections? They have to be WAY less costly and complicated than most of your options!

As someone who lives in the area, I don't see rat running as a huge issue. Most cars stick to Payneham Road, even during rush hour. Plus, us local residents want to “rat run” ourselves so we aren't forced to only use Payneham Road (which is a disaster under heavy traffic)!

Speeding is definitely a problem, though! We hear and see cars racing through our street at all hours of the day and night!”

- ▶ “=== Re 40km/h Speed:
I am indifferent to this proposal, but note that I do not expect it to have any effect on the speed in the area.
Overall, traffic appears to be within (or otherwise very close to) the speed limit. The major problem for my street and surround, is cars which speed well in excess and ‘hoon’ driving. A 40km/h speed limit will not solve this issue.
If speed reduction is the goal, then option 3B

should be pursued, combined with a 40km/h speed limit.

In my view, a 40km/h reduction in speed without ample speed calming will have no effect.

- ▶ Rat runners are habitual and will adapt to road calming devices. Some will even see them as a challenge, similar to chicanes in F1. I fully support blocking Beasley and River streets even though it will increase my driving time a little. This is a small price to pay for a safer & quieter suburb. It is also the most cost effective, and cheapest solution.

Comments from respondents who were ‘not supportive’

- ▶ Why not consider to continue those road side parking recesses done along Ninth Ave onto Battams Road stretch right up to Sixth Ave roundabout. This can narrow down Battams Road. And together with the partial speed calming installation, traffic speed should be quite well controlled.

Another issue here is regarding the huge overhanging gum tree branches along Sixth Ave between Oaklands and Lambert. Wonder if someone can inspect that if it is safe or perhaps need some pruning as there are buses running along this road.

- ▶ This is a complete waste of time and money and will cause great inconvenience.
- ▶ The rat running is predominantly on 6th Avenue which is also the bus route. If it ain't broken don't try and fix it and cause residents greater

inconvenience and costs. My rates are high enough already.

As a matter of interest I've lived in Royston Park for 40+ years. In that time there have been very few serious accidents or deaths. The rat running is a consequence of Payneham Road no longer fit for purpose. Your suggested options will force us onto walk Erville terrace, Payneham road. Or Stephen terrace to access our homes. These main roads already can't manage the existing traffic without adding additional traffic.

- ▶ Enforce 50 km/hr.
- ▶ If everyone abided by the speed allowed, there would be no need for any measures. Maybe if the Police could have blitzes then the problem could be reduced.
- ▶ 50km/h is slow enough. 40km/h would do little to change the rat running which is really what needs to be solved.
- ▶ I have witnessed a crash at the intersection of River St and Lower Portrush Rd, and it was because the driver (Senior) turning right had the front of his vehicle in the path of oncoming traffic. I wonder how many more of the statistics used to justify these measures you propose are because of poor driving habits only. The statistics do not justify these proposed measures. Accidents do happen, but usually it is because of poor awareness and alertness on the part of the driver. Reckless driving and excessive speed are the main causes of accidents, but a 50km speed limit is enough to avoid accidents. Usually the ones advocating for reduced speeds and traffic restrictions are the main causes of

accidents. And councils will always use such vague and meaningless statistics, which don't justify these measures. If it really that bad, why don't we go back to the early days of motor vehicles and have a pedestrian with a red flag walking in front of the vehicle warning of a motor vehicle approaching. An just for the record, I'm of 63 years old, and not some young hoon driver.

- ▶ How will this be policed??
- ▶ By the looks of your info pack most speeds are 50 or less!
- ▶ This is typical dumb reaction of the council to not address the real problems, but put band aids on to appease the loud wingy people. Baby boomers should realise that this is an inter suburb, not the outer suburb they bought into 50 years ago.
- ▶ How about policing the 50km/h limit to start with?
I hear cars trucks and motorcycles screaming down River street and most definitely aren't going 50kmh or less.
Also whoever organised this survey, tell them we are in Australia and use Australian words NOT American. They could also use a free spell checker...
""Register to receive Your NPSP (optional)"" REALLY? Very poor. And now ""optional"" means I can't do this survey unless I enter a valid email address?
- ▶ No comment necessary
- ▶ When the council continually approves high density housing and split blocks for more

housing, they have to expect higher traffic flow.

As a long time resident of this area and I live on Sixth Ave, I have no issue with the traffic and rely on easy access to main roads.

A roundabout or set of traffic lights on the Sixth Ave, Stephen Tce corner would be a welcome addition to our traffic frustrations.

- ▶ Not necessary, I travel these streets every day and very rarely see anyone speeding, if anything motorists ten to drive at just below the limit in most cases.
- ▶ A reduction in the speed limit is strongly opposed. In my observation, traffic in Marden and Royston Park generally travels at a reasonable speed for the conditions.
- ▶ Not required.
- ▶ I don't have any traffic issues living in Blanden Ave, Marden. I have lived at this address for 30years. I walk most days and ride my push bike several mornings a week. The path I take is along Battams rd, ninth Ave, Winston Ave and first Ave.
- ▶ The recently introduced landscaping on Ninth Avenue has worked well in reducing traffic and improved the storm water drainage and appearance of the street.

Reduction in car park spaces has already impacted on residents and any further reductions is unreasonable.

Also many residents bought homes in this area because of the appeal of wide tree lined streets. The width of the street supports two lane traffic

and the safety of cyclists. Narrowing the street fully or partially is a major inconvenience and not welcomed.

For increased transparency and wider consultation the council should have posted the material and survey to residents as not all residents have computers and some may not have the level of English skills to answer the survey.

- ▶ Street closures will only effect local residents. Speed calming options are far more effective.
- ▶ I have lived here for 11 years and the work at Ninth and Battams has been effective - we do not need to be radical - have you done this on the other side of Stephen Tce in St Peters - College Park (No) they have the same issues in some avenues.... I would prefer to see some of the trees that are large and problematic replaced with the correct variety on footpaths to make it better for walking and general infrastructure. When we ask about tree removal it is 'not negotiable' and we want to replace with one or more trees to negate the removal of 1 tree. Commonsense must prevail rather than bureaucracy.
- ▶ You will still get speeders. 40KPH streets do not work over such vast areas. You will end up with the locals speeding as it is a PITA.

Alternative example of Traffic Calming which I think will work better - I recently drove up Birdwood road Greenacres and there was traffic calming on Princes Rd intersection. The entire intersection was raised about 150mm with warning signs and give ways. If Sixth avenue,

Ninth Avenue and Battams road had every intersection raised and giveway signs to the through traffic the Rat runners would disappear or at least make a much safer environment without causing much disadvantage to residents.

These measures also need to be applied in St Peters and Joslin for greatest effect.”

- ▶ This won't stop rat running. The odd person might go down the avenues at excessive speed (much like how those people probably go down many streets at speed), but this isn't the problem. The problem is that people are so easily able to access the avenues to avoid Payneham road. Dropping the speed wouldn't stop people wanting to track through the avenues as a means to avoiding Payneham road.
- ▶ NO - 40km/h is absolutely NOT needed. We have already been told by our council this option has been considered, rejected and will not be considered again. How persistent the vocal minority. It is silly and tedious dragging along a kilometre of straight empty road at 40km/h. Anyone who cannot drive safely at 50km/h adjusting their speed to conditions should not have a licence. We should not all have to crawl along because a few people like to go slower. On the subject of accidents; there have been few, considering the numbers of people who safely travel every day. A lower speed limit will not be useful. You do not stop the mishaps of hoon drivers or the inattentive by making everyone go more slowly. Q2 above - additional greenery to me means street trees, not garden beds. We need a tree canopy in some areas urgently.

- ▶ Why choose just Marden and Royston Park. Makes no sense at all.
- ▶ There is no need for a 40km/h speed limit in the area.
- ▶ 10kph reduction is a waste of time.
- ▶ Great inconvenience to local residences.
- ▶ 50km/h is slow enough for any residential area.
- ▶ No. 50 speed limits are not enforced and so how would you enforce 40 speed limits. Again it is local residents who are disadvantaged. In forty years in the area I have seen speed cameras on Sixth Avenue twice and one of those was only a few weeks ago. Even some fixed speed cameras might help to slow traffic.
- ▶ We have great wide streets compared to many suburbs around Adelaide and I think that is such a positive aspect of living in Marden. I definitely do not think we need a 40km speed limit. I think it would be such a same to change our lovely open wide streets.
- ▶ How are we supposed to exit/access our area “Safely” once those roads are closed? Everyone is entitled to use side streets to enter main roads and vice versa whether short cutting or if a main road is congested.

The other thing is how are delivery trucks small Semis you need to deliver large building materials and turn around in dead end streets.

If new residents in River Street are complaining, then that is their problem. They should have known that was going to be an issue when the housing development was approved and

undertaken with minimal to no building parking.

- ▶ Although we do have the occasional speeding car on Lambert road I don't think we need to introduce any extra islands or medians on Lambert road as it would make it difficult for vehicles to enter and exit their driveway.
- ▶ All is working well in our area.
- ▶ Most people drive to the conditions, spoon drains etc, in the main. We exit River St most days and would rarely get above 40 kmh through the Avenues.
- ▶ Unless the Govt can guarantee weekly positioning of speed cameras then this is a complete waste of time and money. My only concern as a resident is that if I am travelling from North East rd to Third Ave Royston Pk it's going to be a long way around to access either Battams Rd or Lambert Rd and possibly Walkerville Tce/Stephen Tce being the best option. Whatever is done will be an inconvenience but the rat runners have to be stopped.
- ▶ Already too many different speed limits & all the associated signage detracts from the local aesthetics. It won't change the drivers that do the wrong thing & speed at 50kmph.
- ▶ As mentioned above this is not the right solution to this problem and requires a more considered approach to town planning for the whole area rather than simply addressing the concerns of a few council constituents. Improved arterial flow with additional lanes and multiple lanes to turn right at busy intersections would be a start. Public transport options are also very limited.

An access point to the O-Bahn somewhere in the Walkerville / Joslin area would be ideal. Utilising the old Transport Department area at the end of Holton Ct would be a good solution and put a vacant space to good use.

- ▶ I think 50km an hour is sufficient.
- ▶ 50 is adequate.
- ▶ It's a big suburb. Driving 40kph through it as a resident will be annoying.
- ▶ I also use First Avenue to go home from my daughters and if I go to Coles. The street is wide, and houses are double brick and back from street which also has wide footpaths. Hearing traffic would be near impossible to hear. I walk around these streets after work around 5 to 5.30. Traffic is minimal. I think some people worry about things not even worth worrying about. I would say 75% of traffic is local. Still cranky I didn't receive anything in regards to the consulting. Makes all the other locals sitting ducks as there were probably a lot that also have no idea so won't be able to have say.
- ▶ There are too many speed limits in place in SA and I don't think, as a community, we should contribute to the problem. Limits are useless without enforcement. We simply need drivers to take more care.
- ▶ From the Tonkin Report:

""From the data set listed above it is clear, at the holistic level, that all roads in the study area have traffic volumes commensurate with their intended function.""

Tonkin Report also says that 40km/h limit is

unlikely to deter rat running traffic.

Tonkin Report ""From our experience, the introduction of road closures is unlikely to be supported by the majority of the community""

I really don't see a problem that needs solving especially when the proposed solutions come at such great cost to residents.

These suburbs have always had nice wide streets, this is what people bought into, it is a rarity and I don't see any of the proposals providing more benefits than inconvenience, time wasting and additional fuel consumption, brake wear and noise.

- ▶ No. It's already 50 km/h further reduction won't stop people using the road.
- ▶ We have certainly noticed a huge increase of morning traffic heading towards the city - from River street up Battams road onto sixth avenue. In the late afternoon when the filter lane is off at Payneham road Marden intersection for traffic turning right into lower Portrush road, traffic banks up on Payneham road waiting to cut down through Battams Rd , back onto lower Portrush road via Beasley or River St. I have witnessed a lot of near misses.
- ▶ I don't believe lower speed limits will change driver behaviour of those in a hurry. Whereas other options deter use of the roads.
- ▶ I am absolutely not at all supportive of a 40 km/h speed limit in Marden and Royston Park.

It is very safe driving in Marden and Royston Park and in my 28 years of living here, it always has been.

It is absolutely unnecessary to change the speed limit, and 50km/h is the best speed limit option for these areas and streets.

It is also very annoying and ineffective when driving and trying to maintain the speed of a car when the car does not comfortably drive at such a low speed and is bad for the car, and especially creates a need for the overuse of brakes to try and maintain such a low speed as 40km/h.

I find 40km/h driving to be very uncomfortable driving conditions and is unnecessary in Marden and Royston Park as it is and has always been very safe driving in our streets.

Overall, I don't believe we residents should be negatively impacted because we live in these streets, whereby we have no way of easily exiting or entering our streets and suburbs that we currently enjoy the use of now. Virtually all the options suggested in this survey effectively lock everyone who lives here in their streets and block them from getting in and out of their own streets which is a highly undesirable and an unfair consequence to us due to a few people using the streets to access the roads in this area.

Our access should not be negatively impacted by this at all.

The system is working well as it is, so leave things as they are now.

The proposed costings for the majority of these proposals are also exorbitant and an unnecessary expenditure.

If something is done, it needs to be only minor adjustments, as I have suggested above, and not

the over the top major suggestions proposed in this consultation, whereby whole streets would be completely closed and inaccessible or have very limited access, one way access, or having whole streets with median strips and islands.

Your proposals would make living in Marden very unpleasant and uncomfortable for me and for the residents living in these streets. Having enjoyed living in Marden for more than 28 years so much that I have never wanted to leave, virtually all that you propose would majorly impact my quality of life and take away a great deal of what I liked about living here and why I have not moved to other areas that have these types of limiting street conditions already installed in them.

I would have to strongly consider whether I would still wish to live in this area if these proposals go ahead.

I am VERY disappointed that the council is even considering the majority of these proposals. Even a tiny fraction of these proposals would have a major impact to the ease of movement in and out of these suburbs and would change my quality of life and make life very restrictive and unpleasant to live here for me and the other residents of Marden and Royston Park.

- ▶ I don't understand this whole solution, when I know that many of the "rat runners" enter earlier towards St Peters. Why are there no restrictions there? The whole solution by providing an overkill of closures at this end, will certainly stop traffic but no consideration, none, was given to the locals in the area. What a nightmare!

Why were the residents not consulted? I hope after this review all comments would be given consideration to provide a working solution without inconveniencing the residents who live down this end

Work started on Pollock Ave to re-green the area but work stopped due to lack of funds. These closures are very expensive and not necessarily problem solvers. Why is so much money now available for this and none for what was started more than 2 yrs ago?

Comments from respondents who had 'no opinion' or did not choose provide a response

- ▶ Speed limit should be reduced to 40kms/hr and enforced by SAPOL. Rat runners rely on saving time by using local streets, a reduced speed limit would be a great initial measure.
- ▶ Streets and avenues joining Battams Road and Broad street should also be considered for traffic calming options. Cars routinely 'rat run' via Dixs Ave in order to avoid Payneham road intersection, and at great speed. Approximately halfway down Dixs avenue the street has a minor bend which lends itself to traffic calming options: speed bump or street width tapered to a single lane.
- ▶ Please refer to my original comments.
- ▶ Please remember to provide access to the car parks of shops and medical facilities along Payneham Road. Closing off right turns from Payneham Rd into Broad St and Battams Rd (and maybe Salisbury Ave) would speed up traffic going into the city on Payneham Rd.

A longer right turn lane would be required at the lights at Lambert Rd. At peak times of the evening Lambert Rd is the only traffic light controlled right turn into Royston Pk until the city so many cars run the gauntlet of crossing across heavy out-of-city traffic into Royston Pk.

- ▶ Local residents should not be stopped because of the rat runners.
- ▶ Beasley St & River street are incorrectly identified as rat run roads. They are simply entry/exit for residents heading North & North East, same as Lambert & Battams Rd are for residents travelling to the South or to the City.
- ▶ I have no strong feelings about any of the options except closing River street, which I am strongly against.
- ▶ Please be smart and do not ruin our streets. Thanks
- ▶ Don't fancy speed humps or chicanes.
- ▶ Urgent action required in Beasley Street ,even interim closure would assist safety , lack of sufficient public lighting an issue especially mid-winter.
- ▶ The corner of Battams Road and Ninth Ave is quite dangerous. Large vehicles (trucks, street cleaners, rubbish collectors and semi-trailers(with 2 or 3 trailers) have difficulty keeping to the left lane when turning from Battams Rd. into Ninth Ave and straddle the right hand lane. Traffic from Ninth Ave. turning right cannot see what is coming until almost at the corner. At times traffic needs to reverse backwards to allow large vehicles to complete

their turn. Speed limits of 25k rather than 50k may help. The limits would need to be in place on Battams Rd, perhaps from Seventh Avenue and continuing on Ninth Ave. to Hooking Ave. 25K speed limits would also need to be in place in Hooking Ave. to warn vehicles of a reduced speed limit when turning right and also on Bide Street for traffic turning left and right. This is a very crowded corner with many cars parked and two side streets within close proximity. Cars travelling at 50k and more are sometimes unaware of the tight corner. There is no room for calming in this area so therefore Traffic Signs indicating a lower speed limit would seem worth a try. Lower speed limits may also have the effect of reducing RATS. In River Street RATS are mainly in peak hour as at all other times during the day there are a relatively low number of cars at any one time using River Street.

Dear Ms Buckby,

MARDEN AND ROYSTON PARK LOCAL AREA TRAFFIC MANAGEMENT

First let me provide my qualifications; my wife and I commenced residing in First Avenue Royston Park at the end of 1977, and so I have seen many problems and I believe that I have some solutions to those problems.

What is a “Rat runner”? A person who is trying to find the quickest way to drive through a locality in a vehicle. They dislike being made to detour, so to be rid of these people we must have more detours that do not mal-effect the residents.

SPEED LIMIT

The first solution is that the Maximum Speed Limit MUST be reduced to **40 Kilometres per Hour** not just for the surveyed area but for the total area bounded by **Lower Portrush Road, Payneham Road, Stephen Terrace, and the River Torrens**. Only reducing the speed limit for the surveyed area will not be sufficiently effective. The vehicle drivers need clear boundaries be set so that they know what rules apply and where they apply. Having a half and half situation does not assist the South Australian Police Force either.

FULL ROAD CLOSURES OF RIVER STREET AND BEASLEY STREET

What the planners have not taken into consideration is that the residents of “Willow Bend” and the residents of nearby streets may be attending functions that occur on the Northern side of the River Torrens, and as such will object in the strongest terms if they are “Locked-out” of access to their homes.

The SA Ambulance Service and, to a lesser degree, the South Australian Fire Brigade may only have units available that are on the North side of the River Torrens to answer a call of Help. They too will not be amused with what has been suggested. It is VERY IMPORTANT to ensure that they can access the areas quickly and easily.

River Street can be fully closed on the Western side of Broad Street (where a traffic island now exists) leaving that part of River Street and Lower Portrush Road as an open road. Provision should be allowed for cyclists. The residents of River Street, and the residents of the roads that lead-off from River Street will still have access by driving around the block via Tippett Avenue, Addison Avenue, and Broad Street.

It should be a 'Green' closure that has a large 'Arrow' board pointing to turn left for traffic emanating from Lower Portrush Road. River Street at the junction with Battams Road should have a large "No Exit to Lower Portrush Road" sign installed; and a standard sized "No Through Road" sign installed in River Street by Tippett Avenue.

Beasley Street. How can you have a Full closure that only lets Buses through; are there gates that are controlled by the Bus Drivers? Of course not! The solution is to close Beasley Street on the Western side of Broad Street, just beyond where there exists a concrete drainage dip. Provision should be allowed for cyclists. The residents of Beasley Street will still have access to Lower Portrush Road by driving round the block via Caleb Street, Grivell Road, and Broad Street **OR** via Caleb Street, Blanden Avenue, and Broad Street.

It should be a 'Green' closure with a Large 'Double Arrow' pointing to turn left or to turn right into Broad Street. Beasley Street at the junction with Battams Road should have a large "No Exit to Lower Portrush Road" sign installed; and a standard sized "No Through Road" sign installed in Beasley Street by Caleb Street.

STOPPING THE "RAT-RUNNERS" - MORNING

By closing River Street the 'Rat-runners' would then be forced to use Addison Avenue which has a roundabout at the intersection of Battams Road.

Grivell Road should have a roundabout installed at Battams Road, as there is sufficient space available (similar to Addison Avenue).

Blanden Avenue could be closed at Battams Road, as the residents can access Caleb Street, and the other streets that cross Caleb Street.

Dix Avenue should have a roundabout installed at Battams Road, as there is sufficient space available.

To stop the 'rat-runners' Pollock Avenue must be closed at one end (I am mindful of the Traffic Volume figures when I say this); which end would need discussion and agreement with the residents of Pollock Avenue. Perhaps temporarily close the road for a "Street Meeting" to decide.

Installing these suggestions will obviate the necessity to close any of the "Avenues" from First to Tenth. When the "Rat-runner" finds that it is difficult to 'get-through' in the Morning, then they will be less inclined to try in the Evening.

STOPPING THE "RAT-RUNNERS" - EVENING

One has to understand where they come from and where they enter the "Avenues"; to do that we have to step outside of the area under consideration.

Some vehicles turn left into Stephen Terrace, and then turn right into one of the “Avenues” of their choice.

Other vehicles stay on Payneham Road until they reach Winchester Street where they turn Left, and then turn right into First Avenue. This I have witnessed on many occasion because I have had to give way to them on the roundabout at Winchester and First when I have been driving along First toward home.

Winchester Street is the major feeding point for the “Rat-runners” to turn into First Avenue.

Not many vehicles continue along Payneham Road to turn left into Lambert Road because in ‘peak-hour’ the queue of vehicles that are ‘banked-up’ from the Payneham/Portrush traffic lights is that long that it extends across Lambert Road. When the traffic lights change there may be a few that will turn left.

Salisbury Avenue produces only one or two “Rat-runners” because they are within striking distance of turning left into Lower Portrush Road.

SINGLE LANE SLOW POINTS THAT ARE LANDSCAPED

Single Lane Slow Points that are Landscaped as shown under option three are preferred as we are talking about residential streets.

Landscaped Single Lane Slow Points are preferred as they can complement a resident’s footpath garden that exists presently, provided the location is right.

A measure that I suggest is that for First Avenue and Second Avenue between Salisbury Avenue and Lambert Road that there should be at least three Landscaped Single Lane Slow Points. The other “Avenues” would have a suitable quantity of these Slow Points installed as appropriate to the length of the “Avenue”.

Also a Landscaped Single Lane Slow Point needs to be installed in both First Avenue and Second Avenue between Battams Road And Salisbury Avenue.

DIAGONAL CLOSURE OF FIRST AVENUE & FULL CLOSURE OF SECOND AVE.

Before I retired my journey home was to cross the River Torrens into Lower Portrush Road, turn right into Beasley Street, left into Broad Street, right into Pollock Avenue, cross Battams Road into First Avenue, and Voila, I’m home! Now if I read the proposal correctly and one follows the same route there will exist a Diagonal road closure that sends one into Salisbury Avenue, and which is planned to be closed! Now that is what you can call slowing the ‘rat-runner’ down completely and utterly.

Second Avenue is suggested to be fully closed, according to the ‘chart’, somewhere between Battams Road and Salisbury Avenue (where is not clear). So if I want to go to Adelaide, I have to reverse my route to get to the Lower Portrush Road, turn right and travel uphill to the traffic lights at Payneham/Portrush, and join the queue in the turn right lane (turning right towards Adelaide receives less time than any other phase at these traffic lights) **OR** I can travel down hill on Battams to use the Third / Third Avenue, and then uphill to the Lambert Road traffic lights,

If what I have suggested in the earlier chapters is implemented, then I see no need to close any of the “Avenues”, that is from First to Tenth, and as such I do not support this option..

BATTAMS ROAD VERSUS SALISBURY AVENUE

I have been resident in First Avenue for over Forty Years, and in all of that time I have used Salisbury Avenue in preference to using Battams Avenue because it is a lot safer.

Why is Battams Road so unsafe? As you approach Battams Road from Adelaide, Payneham Road starts to widen into four lanes by the time you reach the Portrush / Payneham intersection. They are; turn right into Portrush Road, two Straight ahead lanes, and a Bus Lane / Turn Left into Lower Portrush Road on the left.

The Battams Road intersection also has the words "Keep Clear" painted onto the outward bound lanes of Payneham Road. Motorists in the Straight ahead lanes generally obey the painted sign; however turning right across the stopped traffic is still fraught with danger.

So what is wrong? I have seen small cars and motor bikes utilise the Bicycle Lane to cross over Battams Road. In addition some of those vehicles have indicated "Turn Left" when they are level with the exit from the Payneham Tavern, cross over Battams Road, cross over Broad Street and eventually turn left into Lower Portrush Road. They have signaled far too early.

There is also a concrete drainage dip that runs at an angle to the Paayneham Road kerb, and which causes vehicles to 'bounce' across.

Battams Road is not at right-angles to Payneham Road, turning left into it from Payneham Road is difficult because of the sharper angle.

Hence I avoid the Battams Road / Payneham Road intersection as if it had the plague.

And as far as turning right from Battams Road into Payneham Road, well you can forget that as a possibility. I have seen vehicles reverse down Battams, and then do a U-Turn to try elsewhere because turning right at that intersection is like having the Easter Bunny and Father Christmas arriving at the same time of year!

When I need to travel in the Glynde direction I always exit via Salisbury Avenue by turning left into Payneham Road. When I need to turn right onto Payneham Road towards Adelaide I use the lights at Lambert Road or at Stephen Terrace. When I have the caravan behind, then all trips start by turning left onto Payneham Road.

Obviously I do not support the Closure of Salisbury Avenue at Payneham Road. Closure at that point could start a "drive-through" through the carpark of the Minicozzi Centre at 309 Payneham Road, and which abuts Salisbury Avenue. *(Nick, the owner, would not be happy!)*

MID-REVIEW OF THIS SUBMISSION

The foregoing chapters shown above encompasses (#1) Road Closure Options and (#3) Traffic Speed Calming Options as these I consider are the more important issues in reducing the speed limit and ridding the streets of the "Rat-runners".

I believe in solving the first problems first. Let us have the more important issues implemented as a priority.

The issues of Median Strips, Additional Greenery, and other improved conditions are of a lesser priority, and are discussed in the following chapters.

MEDIAN STRIPS

Median strips are not required whatsoever! We are talking about residential streets, and in these areas there exist many properties where there exist a trailer or caravan or both; have you ever tried reversing a trailer across a median strip?

There are times that one requires the full width of the road to successfully maneuver a caravan or trailer through a gateway. The depth of gutter and curvature of the road are also significant factors in maneuvering successfully.

The length of a caravan and/or trailer are also factors.

Median Strips reduce the space for reversing these vehicles.

The other cons already identified under Option 2A apply.

MEDIAN TREE ISLANDS

I recommend the use of Median Tree Islands as opposed to the ordinary roundabouts that I was thinking of when I suggested the installation of roundabouts in my earlier chapter “Stopping The “Rat-Runners” – Morning”.

I can not think of any reason that all roundabouts should not be planted with trees or harder flowering plants except for driver visibility.

As such I approve of Option 2B, although I am puzzled by why it has been suggested that there be a Median Tree Island in Battams Road at the end of a rough unpaved private laneway.

OPTION 2C

I do not support Option 2C (on the A3 paper) in any form.

ADDITIONAL GREENERY

I think that the local community has been playing their individual part in greening their footpath verges. For example the lady at 152 First Avenue Royston Park has led the way in making footpath gardens; she not only established her own, as well as her next door neighbours, and she has now also established gardens on the other side of the road.

I have also seen copies of her gardens in other locations, and my neighbour directly opposite me has established her own footpath garden.

IMPROVED WALKING, CYCLING, AND PARKING CONDITIONS

Let us review this situation after we solve the primary problems of speed and “Rat-running”, as what is done to solve those problems may obviate any perceived problems for walking, cycling and parking.

IMPROVED STREET LIGHTING

This is essential where Roundabouts and Landscaped Single Lane Slow Points are installed, otherwise the nighttime driver may not see them.

IMPROVED STORMWATER DRAINAGE

I am not aware of any existing problems, however we need to be mindful when we install Roundabouts and/or Landscaped Single Lane Slow Points that we do not create a problem where none existed heretofore.

MIS-INFORMATION

On the A3 Options sheet entitled “3. Traffic Speed Calming Options” it is stated that “All Streets in Marden and Royston Park are wide, allowing for two lanes of traffic in each travel direction plus on-street car parking”. That statement is not true!

Broad Street is only Broad by name, not by nature due to the number of vehicles parked therein.

Pollock Avenue is also narrow, and only has one lane for traffic most of the day.

Salisbury Avenue between Payneham Road and First Avenue has cars parked solidly on both sides every day (except Sunday). This allows for one lane of traffic only.

I am not aware of the ‘new’ roads that are on the River side of River Street, however on a drive passed they appear to be not what can be defined as wide.

From Memory, Gilding, Hooking, and Oaklands Avenues are not wide.

Fifth Avenue is not wide, and also from memory there exist two concrete drainage ‘dips’ that cross the line of travel, and as such slow vehicles.

I question whether the roads that I have just mentioned actually necessitate any ‘Calming’ devices?

Between Pollock Avenue and Payneham Road running roughly in the same direction exists a Private Laneway that is rough and unsealed. I am puzzled why in Option 2B and 2C some form of island is suggested at the junction of that laneway and Battams Road. This same junction is shown in “Key Issues Item 2 – Traffic Speeds and Crashes” as having had fifty (50). I wonder if these references may relate to Pollock Avenue?

IN CONCLUSION

I have concentrated my comments to lowering the maximum speed limit through the study area, and to stem the flow of “Rat-runners” by concentrating suggestions for the roads bounded by Battams Road, Payneham Road, Lower Portrush Road and the River Torrens. I believe that by concentrating our efforts in that area the rest will fall into place.

In reviewing the A3 Consultation Pack item 2B I have become aware that some of my suggestions for roads stemming off Battams Road are somewhat duplicated.

I have tried to cover all aspects that were asked in the A4 “Your Say on Traffic Management” and the A3 “Consultation Pack – Marden and Royston Park Local Area Traffic Management Options: for Comment”.

I was disappointed in the late arrival of the “Have your Say” card well after the Drop-in session was held, and the fact that I was not able to receive any documentation until it was delivered to my residence on Tuesday 26th March 2022, which did not give me sufficient time to complete my submission before the closing date.

I thank you for allowing me the extra time in which to prepare this submission, and if there is any further information that I can supply, please contact me.

Yours faithfully,

Attachment C

Marden & Royston Park Traffic Management

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



Map key

-  Landscaped island
-  Landscaped kerb buildout
-  Slow point (one lane) angled buildout
-  Landscaped median
-  Informal pedestrian crossing point
-  Wombat crossing

Landscaped islands will slow down vehicles by deviating them from straight travel paths. The islands provide opportunities for greening, including planting of trees.

Landscaped kerb buildouts will narrow the road to a maximum width equivalent to two lanes, which will help reduce vehicle speeds.

Slow point (one lane) angled buildouts narrow a road to one lane (2.8 to 3 metres in width) and deviate vehicle paths, significantly reducing traffic speeds. Vehicles will need to give way to one another. Buildouts provide greening opportunities.

Landscaped medians (variable width between 1.4 and 2.6 metres) will substantially increase greening in the area and reduce through traffic by blocking entry into some side streets. Small gaps will be provided to facilitate bicycle turns.

Informal pedestrian crossing points comprise kerb ramps and kerb protuberances. They will provide breaks in medians and improved crossing conditions.

Wombat crossings provide pedestrian crossing priority. Installed on a raised platform, these crossing points also slow vehicles down.

5.2 GLYNDE, PAYNEHAM, FIRLE, TRINITY GARDENS & ST MORRIS TRAFFIC STUDY

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: fA14377
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to provide the Traffic Management & Road Safety Committee (*the Committee*), with the key findings of the report which has been prepared by Stantec, titled, *Glynde, Payneham, Firle, Trinity Gardens & St Morris Traffic Management Study ('the Traffic Study')*.

BACKGROUND

The study area of *the Traffic Study* is bound by Payneham Road, Glynburn Road, Portrush Road and Magill Road and includes the suburbs of Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris (*the study area*).

The *Traffic Study* was undertaken to investigate recurring reports from citizens regarding their concerns about traffic speed and high traffic volumes that in their opinion, affects their safety and residential amenity. The concerns have been raised by citizens who reside across *the study area*. In addition, (2) petitions were received from groups of residents, as set-out below:

- Petition – Avenue Road, Payneham and Glynde, considered by the Committee on 19 October, 2021; and
- Petition - John Street, Ashbrook Avenue and Surrounding Areas, Payneham, considered by the Committee at its meeting held on 11 February, 2022.

Traffic data collected by the Council in 2020 and 2021, confirmed that traffic management initiatives were warranted in some streets within *the study area* and further investigations were required to assess the street network throughout *the study area*.

As such, the Council engaged *Stantec* (Traffic Consultants) to commence a traffic study (*the Traffic Study*), to provide a strategic analysis of the existing traffic movements throughout the entire precinct, rather than address each concern on an ad-hoc manner as they arose. The aim of the study was to identify the cause of the traffic issues that have been reported to the Council and the locations where detailed traffic investigations are warranted, with view to implementing future traffic management interventions.

A copy of *the Traffic Study* is contained in **Attachment A**.

The Committee's consideration of *the Traffic Study* and any advice which it recommends to the Council, will inform the Council's future consideration of funding for the implementation of the recommendations.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives of the Council's *City Plan 2030* are:

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1.2: A people-friendly, integrated and sustainable transport and pedestrian network.

Strategy 1.2.2: *Provide safe and accessible movement for all people.*

Strategy 1.2.4: *Provide appropriate traffic management to enhance residential amenity.*

Objective 1.4: A strong, healthy, resilient and inclusive community.

Strategy 1.2.2: *Encourage physical activity to achieve healthier lifestyles and well-being.*

Strategy 1.4.3 *Encourage the use of spaces and facilities for people to meet, share knowledge and connect.*

Outcome 2: Cultural Vitality

Objective 2.4: Pleasant, well designed and sustainable urban environments.

Strategy 2.4.2 Encourage sustainable and quality urban design outcomes.

Strategy 1.4.3 Maximise the extent of green landscaping provided in new development & in the public realm.

Outcome 4: Environmental Sustainability

Objective 4.2: Sustainable streets and open spaces

Strategy 4.2.1 Improve the amenity and safety of streets for all users including reducing the impact of urban heat island effect

Strategy 4.2.5 Integrate green infrastructure into streetscapes and public spaces.

FINANCIAL AND BUDGET IMPLICATIONS

The total cost of *the traffic study* was \$39,000, which comprised \$15,000 which was allocated in the Council's 2021-2022 Budget and \$24,000 from the Traffic & Integrated Transport operating budget.

The cost to implement the recommendations contained in *the Traffic Study* is significant and as such, it is recommended that the works be prioritised to enable a staged approach over a period of time and to enable the outcomes of each stage to be evaluated prior to proceeding with further works.

The Council's 2022–2023 and 2023-24 Budget includes an allocation of funds for design and construction works for the Trinity Valley Stormwater Drainage Project. The alignment of this project coincides with streets within *the study area* that have been identified for traffic calming as part of the St Morris Bikeway, which is a metropolitan, strategic bicycle route. As such, the design and implementation of traffic calming devices along this route, has been integrated into the current infrastructure works referred to above, to ensure an integrated approach is taken and multiple objectives can be met.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and associated noise can reduce community liveability and safety of residential streets. The installation of traffic management devices can reduce traffic speed and volume but also cause inconvenience to some residents, due to increased travel time and/or changes to access. As such, the implementation of traffic management devices is not always supported by all residents.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

The Council's *Tree Strategy* identified that the suburbs within *the study area* of this traffic study, have the lowest proportion of green canopy compared to other suburbs within the Council area and would benefit from the cooling effect and streetscape appeal of additional trees.

The recommendations of the *Traffic Study* have incorporated traffic management devices that can be landscaped to contribute to a greener, cooler and more liveable City as set out in the *Tree Strategy*.

RESOURCE ISSUES

If endorsed by the Council, the majority of the recommendations involving traffic management treatments will require further consultation, detail design and infrastructure works. These works would be managed by Council staff (prior to proceeding to the next stage), and undertaken by Consultants and Contractors. The management of these works would comprise a significant proportion of staff time and would be likely to result in delays to other routine tasks that are required to be undertaken.

RISK MANAGEMENT

A number of streets within *the study area* have been identified to carry high traffic speed and volumes that has resulted in some citizens having concerns regarding road safety and loss of residential amenity. High traffic speeds and volumes can result in personal injury, particularly to vulnerable road users such as pedestrians and cyclists and does not encourage citizens to consider active transport as a legitimate form of travel. The Council has a duty of care to consider how to address road safety and residential amenity and the Council's Consultant has provided recommendations that aim to mitigate or manage the known risks. These include the implementation of traffic calming devices at key locations and an area-wide reduction of the speed limit from 50km/h to 40km/h.

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	Council not endorsing the Report recommendations	People	High 7	Provision of detailed Council Report	People	Substantial 13
		Reputation	Extreme 4		Reputation	Medium 19
		Services / programs	High 9		Services/programs	Medium 19
2	Community not supporting the recommendations	People	High 7	Communication & education strategy	People	Medium 19
		Reputation	High 7		Reputation	Medium 19
		Services / programs	Medium 19		Services / programs	Low 23

CONSULTATION

- Elected Members**
 Elected Members have been kept informed of the study through the Elected Member Weekly Communique and the community consultation process. In addition, a Council Information session was held on 1 July 2022, at which the Draft Action Plan and recommendations were presented prior to the stage 2 community consultation.
- Community**
 There have been two (2) stages of community consultation undertaken in the development of the Traffic Study. Stage 1 was undertaken in May 2022 asking citizens to provide the Council with their views and concerns regarding traffic, walking, cycling and public transport within *the study area*. This feedback informed the Draft Action Plan which was made available for citizens as part of the Stage 2 consultation held in August 2022. The NPSP Bicycle User Group and the Active Living Coalition were also invited to provide comment. The methodology and outcomes are detailed in the *Traffic Report* contained in **Attachment A**.
- Staff**
 General Manager, Urban Planning & Environment
 Manager, Urban Planning & Sustainability
 Manager, City Assets
- Other Agencies**
 The Department for Infrastructure & Transport (DIT)
 South Australian Public Transport Authority (SAPTA)
 SA Police (SAPOL)

DISCUSSION

The Traffic Study included area-wide consultation and an evidence-based data analysis to identify the key traffic issues and develop a prioritised action plan to improve road safety and residential amenity for citizens who live, work, study and/or play in *the study area* with respect to:

- managing non-local traffic using local streets as short-cuts;
- moderating traffic speed;
- encouraging more walking and cycling with safer routes to Schools, parks, reserves and shops; and
- taking into account possible future impacts on the local street network that may result from future development along the Glynburn Road and Payneham Road corridors.

Issues relating to on-street car parking were not included in this study and are being addressed separately as part of the implementation of the Council's *On-Street Car Parking Policy*, that was endorsed in 2022.

The Traffic Study report identifies a strategic framework for the management of traffic by identifying the key locations that require further design investigation for the implementation of traffic management interventions. The report is comprehensive and includes all of the background investigations which have been undertaken, traffic data, the consultation strategy, and a high-level prioritised action plan.

The key findings and outcomes of the *Traffic Study* are summarised herein, with the understanding that the *Traffic Study Report* contained in **Attachment A** is to be read in conjunction with this staff report.

Traffic Data Analysis and Evidence

Traffic data was collected throughout *the study area* and traffic speeds, volumes and crash locations have been analysed. In addition, cyclist volumes, walking catchments, bus operations and Census data was overlaid with movement generators such as Schools, shopping centres, employment zones, retirement villages, parks and reserves to understand the land-use, demographics and the traffic context.

It has been identified that the traffic issues occurring within *the study area* are predominantly caused by:

- the long distance between arterial roads and the mostly grid street network with long straight street sections that encourage shorter cut-through routes for non-local traffic;
- high traffic generators within *the study area* such as schools (Trinity Gardens Primary School and St Joseph's Catholic Primary School), the Firlie shopping centre, the Payneham Oval and the Glynde employment zone; and
- a low percentage of citizens who choose public transport, cycling or walking as their transport mode.

Community Consultation

Community consultation was undertaken in two stages. The Stage 1 consultation, held in May 2022, invited citizens to identify any concerns that they held under the categories of traffic, public transport, walking and cycling, via an online survey, by attending a drop-in session or by contacting the traffic consultants directly. This information was analysed and correlated with evidence-based traffic data to develop the Draft Action Plan. The Stage 2 consultation, held in August, 2022, provided an opportunity for citizens to review and comment on the Draft Action Plan and recommendations.

Both consultation stages included a letterbox drop of 4,800 postcards and were promoted with posters at Council buildings and on street poles throughout *the study area* and on the Council's website, Social Media pages and a paid Facebook advertisement.

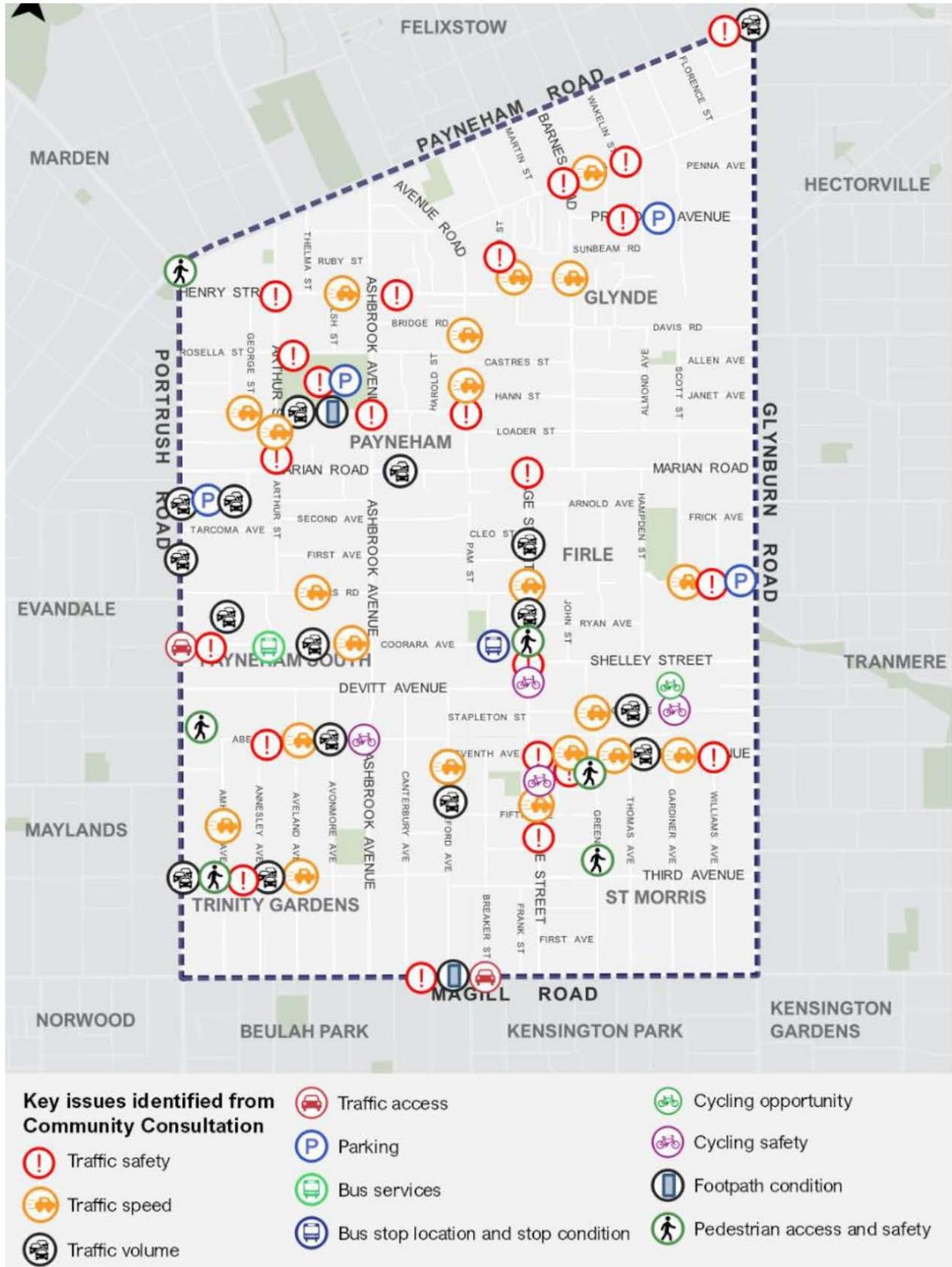
Stage 1 Consultation

During the stage 1 consultation, citizens were invited to read a background information report that was available on the Council's website. This report contained a data-led snapshot of the existing conditions and comprised a series of transport thematic maps that included a demographic overview and analysis, traffic volumes, speeds, crash statistics, bus stops and cycling routes. An on-line survey enabled citizens to drop pins on a map anywhere within *the study area* and add comments with regard to any traffic and movement-related issues. Citizens could also agree or disagree with comments added by others. The survey was live, and citizens could view the issues as they were added, for the duration of consultation period. The engagement activity in Stage 1 included:

- 483 comments received by 220 respondents;
- 24 email submissions and 23 telephone discussions;
- 60 attendees at the drop-in session; and
- 6 submissions from State Government departments, transport industry associations and active transport action groups.

Most respondents listed their suburb of residence as Payneham or Firlie, followed by Trinity Gardens, St Morris, Glynde and Payneham South. Pins were placed in every suburb in *the study area* with the exception of the Glynde Employment Zone, as depicted on **Figure 1**, below. The most common issues raised were high traffic speed, high traffic volumes and safety concerns.

FIGURE 1: KEY ISSUES RAISED BY CITIZENS



The concerns that were raised by residents are summarised in the tables below. Table 1 lists the *number* of concerns by each *suburb*, Table 2 lists the *number* of concerns by *transport mode*; and Table 3 lists the *type* of concerns by *transport mode*.

TABLE 1: NUMBER OF CONCERNS BY SUBURB

Suburb	Traffic	Walking	Cycling	Public Transport	Total	Percentage
Payneham	48	1	0	1	50	22.7%
Glynde	29	2	0	0	31	14.1%
Payneham South	23	0	0	1	24	11.0%
Firle	43	3	0	2	48	21.8%
Trinity Gardens	27	4	3	1	35	15.9%
St Morris	26	5	1	0	32	14.5%
Total	196	15	4	5	220	100%

TABLE 2: NUMBER OF CONCERNS BY TRANSPORT MODE

Transport Mode	No. of concerns	Percentage
Traffic	392	81%
Walking	52	11%
Cycling	23	5%
Public transport	16	3%
Total	483	100%

TABLE 3: TYPE OF CONCERN RAISED FOR EACH TRANSPORT MODE

Transport Mode	Key concerns
Traffic	High traffic speed in residential streets Non-local traffic taking short-cuts Safety concerns at intersections Traffic access and safety near Schools
Walking	Poor condition and width of footpaths Safety concerns crossing roads
Cycling	Missing links in the cycling network Safety at intersections and crossing arterial roads
Public transport	Poor location of bus stops in Coorara Avenue Low frequency of services Poor maintenance of bus shelters and stops

The responses and outcomes which have been received as part of the consultation process are set out in chapter 4 of *the Traffic Study*, and the detailed comments received from survey respondents are contained in **Attachment B**.

Draft Traffic Management Action Plan

The Consultant has identified function of each street in *the study area* by reviewing the street layout and surrounding land-use, and classified each street as either a *local street*, a *local industrial street*, a *collector street* or a *main collector street*. This road hierarchy is required to inform the most appropriate traffic management response for each street type.

Based on the cross-referencing of the evidence-based data with the consultation outcomes, the Consultant prepared a *Draft Action Plan* with a list of traffic management recommendations, as set out below:

1. The implementation of a *40km/h area-wide speed limit* for every street in *the study area*.

A 40 km/h speed limit is widely recognised as a suitable traffic management initiative for residential streets, as it creates a safer environment for all road users, facilitates liveable neighbourhoods and underpins community well-being. The Council has previously endorsed the investigation of a 40km/h speed limit throughout the City, with investigations to be undertaken using a staged approach, precinct by precinct. The suburbs of Evandale, Stepney, Maylands, Norwood and Kent Town have already been speed limited to 40km/h, and the precinct bound by Lower Portrush Road, Payneham Road, North Terrace, Hackney Road and the River Torrens is currently under investigation.

2. The identification of *key locations* where traffic management is warranted.

Further investigations and design work would be required at each of the key location, to confirm the most appropriate type of treatment, which may include, but not be limited to, slow points, landscaped islands, roundabouts, raised intersections or pedestrian refuges.

3. An updated *cycling network* that includes additional strategic connections that could be incorporated into the proposed traffic management treatments, as well as a long-term vision for a shared path to follow the alignment of Third Creek between Firle and Payneham.

An Information Session was held with the Elected Members on 1 July 2022, at which the Draft Action Plan and recommendations were presented prior to undertaking the Stage 2 community consultation process.

Stage 2 Consultation

Stage 2 consultation was held in August 2022 and citizens were invited to provide the Consultant with their views of the Draft Action Plan via an on-line survey. 408 citizens completed the on-line survey and in addition, the Consultant received 36 email submissions and 5 telephone calls.

A summary of the Stage 2 consultation comments is set out below and the details are provided in the *Traffic Study Report* contained in **Attachment A**.

- The majority of respondents (from every suburb in *the study area* supported the introduction of a 40km/h area-wide speed limit, (67% in total). The highest support came from residents of Payneham and Firle, followed by Payneham South, St Morris, Glynde and Trinity Gardens.
- The majority of respondents supported the proposed traffic management treatments, however a significant number of residents ticked the '*not of interest*' box.
- Overall, more respondents *supported*, than *did not support*, the proposed bicycle network, however there was a high proportion of respondents who were *unsure* or *not interested* as shown in Figure 6.5. There was insufficient feedback to understand the reason why some residents did not support the cycling network and as such, further consultation would be required prior to the implementation of any cycling infrastructure that may result in adverse impacts to residents.

Final Action Plan for Traffic Management

Traffic management infrastructure is costly and disruptive and as such, it is important that works are installed in a prioritised, staged approach to best utilise Council's limited resources and finances.

To prioritise the recommendations, the Consultant has undertaken a multi-criteria analysis that has used evidence-based road safety issues and citizen feedback. The recommendations are grouped into three (3) sets of priorities. *Priority 1* is the implementation of a 40 km/h speed limit in every street of *the study area*, *Priority 2* consists of nine (9) locations where traffic management is warranted.

the short term, *Priority 3* includes five (5) medium-term actions and priority 4 includes four (4) long term actions.

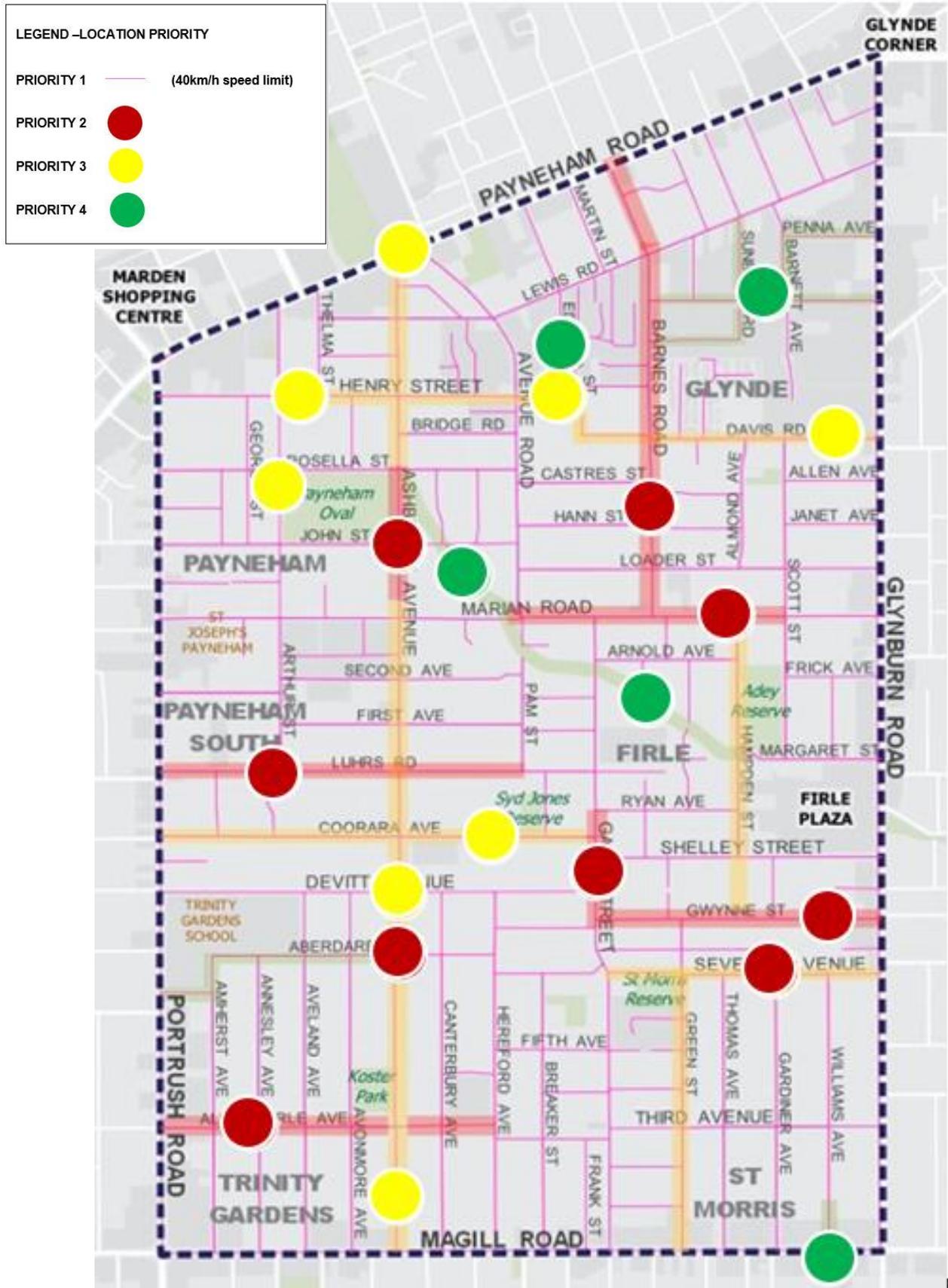
The recommendations are summarised in order of priority in Table 4, below.

TABLE 4: PRIORITISED LIST OF ACTIONS

Priority No.	Location (in order of priority)	Recommendation
1.1	Every street in <i>the study area</i>	<ul style="list-style-type: none"> 40km/h area-wide speed limit.
2.1	Gage Street, Firle	<ul style="list-style-type: none"> Investigate intersection treatments between Ryan Avenue and Stapleton Street.
2.2	Jones Avenue, Aberdare Avenue and Seventh Avenue, Trinity Gardens and St Morris	<ul style="list-style-type: none"> Complete the St Morris Bikeway in coordination with the Trinity Valley Stormwater Drainage project.
2.3	Barnes Road, Glynde	<ul style="list-style-type: none"> Investigate traffic calming measures to reduce speed; Provide treatment for cyclists; and investigate operation of Driveway Link at Lewis Road and Barnes Road intersection with view to improve or replace with alternative device.
2.4	Luhrs Road, Payneham South	<ul style="list-style-type: none"> Investigate traffic calming devices
2.5	Albermarle Avenue, Trinity Gardens	<ul style="list-style-type: none"> Investigate traffic calming devices including intersection treatment at Canterbury Avenue.
2.6	Ashbrook Avenue and John Street, Payneham	<ul style="list-style-type: none"> Investigate an alternative intersection treatment to the existing mini-roundabout.
2.7	Gwynne Street, Firle	<ul style="list-style-type: none"> Investigate traffic calming devices to reduce speed; and Consider a bicycle connection between Gwynne Street and Shelley Street.
2.8	Marian Road, Glynde	<ul style="list-style-type: none"> Complete the cycling network.
2.9	Payneham Road, at Avenue Road and Ashbrook Avenue	<ul style="list-style-type: none"> Improve intersection layouts through liaison with DIT.
3.1	Ashbrook Avenue and Devitt Avenue, Payneham South	<ul style="list-style-type: none"> Investigate intersection treatment
3.2	Ashbrook Avenue, Trinity Gardens	<ul style="list-style-type: none"> Improve cycling safety with traffic calming measures to align with new signalised pedestrian crossing of Magill Road
3.3	Coorara Avenue, bus stop improvements	<ul style="list-style-type: none"> Advocate to SAPTA a review of the bus stop locations in Coorara Avenue
3.4	Henry Street, Payneham & Glynde	<ul style="list-style-type: none"> Investigate traffic calming measures along Henry Street; and Improve signage to alert motorists they are entering a retirement home area;
3.5	Henry Street and Davis Road, Glynde	<ul style="list-style-type: none"> Complete the cycling network
4.1	Third Creek shared path, Payneham and Firle	<ul style="list-style-type: none"> Investigate the feasibility of a shared path over the Third Creek between Marian Road and Ashbrook Avenue
4.2	Magill Road and Williams Avenue, St Morris	<ul style="list-style-type: none"> Liaise with DIT to improve intersection safety
4.3	Glynde Employment Zone, Glynde	<ul style="list-style-type: none"> Monitor street operations as a result of proposed developments along Glynburn Road (Aldi & Bunnings)
4.4	Edward Street, Glynde	<ul style="list-style-type: none"> Investigate traffic calming devices along Edward Street

The locations of the recommendations and their priorities are depicted in Figure 2 below.

FIGURE 1: KEY ISSUES BY LOCATION



OPTIONS

Given that the investigation for a City-wide 40km/h area speed limit on a precinct-by-precinct basis, has already been endorsed by the Council (subject to consultation) and on the basis that this study has identified that there is majority community support, it is considered appropriate to proceed with the *Priority 1* recommendation to implement a 40km/h speed limit in every street in *the study area*.

In addition to the 40km/h speed limit, the Consultant has identified eighteen (18) locations that require traffic management treatments. The staging of these works will largely depend on the capacity of Council staff to manage this large number of projects and the implications on the Council's budgets. Council's budget considerations. Therefore, the *Priority 2, 3 and 4* recommendations would need to be implemented over a number of years and as such, Council staff have set-out below the issues that need to be taken into consideration in determining a position.

1. The St Morris Bikeway was identified as a *Priority 2* project. This has previously been identified as a Council project and has been integrated into the Trinity Valley Stormwater drainage project, planned for design and construction in the next two years. As such, this item does not require additional funding or consideration from the Committee.
2. The level of success of the 40km/h speed limit will not be known until the outcomes have been monitored and evaluated. Therefore, one option would be to implement the 40km/h speed limit and measure its success (or otherwise), prior to undertaking any other recommendations.
3. The *Priority 2* projects comprise the investigation of traffic management solutions at key locations. This would be undertaken by Traffic Engineering Consultants who would be engaged to prepare designs which are appropriate traffic management solutions for each location. Therefore, one option would be to undertake the investigation and design of all *Priority 2* projects, in a timely manner as staff capacity allows. Once all *Priority 2* projects have been designed, costed and assessed, the implementation of these projects could be staged to suit budget allocations. The *Priority 3* and *4* options could be managed after the completion of the *Priority 2* actions.
4. Another option would be to complete the design, investigation and implementation of one *Priority 2* option at a time, in order of priority. This would enable works to commence earlier than other options and would demonstrate to the community that the Council is committed to traffic management solutions. The number of projects which are undertaken each year would be dependent on budget allocations and staff workload capacity.
5. Given the number of recommendations, there are numerous combinations of works that could be considered. As such, the Committee has the option to recommend to the Council an option other than the options which have been recommended by Council staff.

The Options for the Committee to consider are set-out below.

Option 1: Implement the 40km/h area.

The Committee could determine that the *Stage 1* recommendation of the implementation of a 40km/h area wide speed limit be undertaken and that no other measures be undertaken until an evaluation of the 40km/h speed limit has been completed to understand the outcomes and level of success.

This option is cost-effective. A recent evaluation study of the 40km/h area-wide speed limit in Stepney, Maylands and Evandale identified that overall, the 85th percentile traffic speeds had reduced by 2.5km/h hour. However, given the long, straight roads and high incidences of speeding, a reduction of the speed limit in isolation is unlikely to address a number of key concerns highlighted in the Traffic Study. As such, this option is not recommended.

Option 2: 40km/h speed limit plus the investigation and design of the *Priority 2* projects.

The Committee could recommend to the Council that the implementation of the 40km/h speed limit be undertaken as well as progressing the investigation and design of the *Priority 2* projects.

The *Priority 2* projects include traffic management investigation and design at the locations set-out below:

- Gage Street, Firle, Ryan Avenue to Stapleton Street;
- Jones Avenue, Aberdare Avenue and Seventh Avenue (in coordination with the Trinity Valley Stormwater Drainage project works);
- Barnes Road, Glynde;
- Luhrs Road, Payneham South;
- Albermarle Avenue, Trinity Gardens;
- Ashbrook Avenue and John Street, Payneham;
- Gwynne Street, Firle;
- Marian Road (completion of cycle route);
- Payneham Road and Avenue Road junction; and
- Payneham Road and Ashbrook Avenue Junction.

This option would result in the most successful outcome because the 40km/h speed limit could be undertaken in the short-term to directly respond to area-wide traffic issues, while at the same time, progressing the development of detail designs to physically calm traffic at the key locations that have been identified as priorities.

Although this option would require significant funding from the Council, it is the preferred option because the physical devices would strengthen the compliance of the 40km/h speed limit and discourage non-local through traffic. The implementation of these devices could be staged over a period of say, three (3) years.

Option 3: The Committee may wish to make its own set of recommended actions to the Council in light of the outputs from *the Traffic Study*.

CONCLUSION

The traffic management recommendations which have been identified by the Council's Consultant is based on data analysis and community consultation and are outlined in this report.

The recommendations have been prioritised according to a multi-criteria analysis that has considered a number of road safety and street improvement criterion. The cost of the recommended works is significant and it is recommended that the works would need to be implemented over a number of years, to align with budgetary considerations, planned road reconstructions and grant funding opportunities.

The traffic issues and recommendations which have been outlined in this report, enable the Committee to consider the issues and the recommendations and provide advice to the Council as part of its considerations when the Council considers *the Traffic Study* Report.

COMMENTS

The costs associated with *the Priority 2, 3 and 4 works* are significant and implementation will be dependent on future budget allocations.

It is noted that the *Marden & Royston Park Traffic Management Plan* that was undertaken concurrently with this study identified a considerable number of locations in need of traffic management interventions, that would also require significant funding.

RECOMMENDATION

1. That the report prepared by Stantec Consultants, dated 30 January, 2023 and titled *Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management*, as contained in **Attachment A**, be received and noted.
2. That the Committee notes that the *Priority 1* recommendation to implement an area-wide 40km/h speed limit in all streets bound by Payneham Road, Glynburn Road, Magill Road and Portrush Road, has been supported by the majority of respondents. Given that a 40km/h area-wide speed limit has already been endorsed by the Council (subject to consultation as the program is progressively implemented), this recommendation can be implemented without the need for consideration by the Committee.
3. That having considered the information in this report, the Committee recommends to the Council that the implementation of the 40km/h speed limit be undertaken, together with progressing the investigation and design of the Priority 2 projects, as set-out below:
 - Gage Street, Firle, Ryan Avenue to Stapleton Street;
 - Jones Avenue, Aberdare Avenue and Seventh Avenue (in coordination with the design and construction of the Trinity Valley Stormwater Drainage project);
 - Barnes Road, Glynde;
 - Luhrs Road, Payneham South;
 - Albermarle Avenue, Trinity Gardens;
 - Ashbrook Avenue and John Street, Payneham;
 - Gwynne Street, Firle;
 - Marian Road (completion of cycle route);
 - Payneham Road and Avenue Road junction; and
 - Payneham Road and Ashbrook Avenue Junction.
4. That the Committee notes that the citizens who engaged with the Council during the community consultation stage of the *Traffic Report* will be informed of the outcomes of this project.
5. That the Committee notes that the implementation of the *Priority 2* recommendations would be staged over approximately three (3) years and that implementation would be subject to funding allocations as part of the Council's annual budget.
6. That the Committee notes that if the *Priority 2* recommendations are implemented, the investigation and design of the *Priority 3* and 4 recommendations, would be assessed.
7. That the Committee notes that the order of the implementation of the recommendations may change to enable integration into other capital works projects, such as road reconstruction or stormwater drainage works.

Attachment A

Glynde, Payneham, Firle, Trinity Gardens & St Morris Traffic Study

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City of
Norwood
Payneham
& St Peters



**Glynde, Payneham, Payneham
South, Firle, Trinity Gardens and
St Morris Traffic Management Study**

**PREPARED FOR THE CITY OF NORWOOD, PAYNEHAM & ST PETERS
30 JANUARY 2023**

Revision schedule

Rev No	Date	Description	Signature of Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
0	5 Dec 2022	Final	John Devney	Paul Morris	Paul Morris	John Devney
1	30 Jan 2023	Final	John Devney	Paul Morris	Paul Morris	John Devney

This document entitled Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management Study was prepared by Stantec Australia Pty Ltd ("Stantec") for the account of the City of Norwood, Payneham & St Peters (the "Client"). The material in it reflects Stantec's professional judgment in light of the scope, the Client's brief (if any) and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published. In preparing the document, Stantec may have relied on information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. No liability is accepted by Stantec or any employee or sub-consultant of Stantec with respect to its use by a third party.

Quality statement

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30 January 2023

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30 January 2023

REVIEWED BY

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30 January 2023

APPROVED FOR ISSUE BY

John Devney



30 January 2023

Executive summary

Development of the Traffic Management Plan

The traffic management plan for the Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris study area was developed with the following approach and tasks:

- a review of the strategic Council and State Government policies;
- analysis of the existing conditions for traffic volumes, speeds and crash statistics;
- review of the bicycle and public transport networks;
- engagement with the community through an online pinpoint survey, a drop-in session and email submissions;
- engagement with the key stakeholders on the issues and opportunities to improve traffic movement, safety for all road users, including pedestrians and cyclists; and
- preparation of a draft Action Plan to address the issues identified by correlating the feedback from citizens and the evidence-based traffic analysis.

Key Findings

The key issues identified by the community engagement activities, the stakeholder discussions and the analysis of the traffic volumes, speeds and crash statistics are:

- traffic speeding on local streets;
- non-local through traffic on local streets;
- traffic safety at intersections;
- traffic congestion on arterial roads;
- condition and width of footpaths;
- poor pedestrian safety at road crossings;
- missing links in the cycling network;
- cycling safety at intersections and crossing arterial roads;
- location of bus stops in Coorara Avenue;
- frequency and hours of bus services; and
- bus shelter and stop maintenance.

Action Plan

The action plan comprises the following initiatives:

- A 40 km/h speed limit for the entire study area;
- Potential solutions to address the issues for traffic safety and management grouped by suburb and priority;
- Proposed update to the cycling network with new connections and infrastructure;
- Possible bus route improvements for further discussion with the State Government; and
- Advocacy to the State Government on arterial road and local street intersections.



The initiatives in the staged Action Plan for the Council to consider are listed in Table 1 with the initiatives grouped under the four priority levels.

Table 1: Proposed Traffic Management Action Plan

Priority	Location	Recommendation
1	Every street in the study area	<ul style="list-style-type: none"> Implement the 40km/h area-wide speed limit
2	Gage Street, Firle	<ul style="list-style-type: none"> Investigate intersection treatments between Ryan Avenue and Stapleton Street.
2	Jones Avenue, Aberdare Avenue and Seventh Avenue, Trinity Gardens and St Morris	<ul style="list-style-type: none"> Complete the St Morris bikeway in coordination with the stormwater works planned for 2022-2023.
2	Barnes Road, Glynde	<ul style="list-style-type: none"> Investigate traffic calming measures to reduce speeds; Provide treatments for cyclists; and Investigate operation of the driveway link at Lewis Road/Barnes Road with a view to improve or replace with an alternative device.
2	Luhrs Road, Payneham South	<ul style="list-style-type: none"> Investigate traffic calming devices.
2	Albermarle Avenue, Trinity Gardens	<ul style="list-style-type: none"> Investigate traffic calming devices, including an intersection treatment at Albermarle Avenue and Canterbury Avenue.
2	Ashbrook Avenue and John Street, Payneham	<ul style="list-style-type: none"> Investigate an alternative intersection treatment to the existing mini-roundabout.
2	Gwynne Street, Firle	<ul style="list-style-type: none"> Investigate traffic calming devices to reduce speeds; and Consider a bicycle connection between Gwynne Street and Shelley Street.
2	Marian Road, Glynde	<ul style="list-style-type: none"> Complete the cycling network.
2	Payneham Road at Avenue Road and Ashbrook Avenue	<ul style="list-style-type: none"> Improve intersection layouts through liaison with DIT.
3	Ashbrook Avenue and Devitt Avenue, Payneham South	<ul style="list-style-type: none"> Investigate intersection treatment.
3	Ashbrook Avenue, Trinity Gardens	<ul style="list-style-type: none"> Improve cycling safety with traffic calming measures to align with the new signalised crossing of Magill Road.
3	Coorara Avenue bus stop improvements	<ul style="list-style-type: none"> Advocate to SAPTA for a review of the bus stop locations in Coorara Avenue.
3	Henry Street, Payneham and Glynde	<ul style="list-style-type: none"> Investigate traffic calming devices along Henry Street; and Improve signage to alert motorists they are entering the retirement home area.
3	Henry Street and Davis Road, Glynde	<ul style="list-style-type: none"> Complete the cycling network.



Priority	Location	Recommendation
4	Third Creek shared path bikeway, Payneham and Firle	<ul style="list-style-type: none"> Investigate the feasibility of a shared path over the Third Creek between Marian Road and Ashbrook Avenue.
4	Magill Road and Williams Avenue, St Morris	<ul style="list-style-type: none"> Liaise with DIT to improve intersection safety.
4	Glynde Employment Zone, Glynde	<ul style="list-style-type: none"> Monitor street operations as a result of the proposed developments along Glynburn Road (Aldi and Bunnings).
4	Edward Street, Glynde	<ul style="list-style-type: none"> Investigate traffic calming devices along Edward Street.



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Abbreviations

Abbreviation	Full Name
ABS	Australian Bureau of Statistics, Australian Commonwealth Government
DIT	Department for Infrastructure and Transport, South Australian Government
NPSP	City of Norwood, Payneham & St Peters
PAC	Pedestrian Actuated Crossing
RAA	Royal Automobile Association of South Australia
SAPTA	South Australia Public Transport Authority, a division of the Department for Infrastructure and Transport
SCAP	State Commission Assessment Panel, South Australia

Glossary

Term	Definition
Bicycle infrastructure Lanes and Paths	<ul style="list-style-type: none"> • A bicycle lane is a painted lane along the edge of a collector or arterial road. • A separated bicycle lane is along the edge of a road and has a physical feature separating bicycles and vehicles. • A shared path is available for pedestrians and bicycles and is typically provided through parks and reserves. • A sharrow is a bicycle pavement marking along a local street indicating shared use of the traffic lane with bicycles and vehicles and providing route guidance for cyclists.
40 km/h area speed limit	A 40 km/h area speed limit helps to create a speed environment appropriate to residential streets. It can be applied to an area that has a clear and intuitive boundary, such as arterial roads, a rail line or a river.
Go Zone	<p>A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. The term is only used in Adelaide.</p> <p>Stops and stations within a 'Go Zone' provide a bus, train or tram operating:</p> <ul style="list-style-type: none"> • every 15 minutes between 7.30 am and 6.30 pm, Monday to Friday • every 30 minutes between 6.30 pm and 10 pm, Monday to Friday • every 30 minutes on Saturday, Sunday and public holidays.
Road network hierarchy	<p>The Road network comprises a hierarchy of roads and streets:</p> <ul style="list-style-type: none"> • Arterial road (State maintained road) • Sub-arterial road • Primary Collector road • Secondary Collector road • District Road • Local Road (street)



Term	Definition
Traffic calming devices	Traffic calming treatments in local streets includes the following measures: <ul style="list-style-type: none"><li data-bbox="395 331 1059 367">• Slow points with narrowed sections of roadway<li data-bbox="395 376 1385 443">• Chicanes where traffic must slow down to weave around kerbside build-outs<li data-bbox="395 452 1038 488">• Flat top road humps along mid-block sections<li data-bbox="395 497 1177 533">• Pavement treatments with different colours and textures<li data-bbox="395 542 1099 577">• Roundabouts or mini-roundabouts at intersections



1 Introduction

1.1 Study area and background

The study area for this traffic management study is bounded by Portrush Road, Payneham Road, Glynburn Road and Magill Road as shown in Figure 1.1.

Figure 1.1: Study Area for the Traffic Management Study



Citizens in the study area have reported to Council their concerns about traffic speeding and high traffic volumes that in their opinion affects their safety and residential amenity, and discourages walking and cycling. Evidence from traffic data collected by Council in 2020 and 2021 confirms some of these issues which are predominantly caused by:

- the mostly grid road network with long straight sections connecting to the surrounding arterial roads that encourages non-local through traffic;
- the high percentage of heavy vehicles accessing the Glynde industrial area and passing through local streets; and



- other major traffic generators such as schools (Trinity Gardens Primary School and St Joseph's Catholic Primary School with access from Portrush Road), the Firlie shopping centre with access from Glynburn Road, and the Payneham Oval.

1.2 Study purpose

The purpose of the traffic management study is to correlate citizen concerns with traffic data that provides the evidence base to identify issues and develop a prioritised Action Plan to improve local access, road safety and residential amenity with respect to:

- managing traffic speed;
- managing non-local cut-through traffic volumes;
- identifying measures to improve the amenity and safety for local residents and businesses in the study area;
- improving bus stop access and amenity;
- providing safer connections to the bicycle network through and within the study area;
- encouraging more walking with safer routes to parks, reserves, shops and schools; and
- developing new solutions to improve amenity and safety for all road users in line the objectives of the City Plan 2030 and Council's Tree Strategy 2022-2027.

The potential impacts on the local street network from future development of commercial properties along the Glynburn Road and Payneham Road corridors was also considered.

1.3 Community consultation

Community consultation was undertaken in two stages as follows:

- Stage 1 was held in May 2022 to invite citizens to document their traffic-related concerns to help inform the development of the Draft Traffic Management Plan; and
- Stage 2 was held in August 2022 to obtain citizen feedback on the consultation summary report and the Draft Traffic Management Plan.

1.4 Report structure

The Traffic Management Plan report is structured into the following sections:

- **Section 2** is a review of the relevant planning policies, demographic statistics and transport mode analysis and a summary of the existing land use and future developments.
- **Section 3** is a review of the existing transport network, including the road network with traffic volumes, speed and crash history analysis, public transport services and infrastructure and the cycling and pedestrian networks.
- **Section 4** is a summary of the Stage 1 community and stakeholder consultation from the engagement activities held in May 2022 and a discussion of the concerns raised by citizens.
- **Section 5** is the Draft Traffic Management Plan, including the key locations where traffic management is proposed, and typical examples of the type of treatment that may be selected.
- **Section 6** is the summary of the Stage 2 community consultation feedback held in August 2022 with scoring and feedback on the Draft Action Plan.
- **Section 7** describes the development of the multi-criteria analysis and prioritisation framework.
- **Section 8** includes the proposed Action Plan.
- **Appendix A** Stage 1 Background Information Report
- **Appendix B** Stage 1 Stakeholder Submission from the Active Living Coalition
- **Appendix C** Stage 2 Community Engagement Summary Report and Draft Action Plan
- **Appendix D** Stage 2 Community Consultation Survey Form
- **Appendix E** Stage 2 Consultation Submissions



2 Planning Context

In this section, a summary of the relevant planning policies from the Council and the State Government is provided with an overview of the population, demographic and travel to work mode share statistics for residents in the study area.

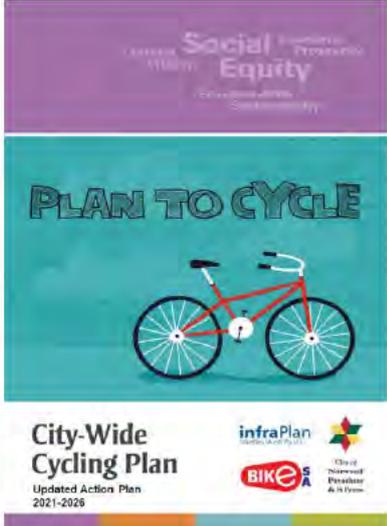
2.1 Relevant planning policies

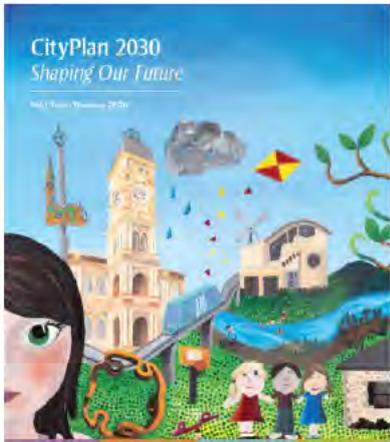
A review of the relevant Council and State Government planning policies that are relevant to traffic management in the study area are provided as follows.

2.1.1 Council

The relevant Council policies and plans were reviewed with regards to transport issues and initiatives in the study area. The Council plans and strategies that are relevant for the traffic management study are summarised in Table 2.1.

Table 2.1: Relevant Council Plans and Strategies for the Traffic Management Study

Council Plan or Strategy	Key Findings and Recommendations	Relevance to the Traffic Management Study
	<p>The original bicycle plan “Plan to Cycle” was prepared in 2013. It was released with an updated Action Plan 2021-2026 in 2021.</p> <p>The Plan provides for a connected bicycle network with crossings of the arterials to the bicycle routes that link adjacent to the study area.</p>	<p>Relevant bicycle infrastructure projects in the Plan are:</p> <ul style="list-style-type: none"> • Magill Road/Avonmore Avenue • A pedestrian/cyclist signal across Magill Road at Ashbrook Avenue. • Changing the north-south bike route from Avonmore Avenue to Ashbrook Avenue. • St Morris bikeway as the east-west route along Jones Avenue and Aberdare Avenue in Trinity Gardens and Seventh Avenue in St Morris. • Bicycle safety treatments at intersections.

Council Plan or Strategy	Key Findings and Recommendations	Relevance to the Traffic Management Study
 <p>CityPlan 2030 Shaping Our Future 2021 - 2030</p> <p>Mayor Bill Kelly Resilient, Inclusive, Connected, Sustainable, Prosperous</p> <p>City of Norwood Payneham & St Peters</p>	<p>Cityplan 2030 is underpinned by the four outcomes of Social Equity, Cultural Vitality, Economic Prosperity and Environmental Sustainability.</p> <p>The relevant objectives are:</p> <ul style="list-style-type: none"> • Objective 1.2 A people-friendly, • integrated and sustainable transport network, and Objective 2.4: Pleasant, well designed and sustainable urban environments. 	<p>The Plan includes actions to improve safety by reducing traffic speeds and volumes, improving residential amenity and encouraging more walking and cycling.</p>
 <p>Tree Strategy 2022-2027 Creating a greener, cooler and more healthy City with more Greenery Will Grow</p> <p>City of Norwood Payneham & St Peters</p>	<p>The Tree Strategy sets out actions to strategically increase the tree canopy cover in the City of Norwood Payneham & St Peters.</p> <p>It identified that the suburbs within the study area of this traffic study, have the lowest proportion of green canopy compared to other suburbs within the Council area, and would benefit from the cooling effect and streetscape appeal of additional trees.</p>	<p>Traffic calming devices such as islands and roundabouts can include opportunities for landscaping.</p>

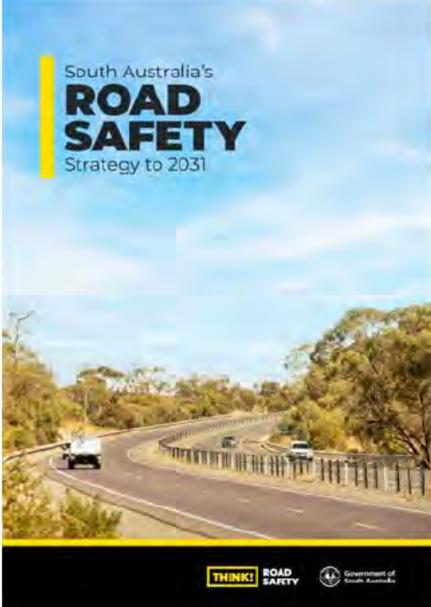
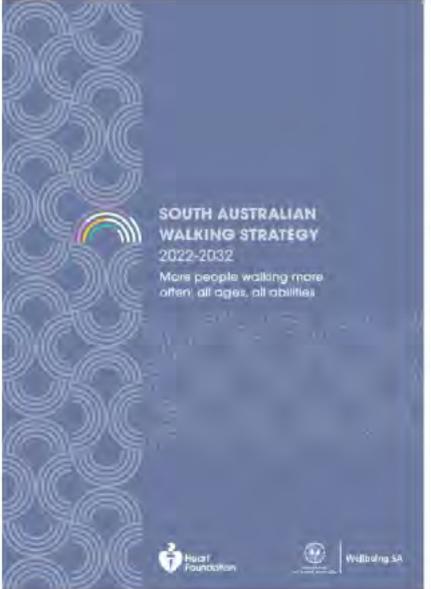
2.1.2 State Government

In 2022, the State Government released three relevant transport and safety policies and strategies, namely:

- SA Walking Strategy from the Department of Health that promotes walking for local trips, recreation and health.
- Draft SA Cycling Strategy that provides some initiatives for east-west bicycle improvements through the study area.
- The 2021-2031 Road Safety Action Plan, Department for Infrastructure and Transport (DIT), 2022

These State Government strategies are relevant for the traffic management study as summarised in Table 2.2.

Table 2.2: Relevant State Government Strategies for the Traffic Management Study

State Government Strategy	Key Findings and Recommendations	Relevance to the Traffic Management Study
	<p>South Australia's Road Safety Strategy to 2031.</p> <ul style="list-style-type: none"> • Promotion of policies for safer cycling and walking infrastructure. • Planning for safer and more connected walking and cycling networks. • Work with Councils to design safer community and pedestrian precincts (schools, main streets, recreation and sports) using a movement and place approach. • Improving pedestrian and cyclist safety when crossing arterial roads. • Promote the benefits of public transport to encourage increased public transport patronage. • Improve data collection and analysis relating to walking and cycling crashes. 	<p>The strategy supports safer walking and cycling infrastructure and connected networks and promotes higher usage of public transport which are objectives for the Council.</p>
	<p>The South Australian Walking Strategy 2022 – 2032.</p> <ul style="list-style-type: none"> • Plan for walkable neighbourhoods with Councils • Promote walking for short trips • Plan for walkable places • Plan for integrated public transport and walking • Plan for universally accessible walking facilities for all ages and abilities 	<ul style="list-style-type: none"> • Making plans for walkable places is the key to a great living environment. They need to be supported equally by legislative and policy frameworks that establish governance and accountability structures for walking. • Making walking a key priority in planning neighbourhoods will help to counter the conditions for a car-dependent lifestyle. It will ensure that pedestrians receive equitable access to everyday services.



State Government Strategy	Key Findings and Recommendations	Relevance to the Traffic Management Study
 <p data-bbox="379 353 549 456">2022 - 2032 CYCLING STRATEGY for South Australia</p> <p data-bbox="480 853 549 898">Government of South Australia Game On</p>	<p data-bbox="624 315 1027 383">The Cycling Strategy for South Australia 2022-2032</p> <p data-bbox="624 439 1035 674">The Cycling Strategy outlines the vision, objectives, initiatives and actions along with six priority projects to increase participation, improve physical and mental wellbeing and improve community outcomes.</p> <p data-bbox="624 680 1031 781">Riding a bike is good for physical and mental health, the environment and the economy.</p> <p data-bbox="624 788 1046 981">Riding is a legitimate transport, sport and recreation option and people who choose to ride need to feel safe and be safe, just like those who choose to walk, use public transport or drive a car.</p>	<p data-bbox="1078 315 1445 517">The strategy supports safer cycling infrastructure and connected networks, and promotes higher usage of public transport which are objectives for the Council.</p> <p data-bbox="1078 524 1461 797">A relevant project in the draft State Cycling Strategy is the St Morris bikeway that is co-funded between DIT and Council. The bikeway route is along Aberdare Avenue in Trinity Gardens and Seventh Avenue in St Morris.</p>

2.2 Demographic and transport mode review

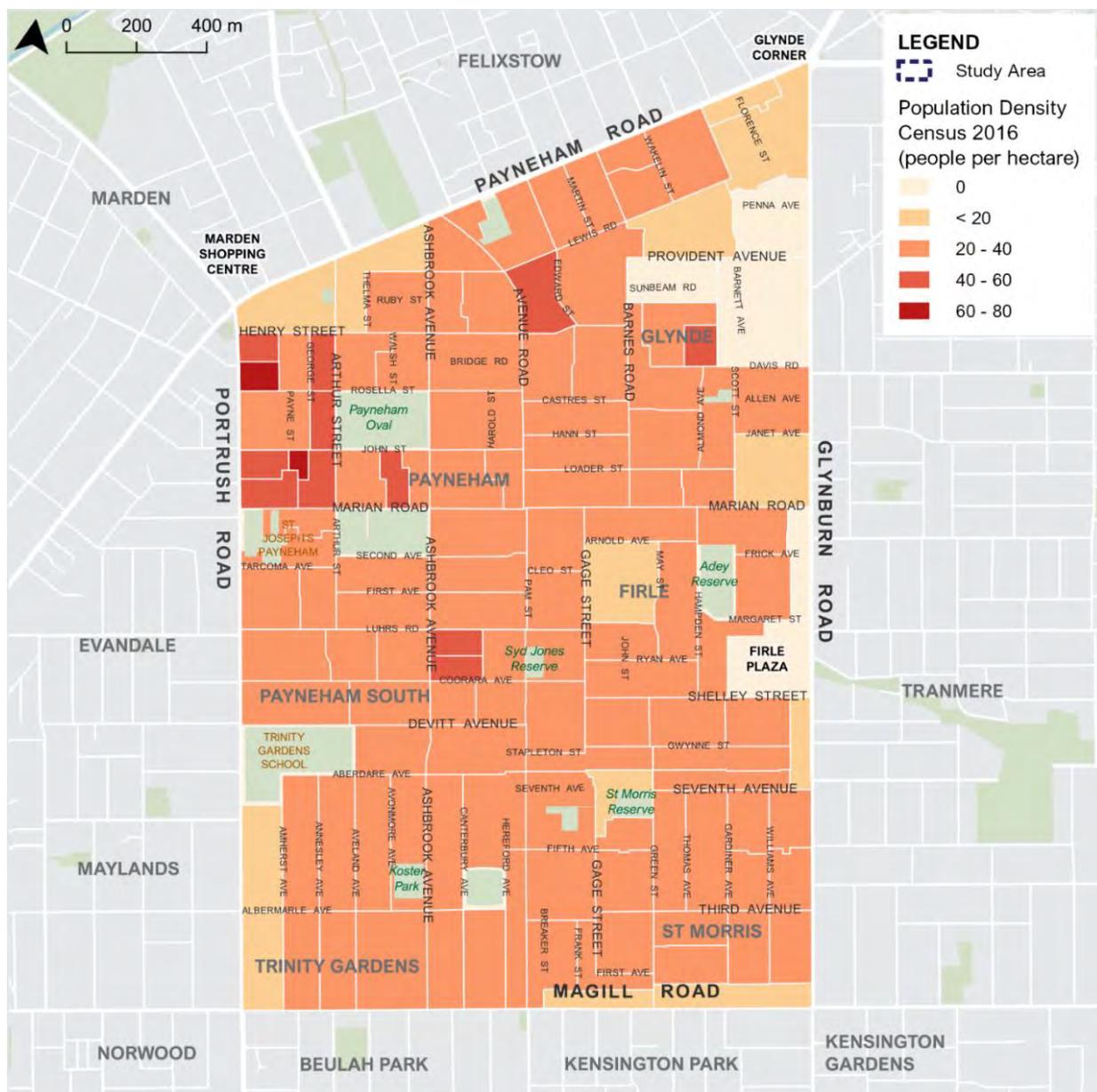
A review of the demographic and transport mode statistics of residents in the study area from the 2016 Australian census data is provided in this section. At the time of preparing this report in 2022, the 2021 data was not available.

2.2.1 Population

The total population of the study area in 2016 was approximately 23,500 residents living in mostly residential suburbs, except for the Glynde industrial area. The residential land use consists of low and medium density dwelling, and several retirement villages. A significant amount of infill housing is occurring and there are no high-density apartments.

The population density in the study area from the 2016 ABS census is shown in Figure 2.1.

Figure 2.1: Population Density in the Study Area (2016)



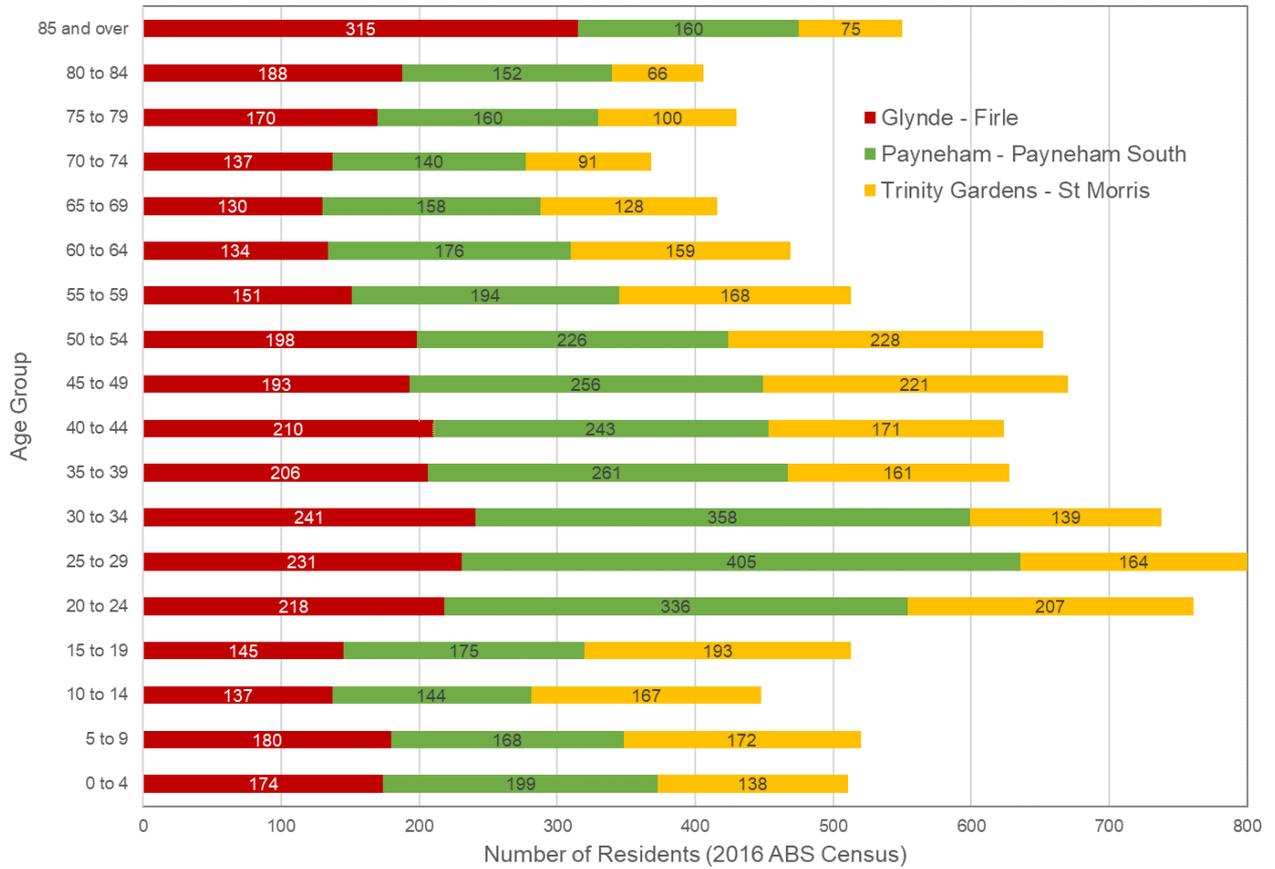
Source: 2016 ABS Census statistics



2.2.2 Demographic profile

The age distribution from the 2016 census is shown in Figure 2.2.

Figure 2.2: Population by Age Group and Groups of Suburbs in the Study Area (2016)



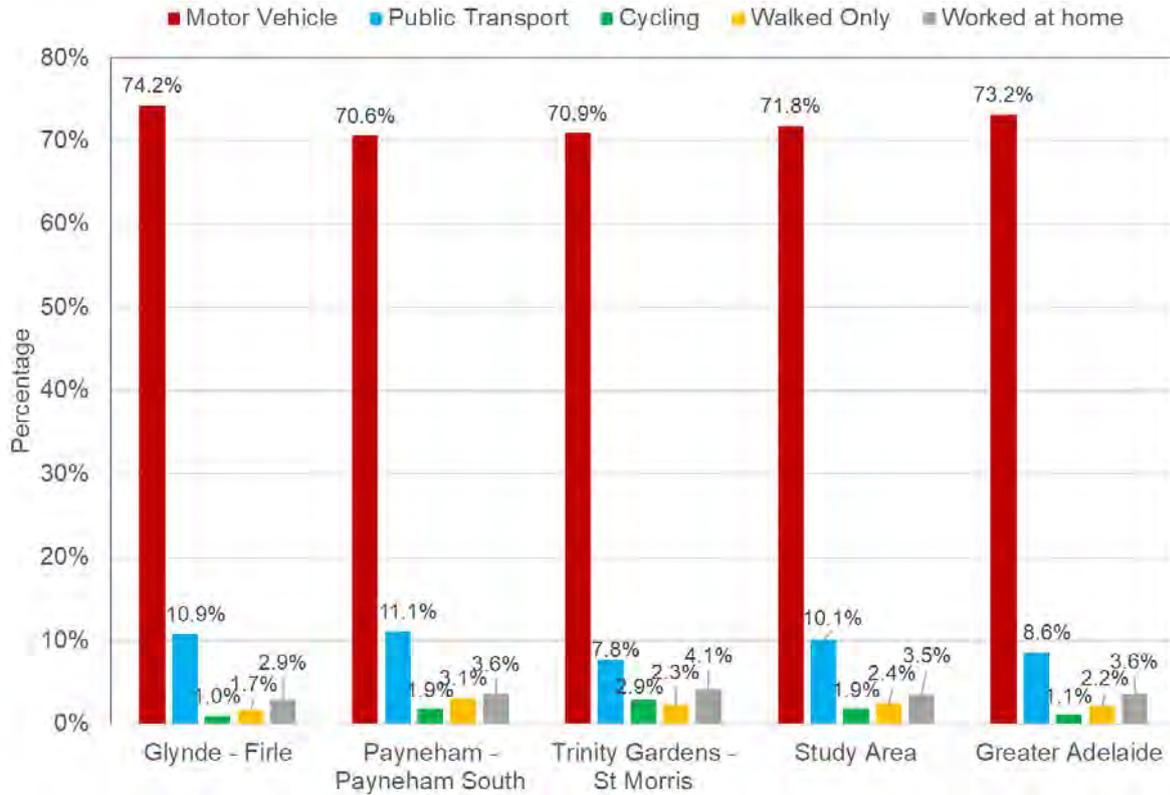
Source: 2016 ABS Census statistics



2.2.3 Travel Mode to Work

The travel mode to work statistics from the 2016 census are compared between groups of suburbs in the study area, the entire study area and Greater Adelaide in Figure 2.3. The percentage of public transport, cycling and walking users are higher in the study area than Greater Adelaide.

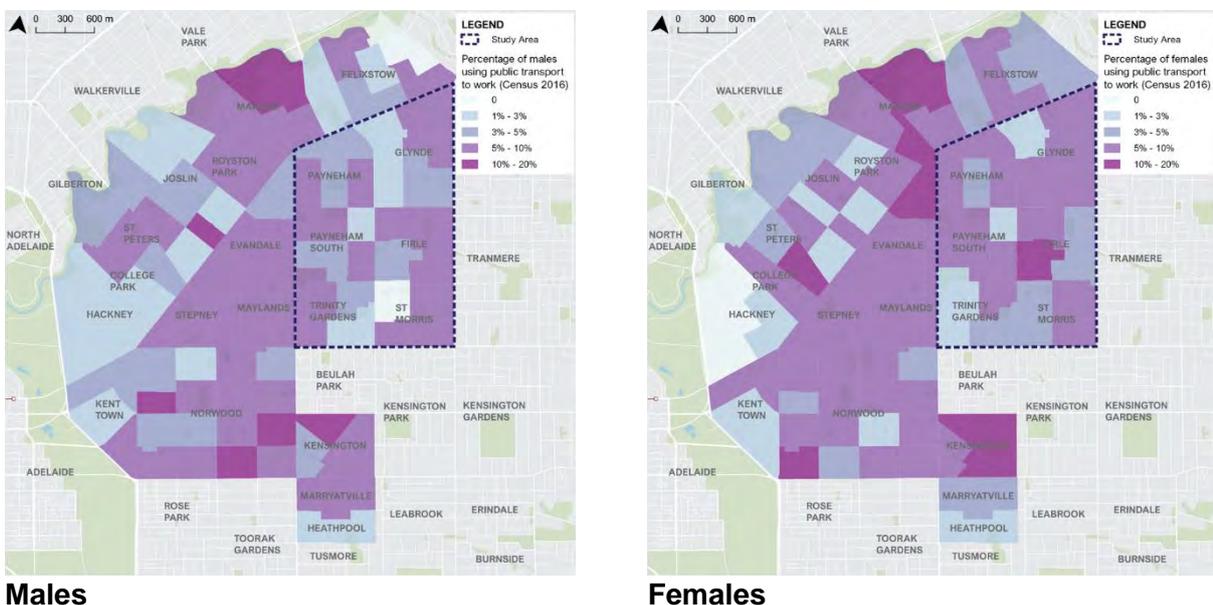
Figure 2.3: Travel Mode to Work by Suburb Groupings in the Study Area (2016)



Source: 2016 ABS Census statistics

The public transport mode share to work by gender is shown in Figure 2.4. It indicates minimal differences between gender with slightly greater proportions of females traveling by bus.

Figure 2.4: Public Transport Mode Share to Work by Gender in the Study Area (2016)

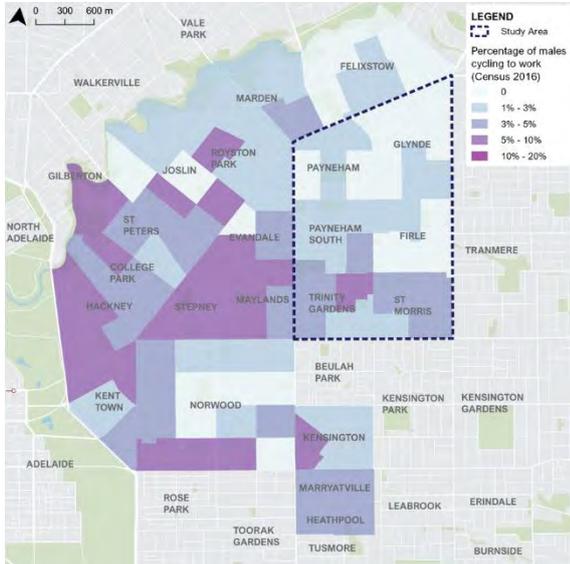


Source: 2016 ABS Census statistics

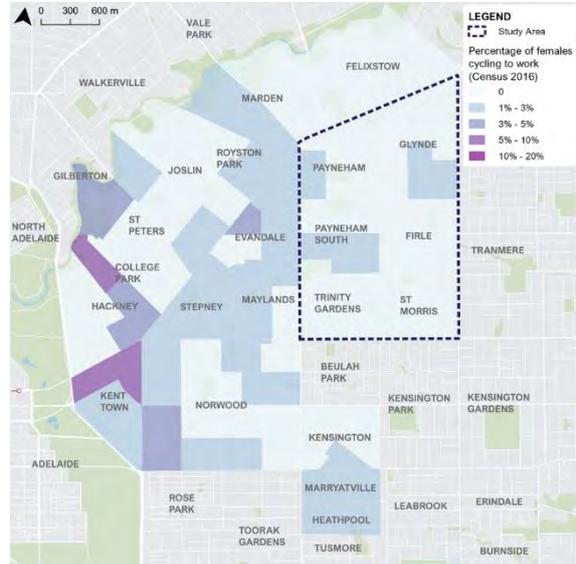


The cycling mode share to work by gender is shown in Figure 2.5. It indicates a significantly higher proportion of males cycling to work from the study area than females.

Figure 2.5: Cycling Mode Share to Work by Gender in the Study Area (2016)



Males

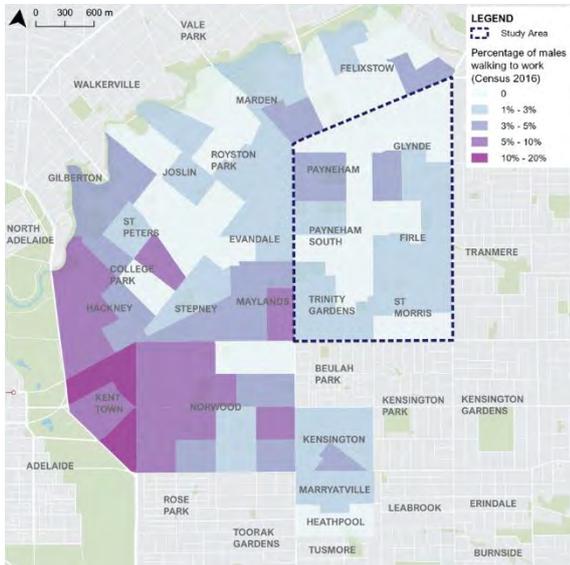


Females

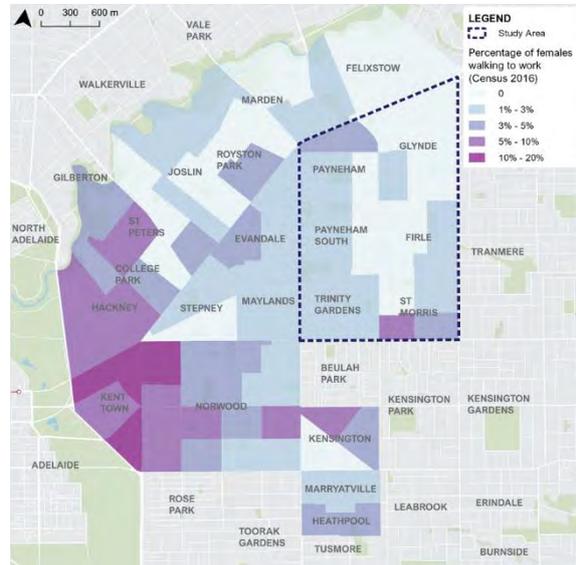
Source: 2016 ABS Census statistics

The walking mode share to work by gender is shown in Figure 2.6. It indicates minimal differences between gender with slightly greater proportions of females walking to work.

Figure 2.6: Walking Mode Share to Work by Gender in the Study Area (2016)



Males



Females

Source: 2016 ABS Census statistics



2.3 Land use and future development

2.3.1 Existing land use

The existing land uses are shown in Figure 2.7 and the zoning is shown in Figure 2.12.

The land use is mostly residential, with the addition of several key traffic attractors that include:

- Firlie Plaza (including Coles and Kmart) with access from Glynburn Road, Shelley Street and Margaret Street. The other shopping centres for residents in the study area are at Marden and Felixstow along Payneham Road. The Aldi supermarket in Kensington Park on the south side of Magill Road is convenient for residents in St Morris, while residents of Trinity Gardens are close to the shops along The Parade in Norwood;
- Schools generate traffic at drop-off and pick-up times and include St Joseph's Payneham and Trinity Gardens Primary School;
- The Payneham Oval generates traffic and high parking demand during events, mainly on weekends; and
- The Glynde light industrial estate and the special food industry which generates commercial vehicles, generally via Barnes Road and Davis Road.

Land uses, such as retirement villages and aged care housing estates, schools, and playgrounds, reserves and parks, attract a high proportion of vulnerable road users, such as the elderly and young, where road safety is critically important.

2.3.2 Future developments

In the study area, several traffic generating development applications in Glynde and Payneham have recently been approved or are still under review. As of December 2022, the project status for these sites is listed in Table 2.3.

Table 2.3: Recent Development Applications in Payneham and Glynde

Location	Development Proposal	Project Status
Glynburn Road at Lewis Road, Glynde	Aldi supermarket	Planning Consent
Glynburn Road at Penna Avenue, Glynde	Bunnings hardware store	Planning Consent
Payneham Road at Avenue Road, Payneham	Commercial development at the former Schweppes beverage factory	Development Approval
Portrush Road at Marian Road	Expansion of St Joseph's Payneham Primary School	Under construction



Figure 2.7: Existing Land Use in the Study Area

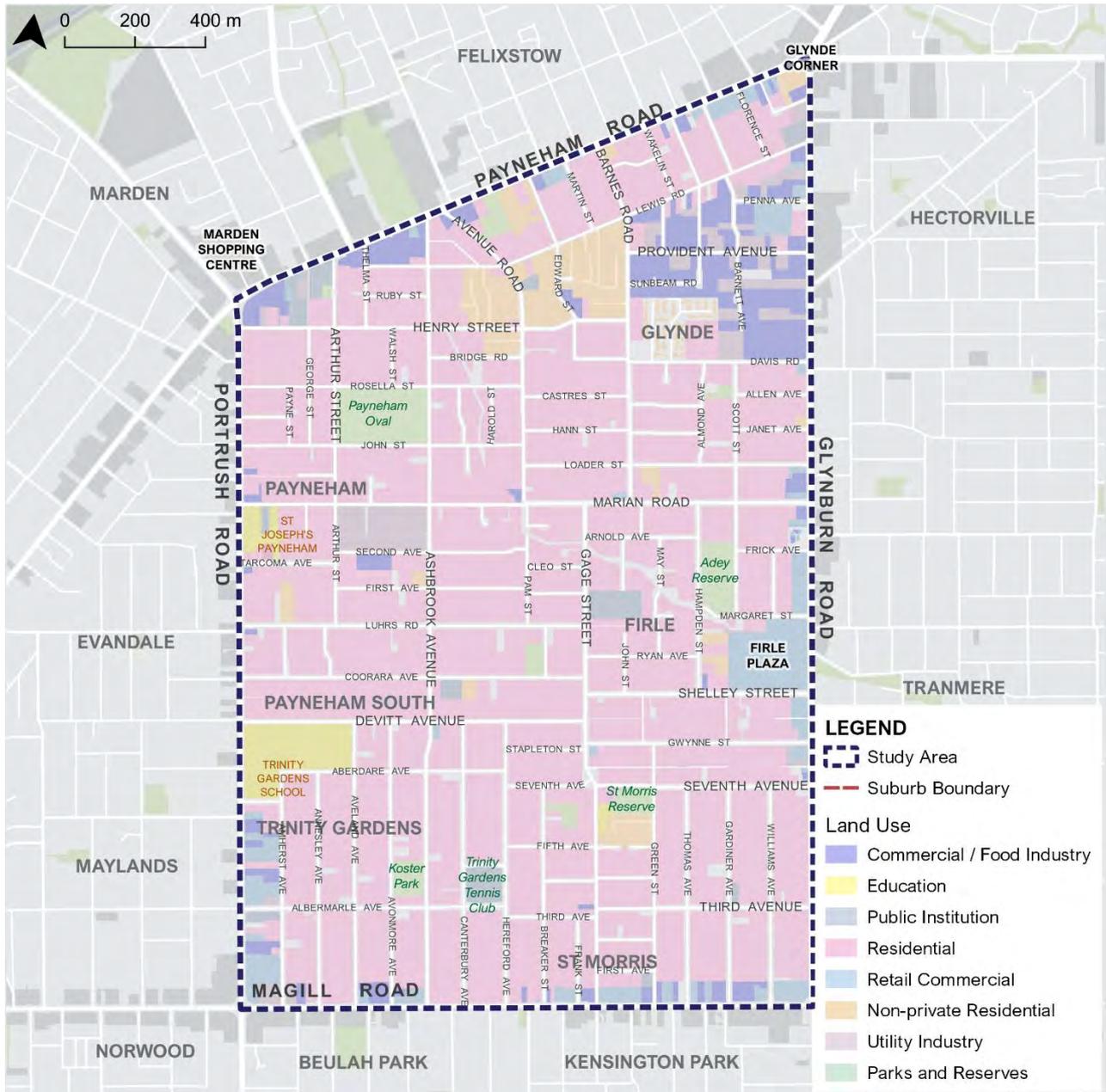
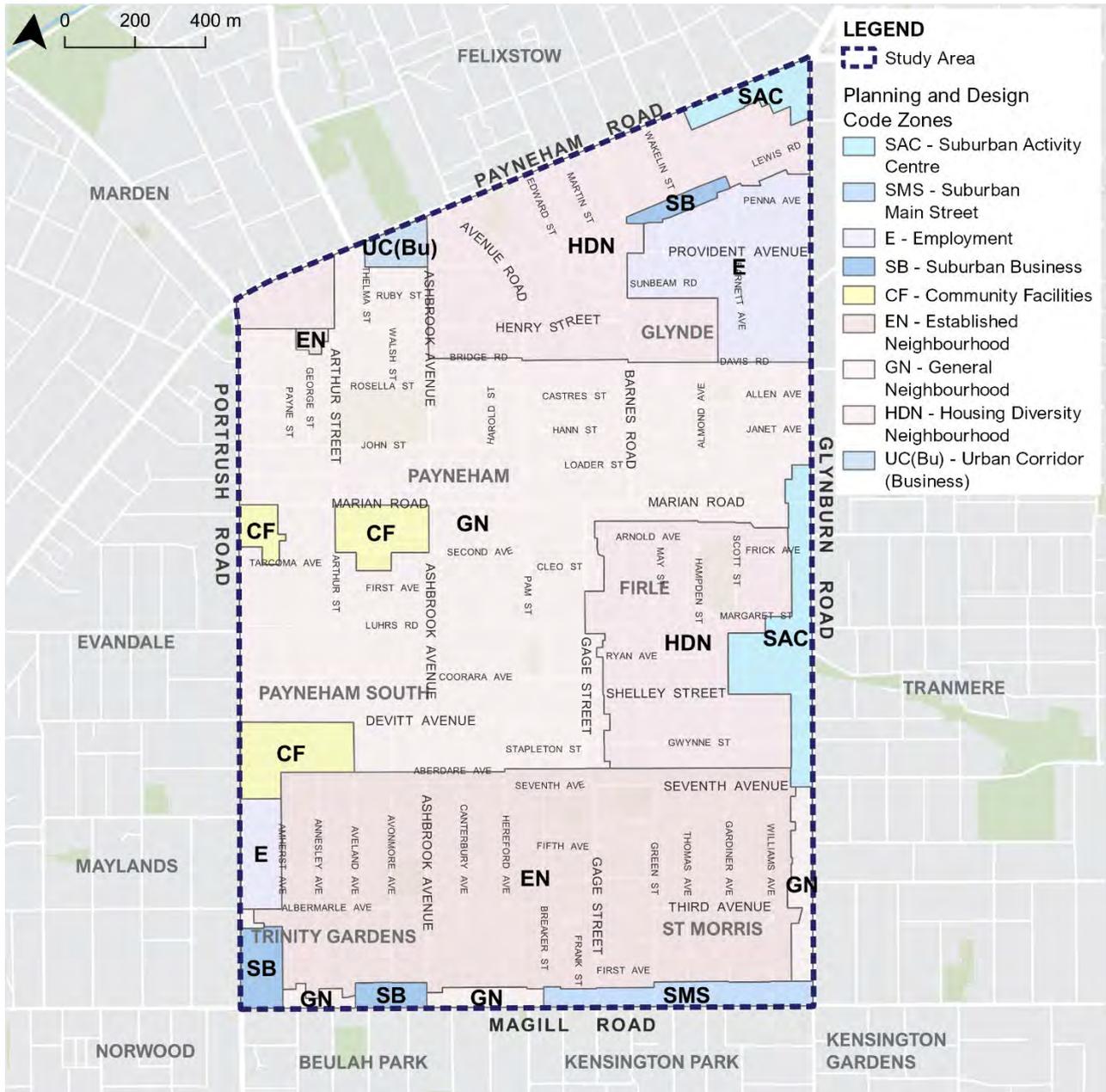


Figure 2.8: Planning and Design Code Zones in the Study Area



3 Review of the Existing Transport Network

A review of the existing transport network is provided in this section.

3.1 Road network

The study area is bounded by State-government owned arterial roads and bisected by east-west and north-south Council-owned local and collector roads. Ashbrook Avenue is the only continuous north-south road. The road network with the existing road hierarchy of State-government arterial and sub-arterial roads is provided in Figure 3.1.

Figure 3.1: Road Network in the Study Area



3.1.1 Traffic volumes and vehicular speeds

The most recent traffic volumes on the streets in the study area are shown in Figure 3.2. The busiest Council roads are:

- Avenue Road, Payneham;
- Barnes Road, Glynde;
- Luhrs Road and Coorara Avenue, Payneham South;
- Albermarle Avenue, Trinity Gardens;
- Marian Road, Firlé and Glynde;
- Shelley Street, Hampden Street and Margaret Street, Firlé; and
- Gage Street, Firlé and St Morris.

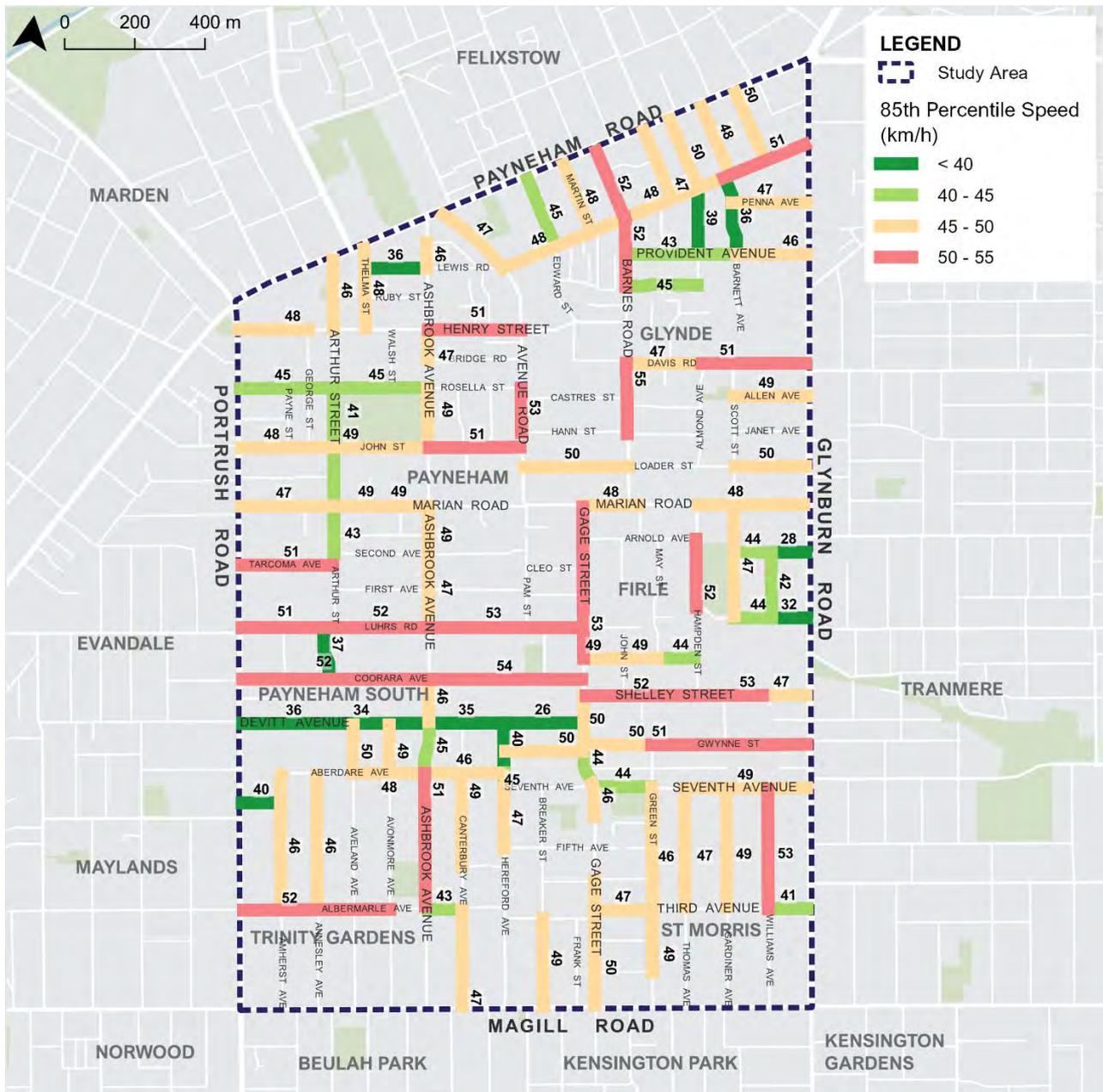
Figure 3.2: Recent Traffic Volumes in the Study Area



The 85th percentile speeds on the streets in the study area are shown in Figure 3.3. The roads in the study area with 85th percentile speeds over 50 km/h are:

- John Street, Henry Street and Avenue Road, Payneham;
- Barnes Road, Lewis Road and Davis Road, Glynde;
- Tarcoma Avenue, Luhrs Road and Coorara Avenue, Payneham South;
- Gage Street, Shelley Street, Hampden Street and Gwynne Street, Firlie;
- Albermarle Avenue and Ashbrook Avenue, Trinity Gardens; and
- Williams Avenue, St Morris.

Figure 3.3: 85th Percentile Traffic Speeds in the Study Area



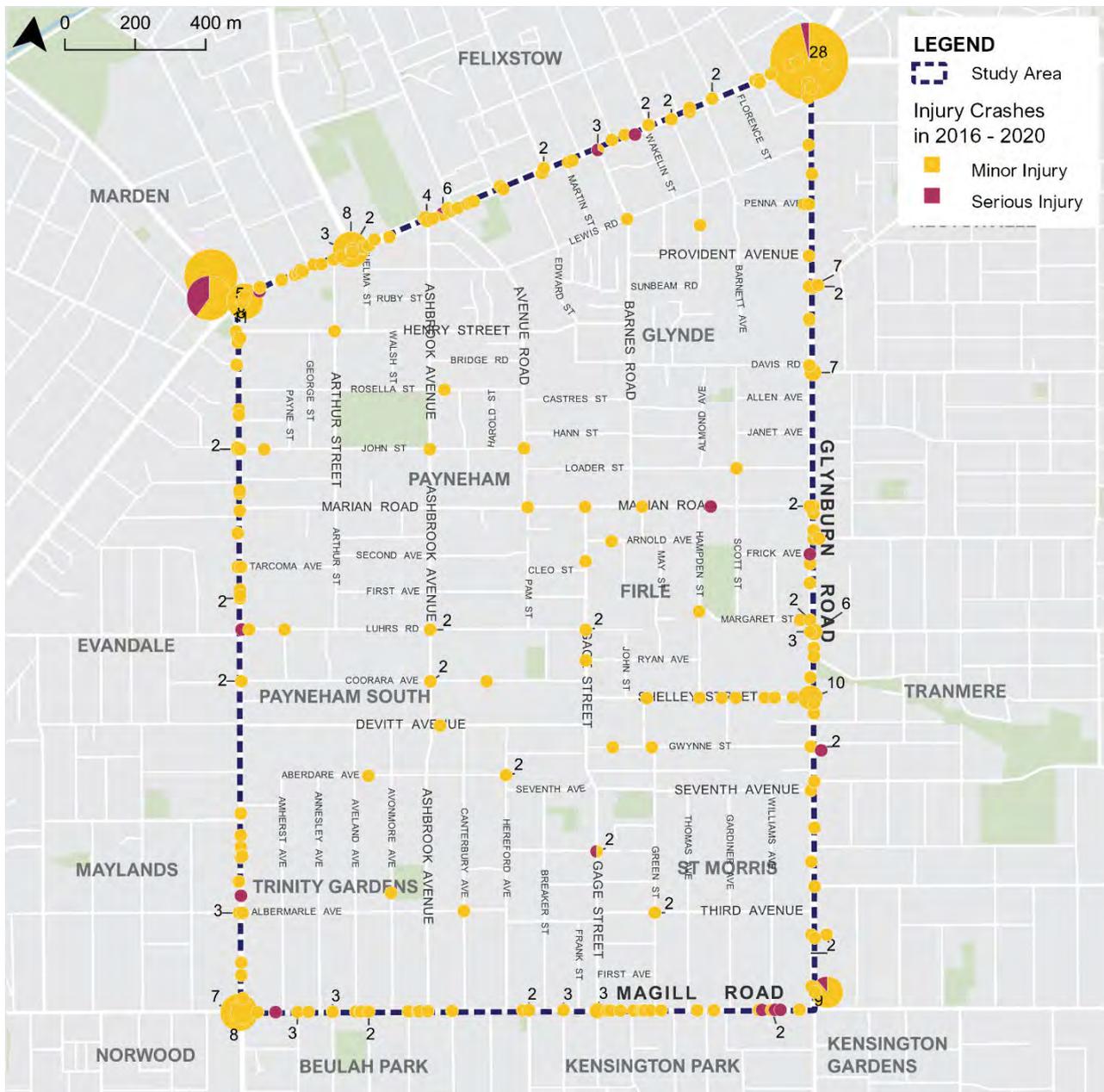
3.1.2 Road crashes

The 5-year road injury and fatality crashes from 2017 to 2021 are shown in Figure 3.4. The locations with the highest number of crashes are at:

- Portrush Road/Payneham Road;
- Glynde Corner (Lower North East Road/Payneham Road/Glynburn Road);
- Glynburn Road near Firle Plaza;
- Shelley Street, Firle; and
- Magill Road west of Glynburn Road.

A cluster of minor injury crashes occurs along Shelley Street which is the bus route that services Firle Plaza. Most of the other crashes are along the arterial roads and at the intersections of these DIT-controlled roads.

Figure 3.4: Injury Crashes in the Study Area (2017-2021)



Source: South Australian crash data from 2017 to 2021



3.2 Public transport

The local Adelaide Metro bus network and the 5-minute (400m) walkable catchments to bus stops is shown in Figure 3.5.

Go Zone routes with bus services to Adelaide CBD exist along Payneham Road, along Coorara Avenue in Payneham South and Magill Road. The Routes H30 and H33 comprise a Go Zone along Coorara Avenue, west of Gage Street. The bus network in the north-south direction is provided with Route 300 along Portrush Road and Route H21 along Glynburn Road, at a lower frequency than the other bus routes.

Residents who do not live within a 5-minute walk to a bus stop are:

- in the southern parts of Payneham and Glynde; and
- in the northern parts of Trinity Gardens and parts of St Morris.

Figure 3.5: Existing Bus Routes, Stops and 400m Catchments in the Study Area

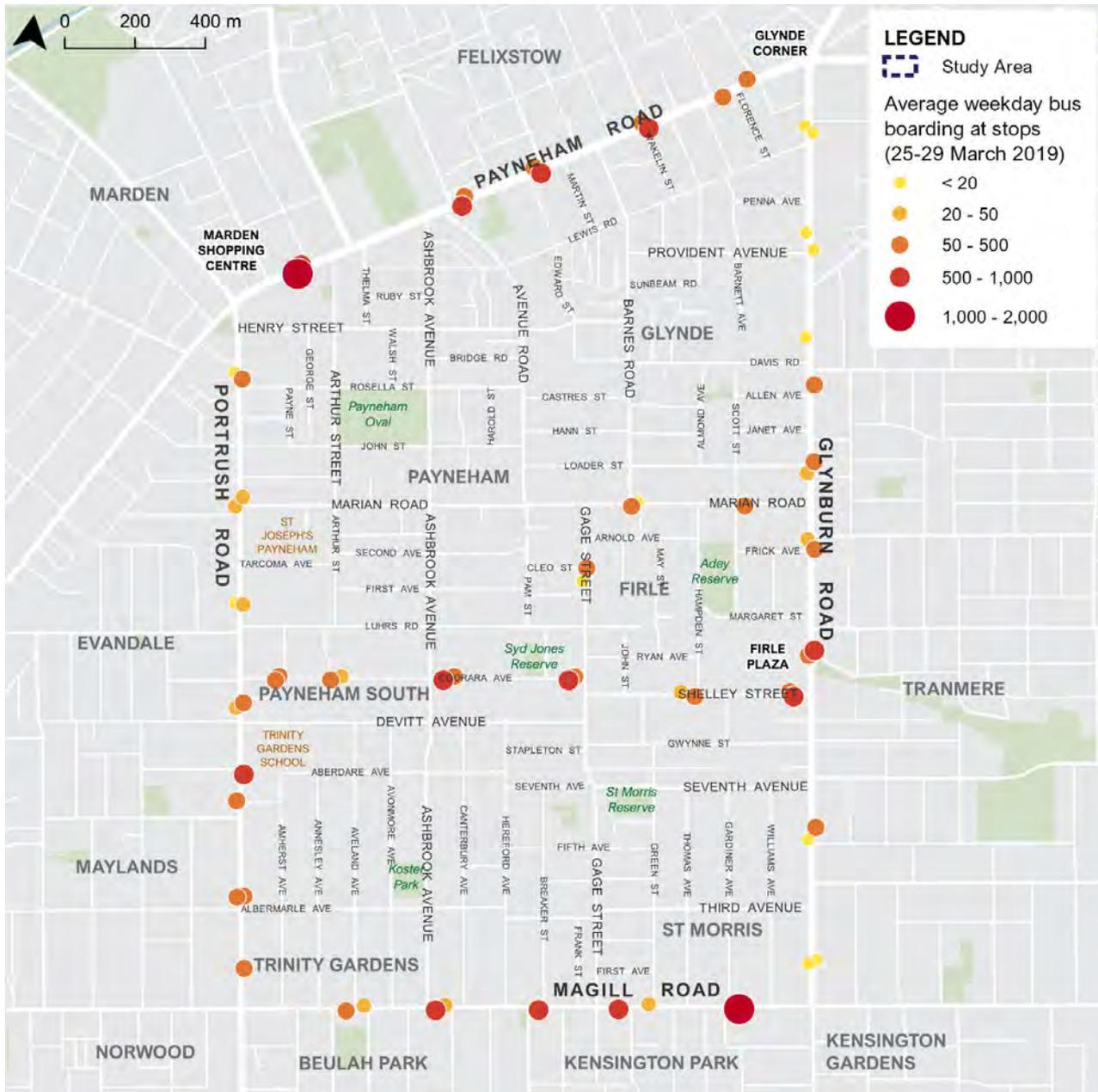


Source: Adelaide Metro bus network, May 2022



The bus patronage from March 2019 is shown in Figure 3.6. The busiest bus stops are at the Marden shopping centre, Firlle Plaza and near the Aldi supermarket on Magill Road. Most of the other bus stops in the study area have relatively low daily boardings.

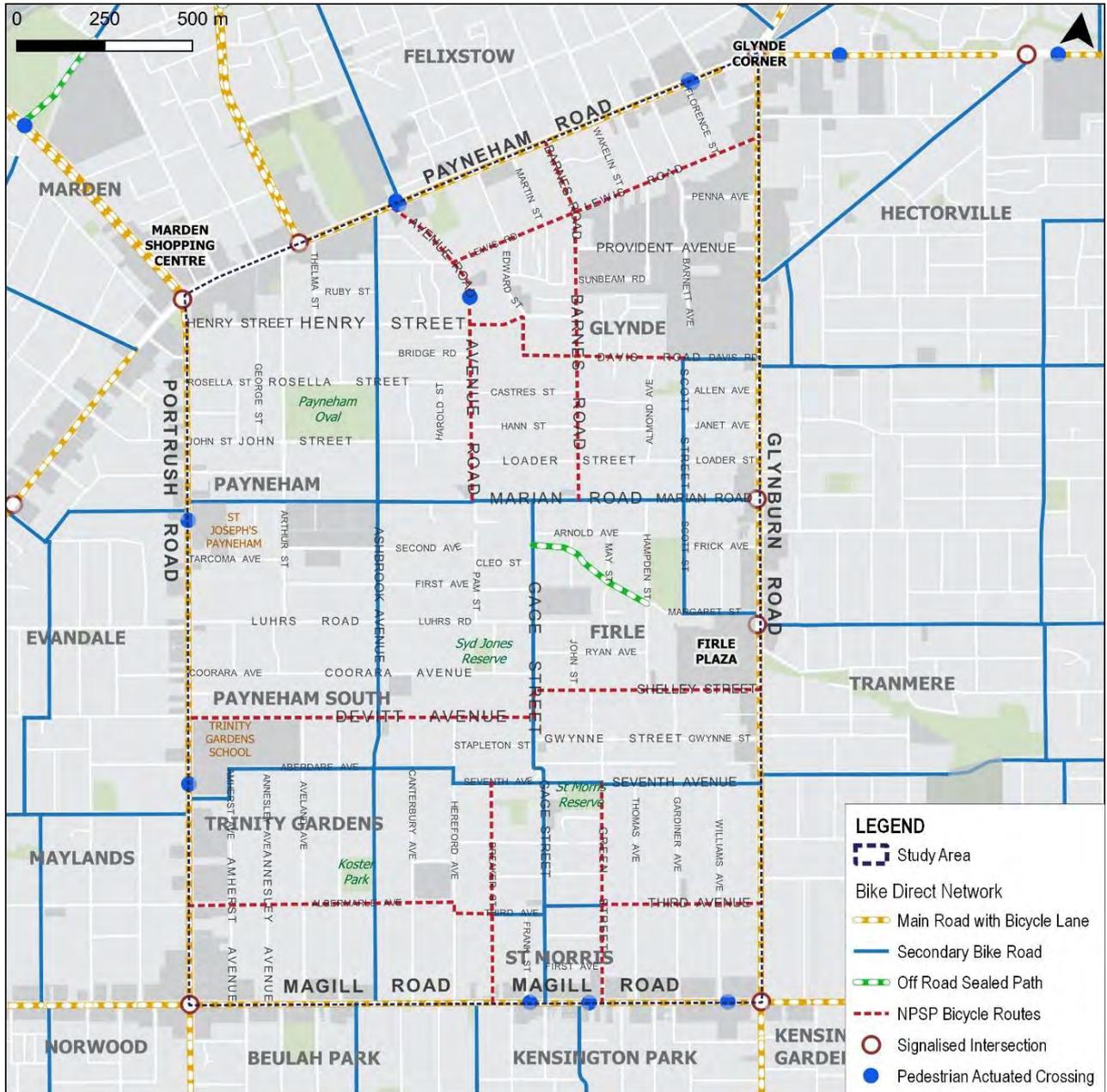
Figure 3.6: Boarding Activity at Bus Stops in the Study Area (March 2019)



3.3 Cycling

The existing bicycle network that includes the State Government Bike Direct routes and the Council's Bicycle Network is shown in Figure 3.7. Most of these bicycle routes have "Sharrow" road markings installed along the local streets. Bicycle lanes are provided along the longer sections of the arterial roads that are maintained by DIT.

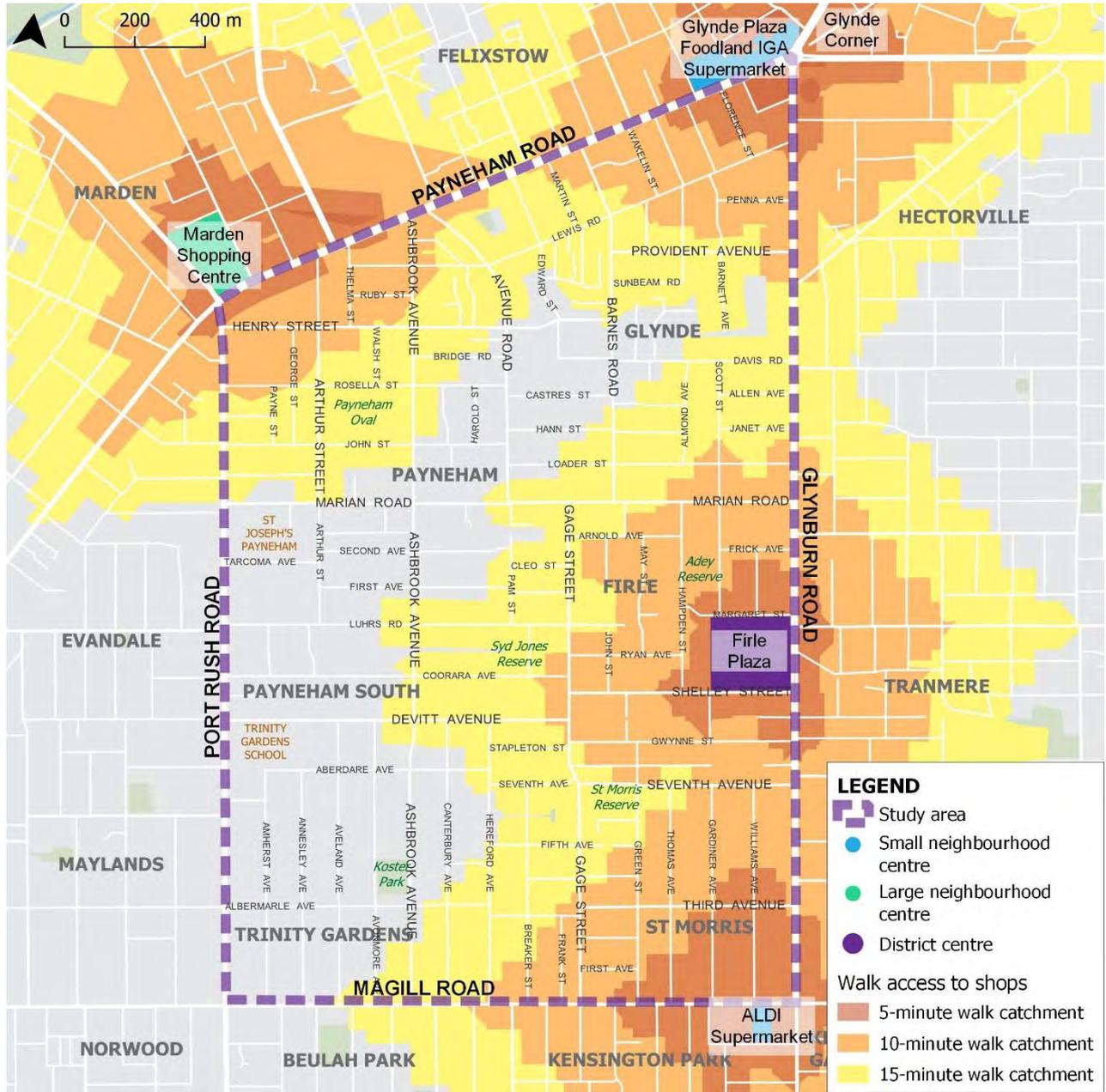
Figure 3.7: Existing Bicycle Network in the Study Area



3.4 Walking

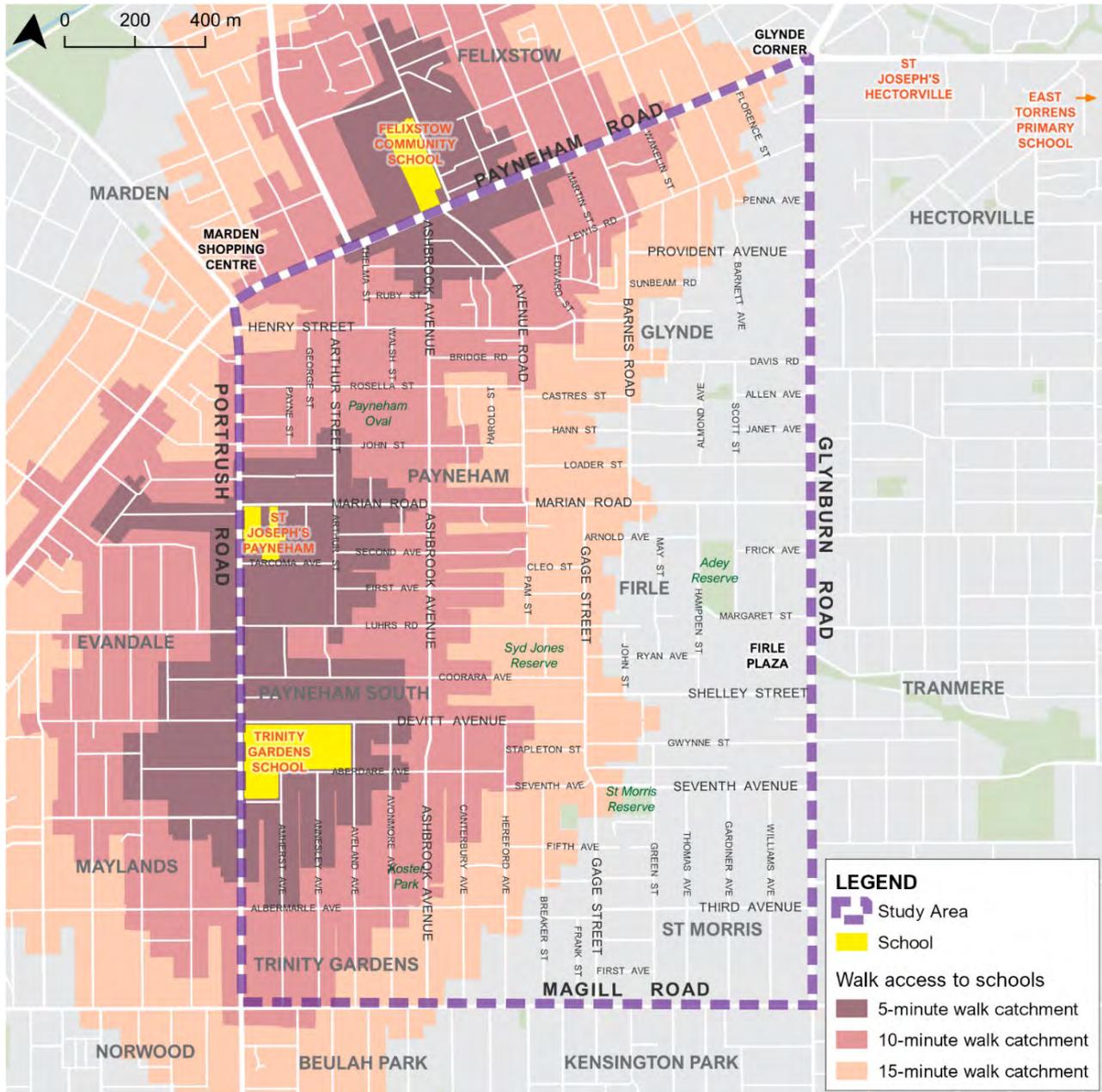
The walking access to the local shopping centres in the study area is shown on the 5, 10 and 15-minute walkable catchment map in Figure 3.8. This map demonstrates that the south-east corner of the study area in Trinity Gardens and parts of Payneham and Payneham South are not within a convenient walking distance to local shops and supermarkets.

Figure 3.8: Walk Access to Local Shopping Centres for Residents in the Study Area



The walking access to the three schools located in or near Payneham, Trinity Gardens and Felixstow are within a walkable distance for students who live in the western and northern parts of the study area as shown in Figure 3.9. The eastern parts of the study area that includes most of Glynde, Firlle and St Morris are not within a short walkable distance to a primary school.

Figure 3.9: Walk Access to Schools for Students who live in the Study Area

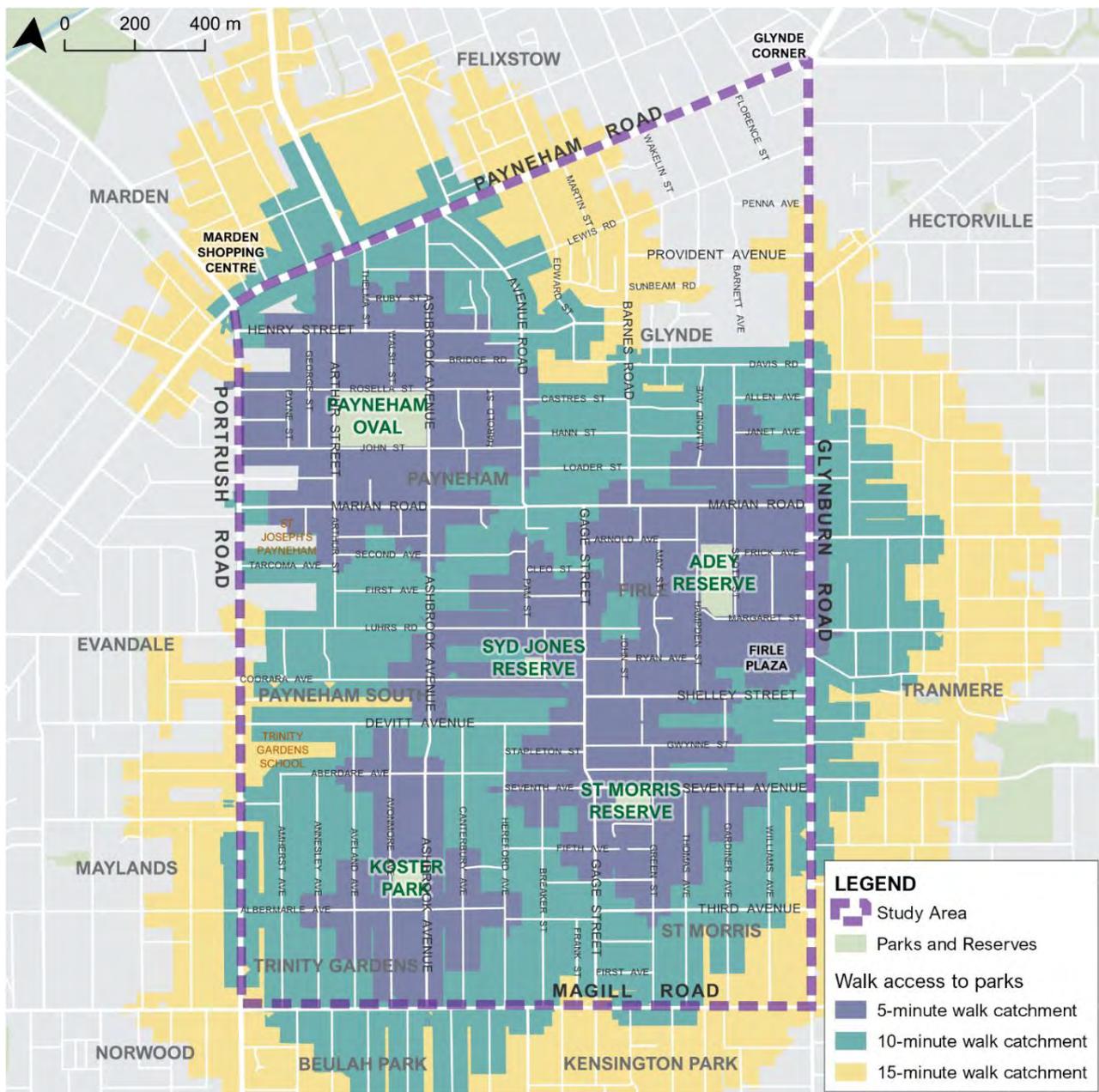


The walking access to parks and reserves in the study area is shown in Figure 3.10. Most residents in study area are within a 5-minute (400m) walk distance to a park or reserve that includes:

- Payneham Oval in Payneham;
- Koster Park in Trinity Gardens;
- Syd Jones Reserve in Firle;
- Adey Reserve in Firle; and
- St Morris Reserve in St Morris.

The residents in the northern part of Glynde who live north of the Glynde industrial estate are not within a convenient walk to a park or reserve.

Figure 3.10: Walk Access to Parks and Reserves in the Study Area



4 Stage 1 Consultation

The issues and opportunities identified from the Stage 1 stakeholder and community engagement activities are provided in this section.

4.1 Stage 1 consultation

Social Pinpoint Survey

Citizens were invited to document their traffic issues by using a Social Pinpoint. This survey allowed citizens to identify a location or several locations by placing pin on a digital map and adding comments and suggestions under the transport mode categories of Traffic, Public Transport, Cycling and Walking.

Background Information Report

A Background Information Report was also available to view on the Council's website. This report comprised a series of transport thematic maps that identified traffic volumes and speeds, crash statistics, public transport routes, bus stops, cycling routes and a demographic overview. The Background Information Report is included in **Appendix A**.

Promotion for the Stage 1 Engagement

Stage 1 consultation was promoted via the Council's website, postcards delivered to households and Council's digital social media platforms (such as Facebook and Instagram) and with corflute posters and posters prepared and installed by Council staff.

Community Drop-in Session

A two-hour community drop-in session was held on Thursday 12 May 2022 from 5 to 7 pm at the Payneham Community Centre. At this drop-in session, the Stantec study team with Council staff discussed the existing traffic data analysis and any traffic-related issues that citizens raised. Several computers were provided so that citizens could fill out the survey which was also available on the night, and assisted provided answers to the community members about the proposed initiatives, as shown in Figure 4.1, and attendees were encouraged to complete the online survey or a hardcopy version at the session.

Figure 4.1: Community Drop-in Session on 12 May 2022



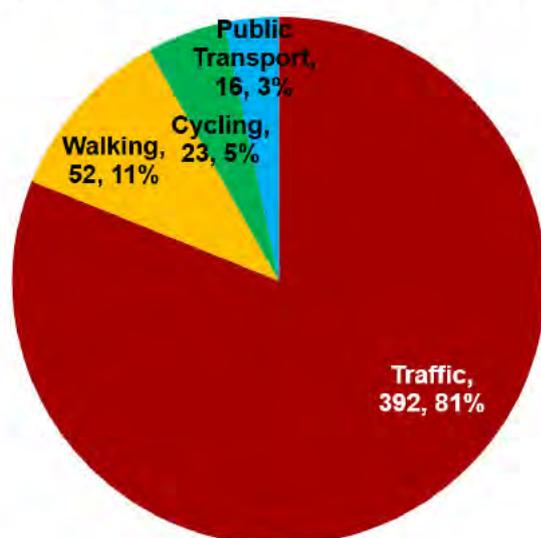
Consultation feedback

The consultation feedback from Stage 1 is included:

- 483 comments were received from 220 respondents;
- 24 email submissions and over 23 telephone discussions;
- 60 citizens attended a drop-in session; and
- liaison was undertaken with the following external stakeholders:
 - RAA of South Australia;
 - Active Living Coalition of South Australia (submission is included in **Appendix B**);
 - Walking SA;
 - Norwood Bicycle User Group;
 - Trinity Gardens Primary School and St Joseph's Payneham; and
 - South Australia Public Transport Authority (SAPTA).

81 per cent of respondents provided comments about traffic and road safety issues. The proportions of the comments by transport mode are similar to the existing transport mode shares and are shown in Figure 4.2.

Figure 4.2: Number of Comments by Transport Mode from the Stage 1 Consultation



The number of issues raised are tabulated by transport mode and suburb in Table 4.1.

Table 4.1: Number of Issues by Suburb and Transport Mode from the Stage 1 Consultation

Suburb	Traffic	Walking	Cycling	Public Transport	Total	Percentage
Payneham	48	1		1	50	22.7%
Glynde	29	2			31	14.1%
Payneham South	23			1	24	11.0%
Firle	43	3		2	48	21.8%
Trinity Gardens	27	4	3	1	35	15.9%
St Morris	26	5	1		32	14.5%
Total	196	15	4	5	220	100.0%
	89%	7%	2%	2%	100%	



The key issues from the Stage 1 consultation are by transport mode are given in Table 4.2.

Table 4.2: Key Issues by Transport Mode from the Stage 1 Consultation

Transport Mode		Key Issues
Traffic		<ul style="list-style-type: none"> • Traffic speeding on local streets • Cut-through traffic on local streets • Traffic safety at intersections • Traffic congestion on arterial roads
Walking		<ul style="list-style-type: none"> • Condition and width of footpaths • Poor pedestrian safety at road crossings
Cycling		<ul style="list-style-type: none"> • Missing links in the cycling network • Cycling safety at intersections and crossing arterial roads
Public Transport (bus)		<ul style="list-style-type: none"> • Location of bus stops in Coorara Avenue • Frequency and hours of bus services • Bus shelter and stop maintenance

4.2 Issues and constraints

The most common concerns raised by citizens were:

- High traffic speeds on the local streets;
- Lack of safety with poor intersection design and uneven road surfaces;
- traffic congestion and safety concerns at school zones;
- non-local through traffic on local streets;
- on-street car parking blocking traffic and access;
- parking congestion at school pick up and drop off times;
- increased on-street parking demand caused by infill development;
- streets blocked by commuter/employee all day parking;
- bus service infrequency, poor access to bus stops and poor bus stop amenity;
- lack of footpaths on local streets, insufficient width of footpaths or on one side only; and
- lack of safe bicycle infrastructure, such as on-road bicycle lanes and off-road paths.

The community concerns from the Stage 1 consultation held in May 2022 are shown in Figure 4.3.

The community concerns were overlaid with the traffic issues identified from the evidence-based data analysis and the streets where both align are shown in Figure 4.4. The key locations where issues were identified by both citizens and data analysis include:

- Barnes Road, Glynde;
- Henry Street and John Street, Payneham;
- Luhrs Road and Coorara Avenue, Payneham South;
- Gwynne Street, Margaret Street, Marian Road and Gage Street, Firle;
- Aberdare Avenue, Ashbrook Avenue and Albermarle Avenue, Trinity Gardens; and
- Seventh Avenue and Gage Street, St Morris.

Shelley Street in Firle has evidence of crashes, speeding and high traffic volumes, but no comments were received from the community.



Figure 4.3: Community Concerns from the Stage 1 Consultation in May 2022

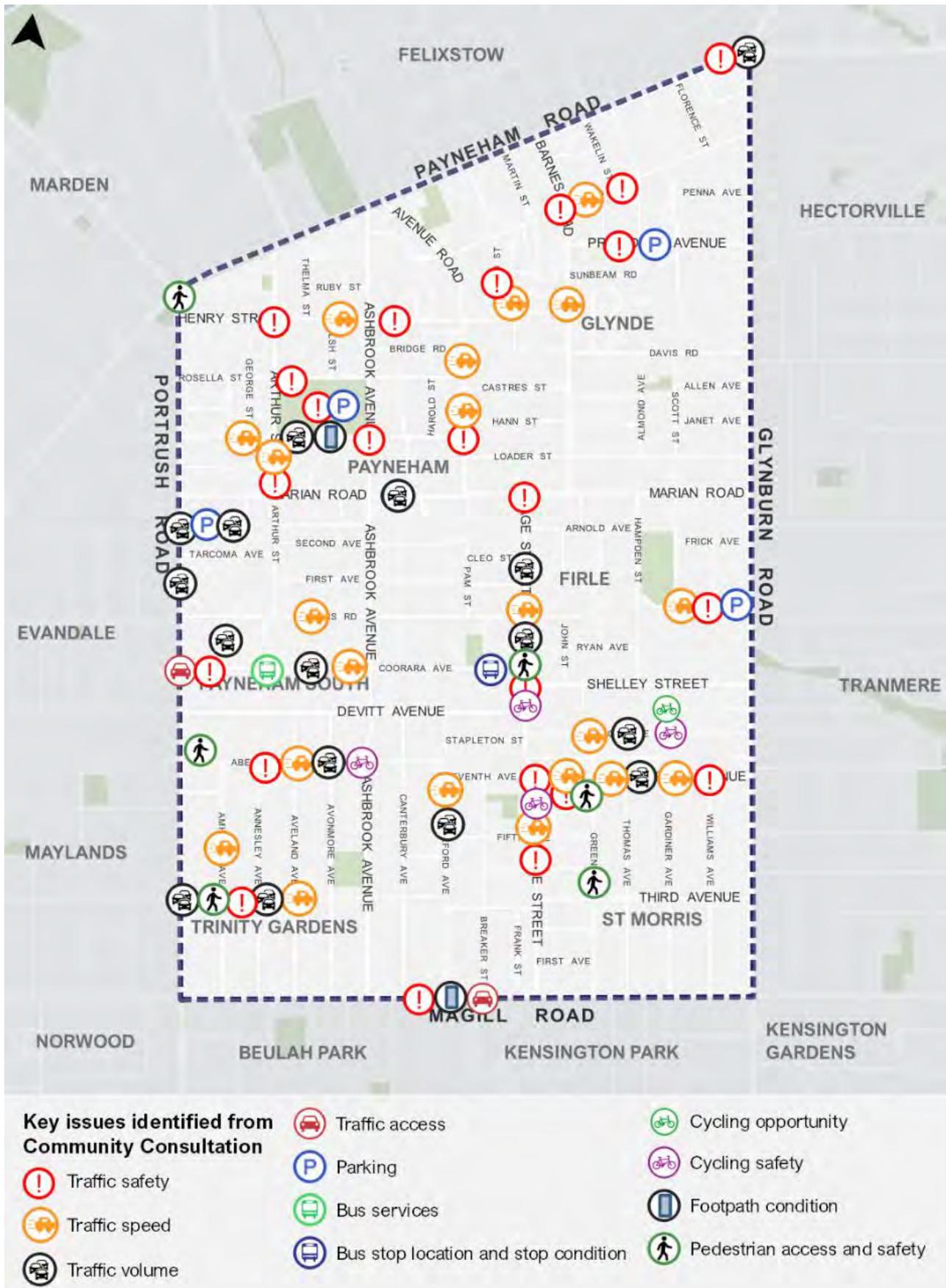


Figure 4.4: Community Concerns compared with the Evidence-base Overlay



5 Traffic Management Initiatives

Based on the review of the issues and suggestions provided from the Stage 1 consultation, the traffic data analysis and the knowledge and expertise from the study team, a list of initiatives to improve the safety, efficiency and amenity of the transport movement in the study area was developed.

5.1 Road hierarchy identification

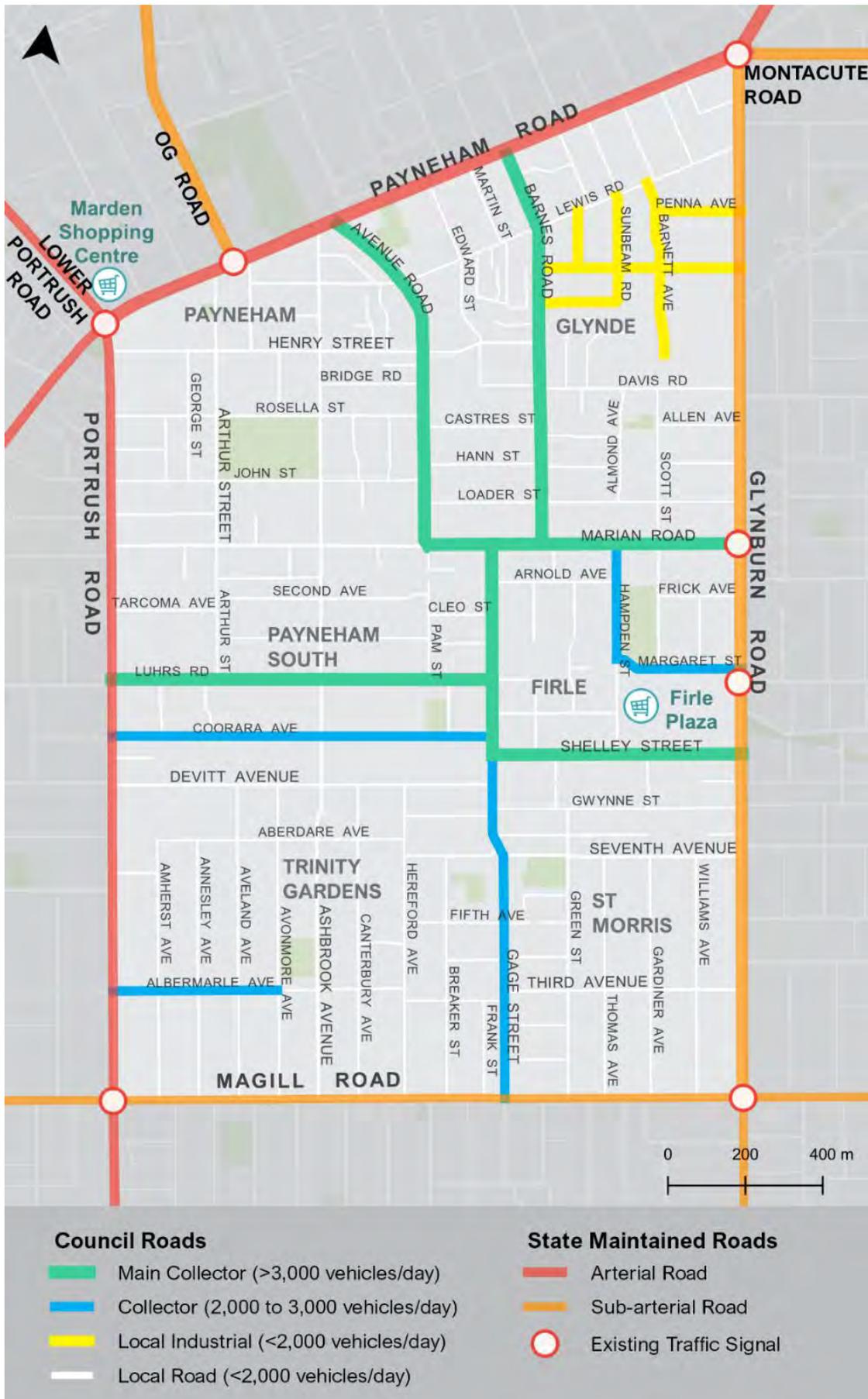
The road hierarchy of the study area is identified in Figure 5.1. The identification of a road hierarchy provides the Council with a functional road layout to assist with the selection of the most appropriate traffic management solutions.

The proposed road hierarchy includes:

- State Maintained Roads
 - Portrush Road, Payneham Road, Glynburn Road and Magill Road.
- Main Collector Roads
 - Barnes Road between Payneham Road and Marian Road;
 - Marian Road between Avenue Road and Glynburn Road;
 - Gage Street between Shelley Street and Marian Road;
 - Luhrs Road between Portrush Road and Gage Street;
 - Shelley Street between Gage Street and Glynburn Road; and
 - Avenue Road between Payneham Road and Marian Road.
- Collector Roads
 - Coorara Avenue between Portrush Road and Gage Street;
 - Albermarle Avenue between Portrush Road and Avonmore Avenue;
 - Gage Street between Shelley Street and Magill Road; and
 - Margaret Street and Hampden Street in Firle.
- Local Roads – all other roads and streets
 - Ashbrook Avenue is a key north-south cycling route;
 - streets in the Glynde light industrial area east of Barnes Road to Glynburn Road; and
 - south of Lewis Road and north of Davis Road require large and heavy vehicle access



Figure 5.1: Identification of the Road Hierarchy

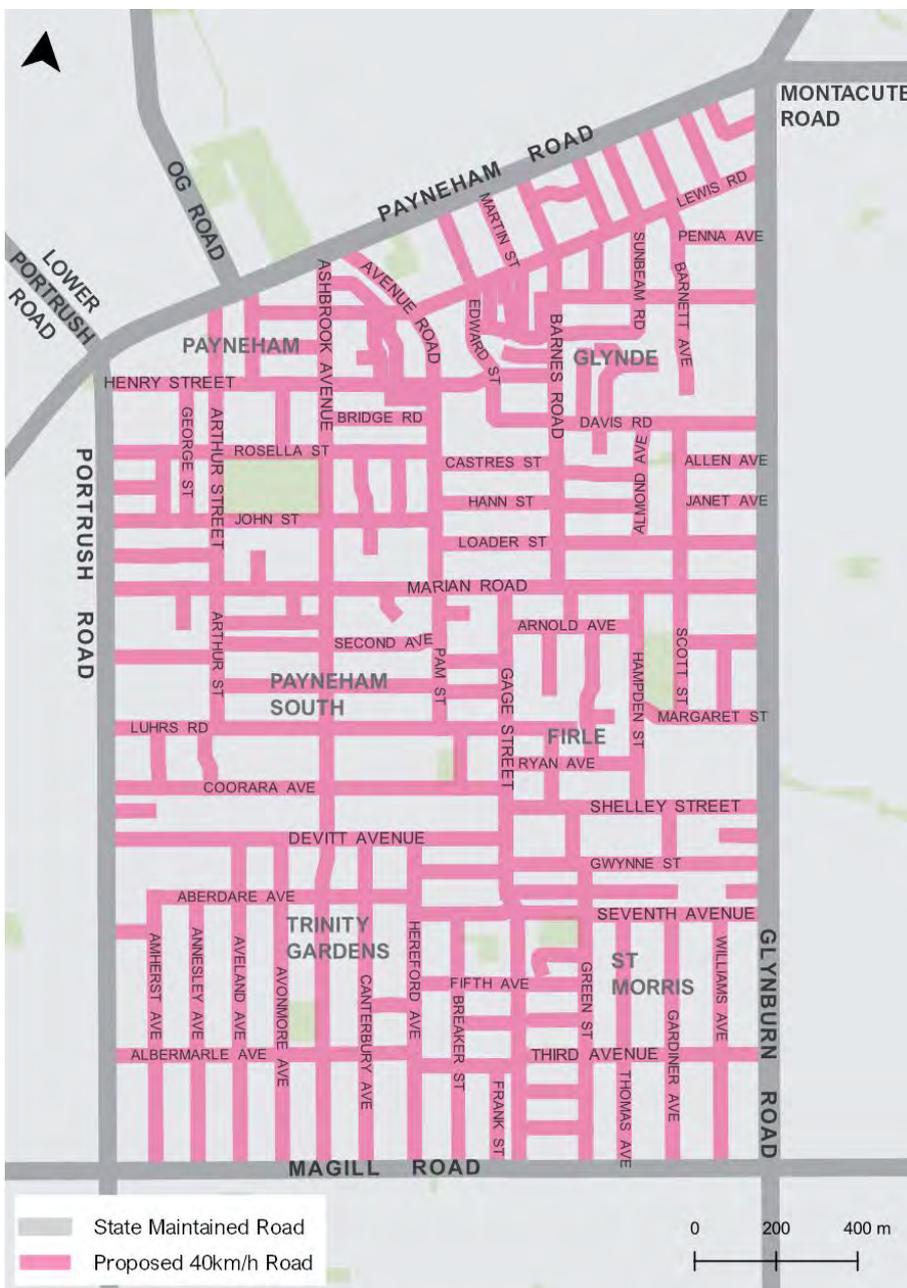


5.2 Proposed 40 km/h area speed limit

A 40 km/h area speed limit is widely recognised as a suitable traffic management initiative for local streets because slower speeds create a safer environment for all road users, as well as reducing the negative effects of noise and air pollution. The default speed limit on Adelaide streets is 50 km/h, and therefore the introduction of a lower speed limit needs to meet the strict guidelines set out by the State Government.

The Council has already endorsed the investigation of a 40km/h speed limit throughout the City, with investigations to be undertaken on a precinct by precinct, staged approach. As such, the suburbs of Evandale, Stepney, Maylands, Norwood and Kent Town have already been changed to a speed limit of 40 km/h. The study area in this report was assessed against the State Government guidelines and it was confirmed that the entire area meets the criteria required to implement a 40km/h area-wide speed as shown in Figure 5.2.

Figure 5.2: Proposed Streets for the 40 km/h Speed Limit in the Study Area



5.3 Draft Action Plan for community consultation

A draft Action Plan was developed, and citizens were invited to review the report and provide their feedback during the Stage 2 consultation held in August 2022. The locations of the draft initiatives for the traffic management plan for the traffic, cycling and bus modes are shown in Figure 5.3. The proposed initiatives are listed by street location and suburb with a description in Table 5.1.

Figure 5.3: Locations of the Proposed Traffic and Road Safety Initiatives

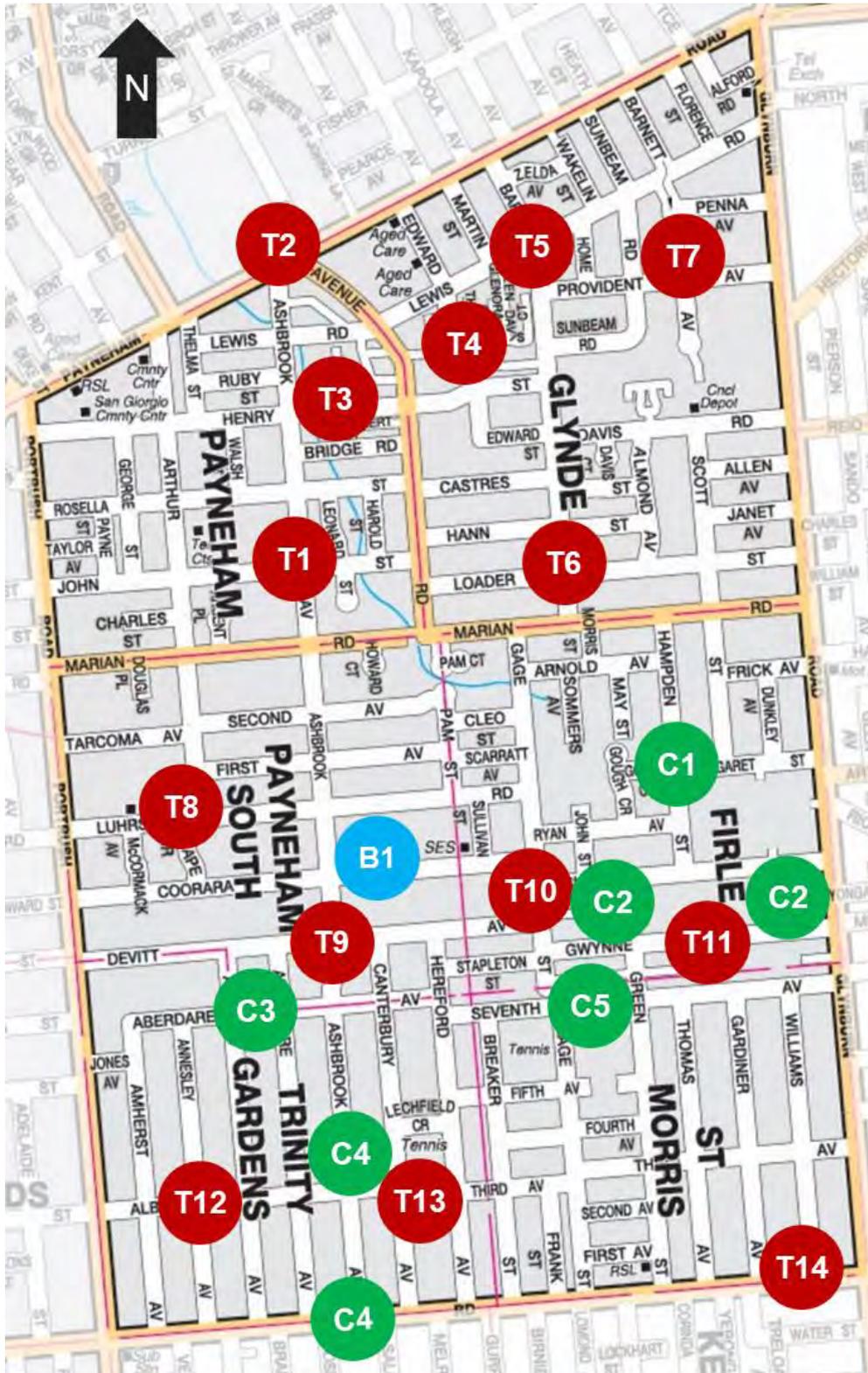


Table 5.1: Proposed Traffic and Road Safety Initiatives

ID	Location	Issue	Description
T-1	Ashbrook Avenue / John Street, Payneham	Traffic Safety	Investigate alternate intersection treatments
T-2	Avenue Road / Payneham Road, Payneham	Traffic Safety	Investigate alternate intersection treatments
T-3	Henry Street, Payneham	Traffic Speed	Investigate traffic calming measures along Henry Street
T-4	Edward Street, Glynde	Traffic Speeds	Investigate traffic calming measures along Edward Street
T-5	Lewis Road/Barnes Road, Glynde	Traffic Safety	Investigate alternate intersection treatments
T-6	Barnes Road, Glynde	Traffic Speeds	Investigate traffic calming measures along Barnes Road
T-7	Industrial area streets, Glynde	Traffic Volumes	Investigate traffic management measures to discourage traffic in Lewis Road to the new developments on Glynburn Road
T-8	Luhrs Road, Payneham South	Traffic Speeds	Investigate traffic calming measures along Luhrs Road
T-9	Ashbrook Avenue/ Devitt Avenue, Payneham South	Traffic Safety	Investigate alternate intersection treatments
T-10	Gage Street between Ryan Avenue and Stapleton Street, Firle	Traffic Safety	Investigate alternate intersection treatments, including at Coorara Avenue, Shelley Street and Gwynne Street
T-11	Gwynne Street, Firle	Traffic Speed	Investigate traffic calming measures along Gwynne Street
T-12	Albermarle Avenue, Trinity Gardens	Traffic Speed	Investigate traffic calming measures along Albermarle Avenue
T-13	Albermarle Avenue/ Canterbury Avenue, Trinity Gardens	Traffic Safety	Investigate alternate intersection treatments
T-14	Magill Road / Williams Avenue, St Morris	Traffic Safety	Investigate alternate intersection treatments with DIT

5.3.1 Typical types of traffic management treatments

The draft Action Plan included the following suggestions for traffic management treatments:

- Potential mid-block traffic calming treatments in local streets:
 - two-way slow points (chicanes);
 - single lane slow points or driveway links;
 - landscaped islands on both sides of the street; and
 - pedestrian refuges at key crossing locations.
- Potential intersection traffic safety treatments:
 - roundabouts or mini-roundabouts;
 - raised intersections or
 - junction slow points; and
 - different pavement types.

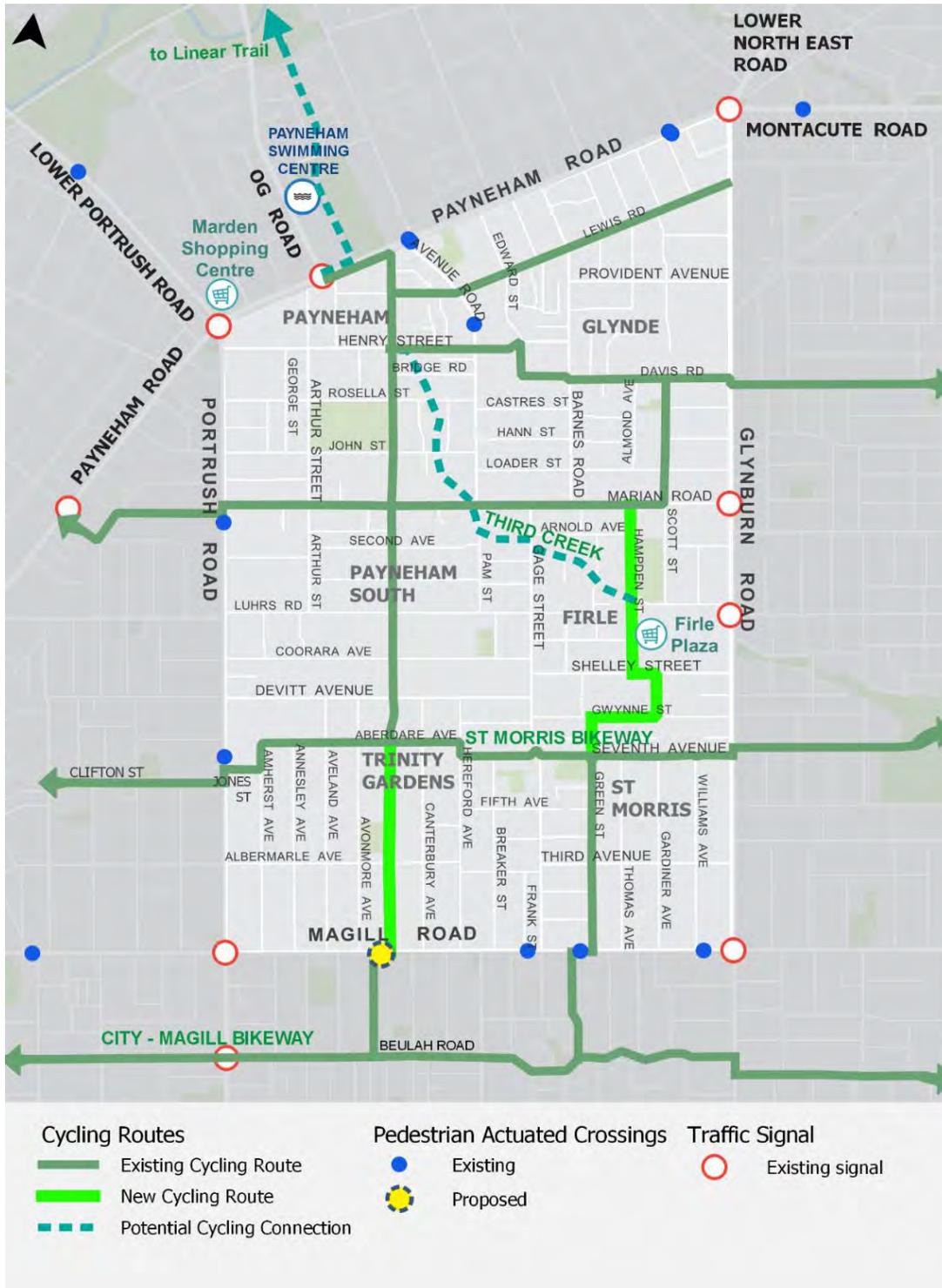


5.3.2 Draft cycling network plan for Stage 2 consultation

A draft cycling network is shown in Figure 5.4 with new connections and infrastructure for:

- St Morris bikeway as the key east-west route;
- Ashbrook Avenue as the key north-south route;
- A pedestrian actuated signal at Magill Road to connect with the Beulah Road bikeway; and
- Green Street to Marian Road at Ashbrook Avenue via Hampden Street and new cyclist links between Gwynne Street and Shelley Street.

Figure 5.4: Draft Cycling Network Plan



The initiatives for the cycling infrastructure in the bicycle network plan are provided in Table 5.2.

Table 5.2: Proposed Cycling Infrastructure Initiatives

ID	Location	Issue	Description
C-1	Hampden Street, Firle	Cycling Connectivity and Safety	Implement a connected north-south bicycle network
C-2	Gwynne Street - Shelley Street laneways, Firle	Cycling Connectivity	Implement a connected north-south bicycle network with new connections to Firle Plaza
C-3	Aberdare Avenue/ Jones Avenue, Trinity Gardens	Cycling Connectivity	Complete the St Morris bikeway (<i>part of the State Government Metropolitan Strategic Bicycle Route</i>)
C-4	Ashbrook Avenue, Trinity Gardens	Cycling Safety	Improve cycling safety with traffic calming measures

Two potential bicycle infrastructure projects in Firle and Payneham are suggested in Figure 5.5. The bicycle lanes in Hampden Street may be a short-term opportunity, whereas the shared path over Third Creek is a long-term project that would require additional feasibility studies.

Figure 5.5: Proposed Bicycle Routes in Firle



Hampden Street in Firle is wide enough for a bicycle lane and they would provide access to Adey Reserve and Firle Plaza shopping centre via Margaret Street.

Third Creek between Hampden Street in Firle and Ashbrook Avenue in Payneham is a long-term opportunity for a bicycle route to be built over the creek.

Two north-south laneways between Shelley Street and Gwynne Street in Firle could be configured as a part of a north-south-bicycle route with the existing laneways shown in Figure 5.6.

Figure 5.6: Proposed Laneway Connections as Bicycle Routes in Firle



North-south laneway between Shelley Street and Gwynne Street near Green Street could be configured for a bicycle route.

North-south laneway between Shelley Street and Gwynne Street near Firle Plaza could be configured for a bicycle route.



An example of an off-road bicycle routes that was recently opened in the City of Unley is shown in Figure 5.7. Wilberforce Walk follows the Brownhill Creek, providing an important off-road walking and cycling pathway. In collaboration with the development occurring on Anzac Highway, the Council was able to establish a new connection over the watercourse. This type of shared path could be a future consideration for the Third Creek shared path route between Hampden Street, Firlie and Avenue Road, Payneham.

Figure 5.7: Off-road Bicycle Route in the City of Unley



5.3.3 Public transport initiatives

To address the issues for the bus services, Stops and amenity, the role for Council is to liaise with the State Government's, South Australian Public Transport Authority. The aim of these meetings will be to discuss the bus stop locations in Coorara Avenue, in particular the possible relocation of Stop 13 to Syd Jones Reserve as shown in Figure 5.8.

Figure 5.8: Proposed Changes to the Bus Stops in Coorara Avenue



Existing Stop 13 in Coorara Avenue west of Gage Street



Potential location for the eastbound bus stop 13 at Syd Jones Reserve in Firlie

6 Stage 2 Consultation

A second round of community and stakeholder consultation was conducted to obtain feedback from citizens on the Stage 1 Consultation Summary Report and the Draft Action Plan report, which are included in **Appendix C**. Citizens were invited to provide their views by completing an online survey which is included in **Appendix D**.

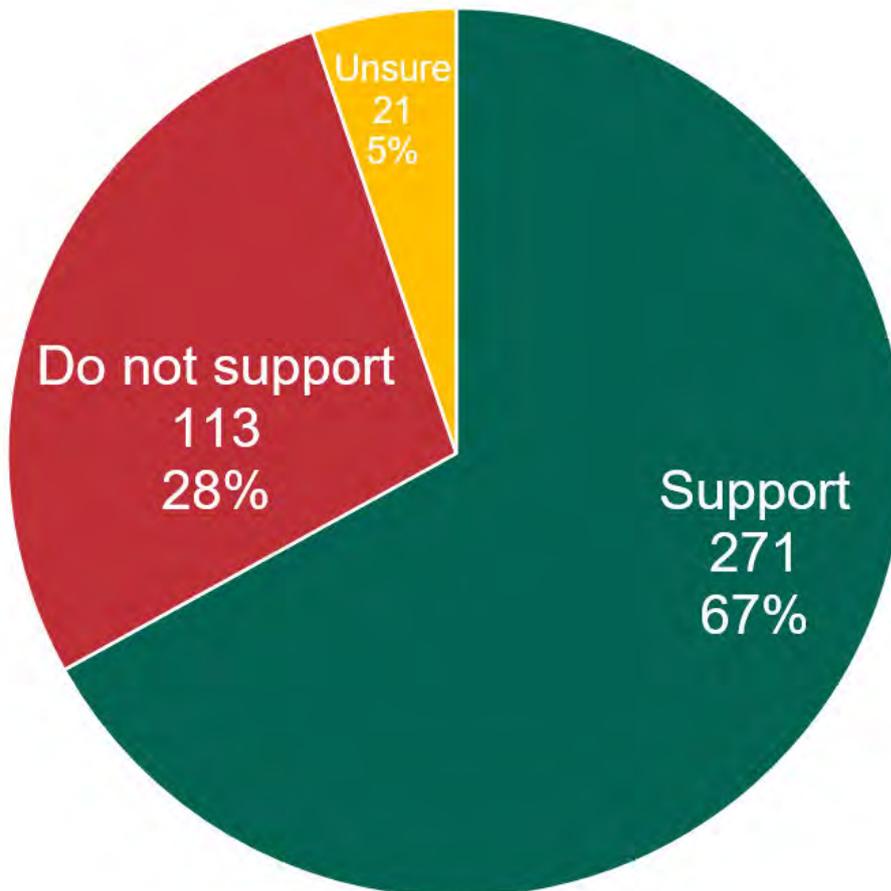
The Stage 2 consultation feedback is provided in **Appendix E** and it included:

- 408 responses to the online survey; .
- 36 email submissions; and
- 5 telephone discussions.

6.1 40 km/h speed limit in local streets

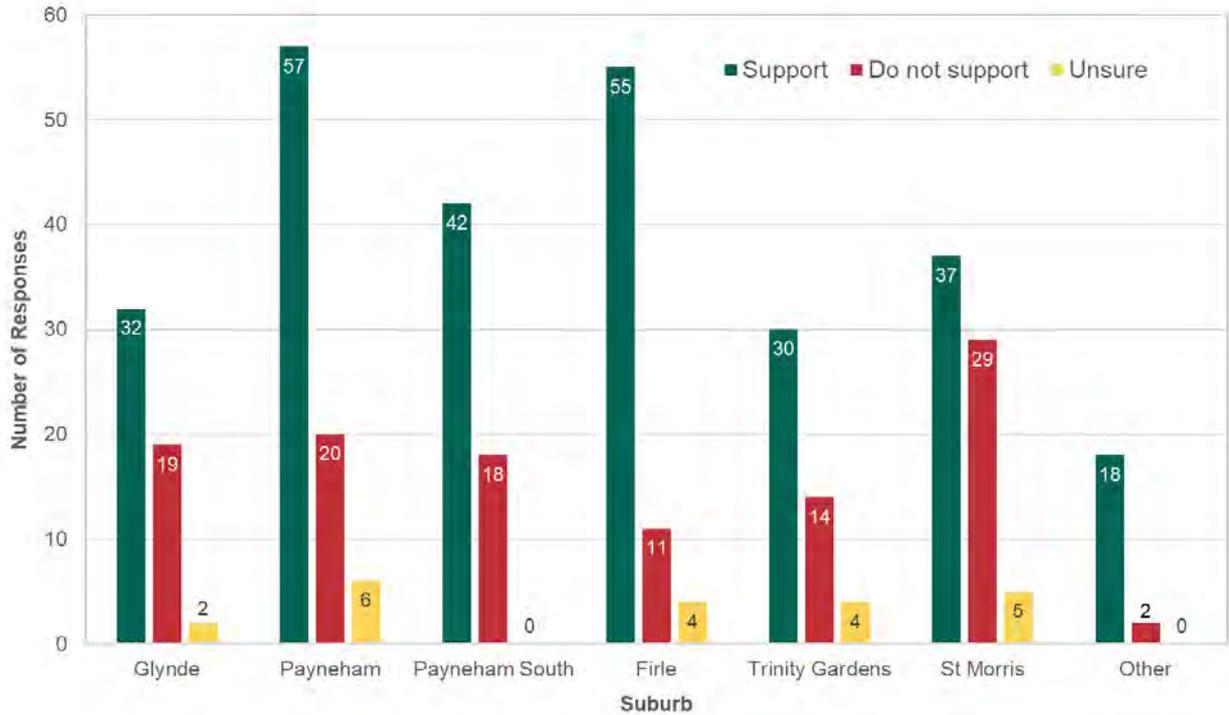
The implementation of a 40 km/h speed limit on all streets within the study area was supported by the majority, with 67 percent, (271 respondents) supporting the proposal, as shown in Figure 6.1.

Figure 6.1: Level of Support for the 40 km/h Speed Limit in the Local Streets



The level of support for the for the 40 km/h area speed limit by suburb is provided in Figure 6.2. A total of 368 responses were received for this question and not all traffic treatments received scores.

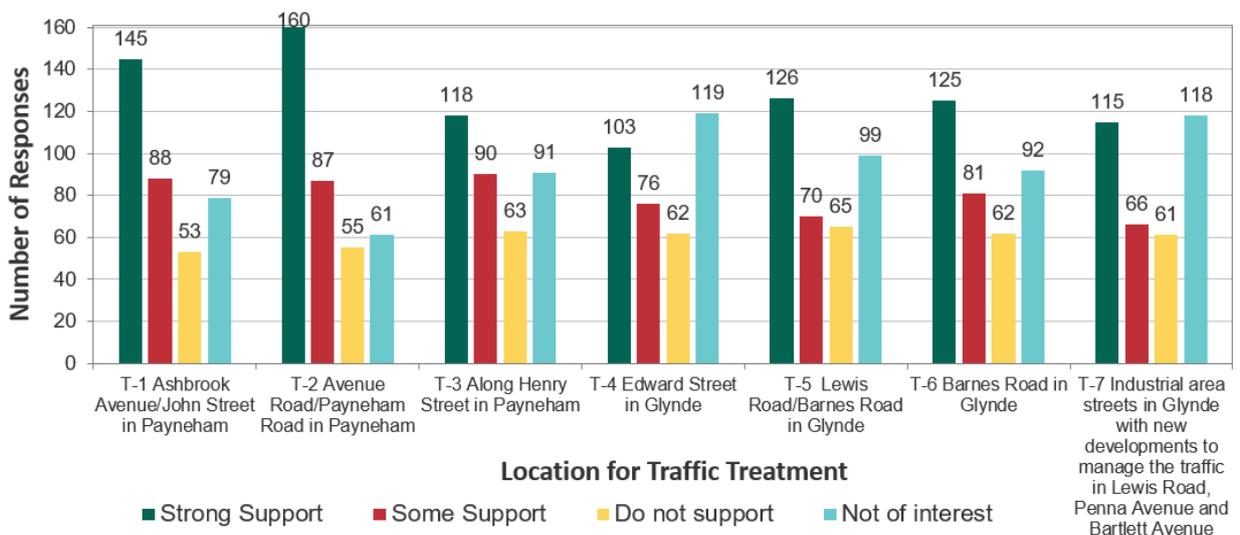
Figure 6.2: Level of Support for the 40 km/h Area Speed Limit by Suburb



6.2 Draft traffic management initiatives

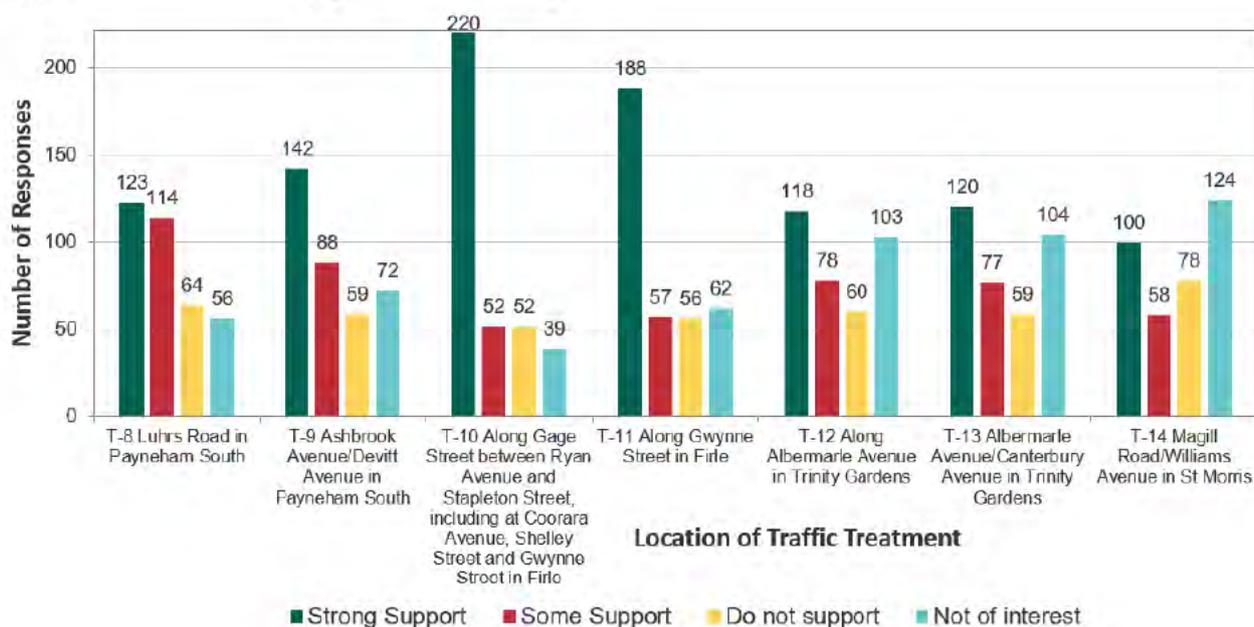
The level of support for the proposed traffic treatments at the locations north of Marian Road in Payneham and Glynde is shown in Figure 6.3.

Figure 6.3: Level of Support for the Proposed Traffic Treatments north of Marian Road



The level of support for the proposed traffic treatments at locations south of Marian Road in Payneham South, Firlé, Trinity Gardens and St Morris is shown in Figure 6.4.

Figure 6.4: Level of Support for the Proposed Traffic Treatments south of Marian Road



The weighted feedback scoring for the proposed traffic initiatives is provided in Table 6.1. The **orange** highlighted initiatives received the highest level of support from the community survey.

Table 6.1: Community Feedback Scoring for the Proposed Traffic Initiatives

ID	Location	Description	Weighted Score	Percent who Support	Percent who Do Not Support
T-1	Ashbrook Avenue / John Street	Investigate alternate intersection treatments	325	64%	15%
T-2	Avenue Road / Payneham Road	Investigate alternate intersection treatments	352	68%	15%
T-3	Henry Street	Investigate traffic calming measures along Henry Street	263	57%	17%
T-4	Edward Street	Investigate traffic calming measures along Edward Street	220	50%	17%
T-5	Lewis Road / Barnes Road	Investigate alternate intersection treatments	257	54%	18%
T-6	Barnes Road	Investigate traffic calming measures along Barnes Road	269	57%	17%
T-7	Industrial area streets	Investigate traffic management measures to discourage traffic in Lewis Road to the new developments on Glynburn Road	235	50%	17%

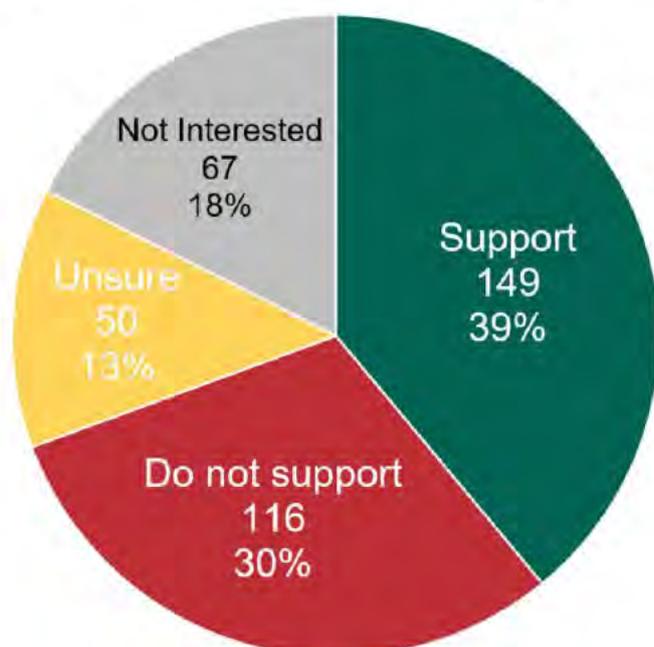


ID	Location	Description	Weighted Score	Percent who Support	Percent who Do Not Support
T-8	Luhrs Road	Investigate traffic calming measures along Luhrs Road	296	66%	18%
T-9	Ashbrook Avenue/ Devitt Avenue	Investigate alternate intersection treatments	313	64%	16%
T-10	Gage Street between Ryan Avenue and Stapleton Street	Investigate alternate intersection treatments, including at Coorara Avenue, Shelley Street and Gwynne Street	440	75%	14%
T-11	Gwynne Street	Investigate traffic calming measures along Gwynne Street	377	67%	15%
T-12	Albermarle Avenue	Investigate traffic calming measures along Albermarle Avenue	254	55%	17%
T-13	Albermarle Avenue/ Canterbury Avenue	Investigate alternate intersection treatments	258	55%	16%
T-14	Magill Road / Williams Avenue	Investigate alternate intersection treatments with DIT	180	44%	22%

6.3 Draft cycling network plan

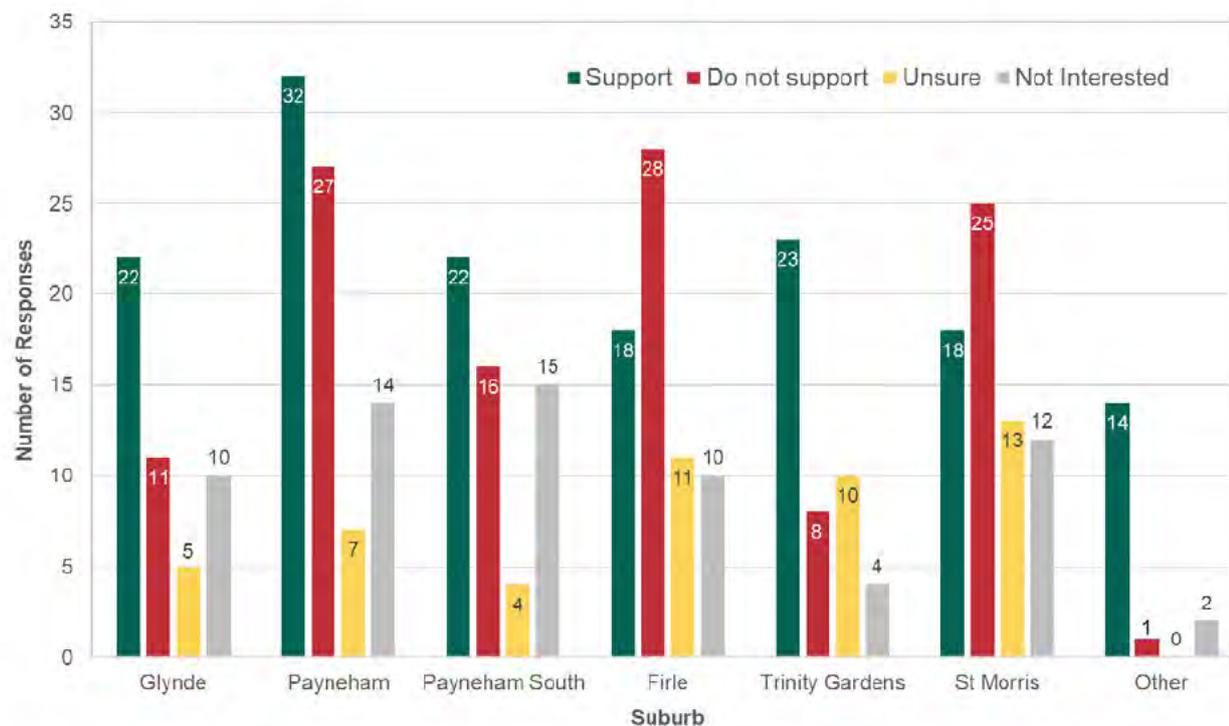
Overall, more respondents supported, than did not support the proposed bicycle network, however a high proportion of respondents were *unsure* or *not interested* as shown in Figure 6.5. Insufficient feedback to understand the reason why some residents did not support the cycling network and as such, further consultation would be required prior to the implementation of any cycling infrastructure that may result in adverse impacts to residents.

Figure 6.5: Level of Support for the Proposed Bicycle Network Plan



The level of support for the proposed bicycle network plan by suburb is shown in Figure 6.6. The highest level of support for the bicycle network plan was from residents in Payneham.

Figure 6.6: Level of Support for the Proposed Bicycle Network Plan by Suburb



6.4 Comments on the proposed traffic management plan

A summary of the comments from the Stage 2 consultation by suburb is provided in Table 6.2.

Table 6.2: Summary of the Stage 2 Consultation Feedback by Suburb

Suburb	Transport Issue
Payneham	<ul style="list-style-type: none"> Roundabout safety concerns along Ashbrook Avenue/John Street.
	<ul style="list-style-type: none"> Safety concerns at Ashbrook Avenue, Avenue Road and Payneham Road for cyclists and vehicles turning right; Unsafe right turns onto Payneham Road from local streets.
	<ul style="list-style-type: none"> Restricted visibility on John Street and Ashbrook Avenue to Portrush Road promotes speeding.
	<ul style="list-style-type: none"> Parking and vehicle movement on Ashbrook Avenue are conflicts near the Payneham Oval.
	<ul style="list-style-type: none"> In John Street, car mirrors were smashed and a child was almost hit.
	<ul style="list-style-type: none"> On the Ashbrook Avenue bike route, the end of Payneham Road is difficult to cross to Avenue Road.
	<ul style="list-style-type: none"> Avenue Road is a difficult crossing location.
	<ul style="list-style-type: none"> Currently four sites are identified as road crash/minor injury sites, all next to or close to Schweppes Development site and OG and Payneham Roads T-junction and not far from Payneham and Portrush Road intersection.



Suburb	Transport Issue
Payneham	<ul style="list-style-type: none"> Proposed Third Creek route to Payneham Road is not a good cycling environment.
Glynde	<ul style="list-style-type: none"> Vehicles speeding over the 50 km/h limit on local streets along Barnes Road. No one obeys the speed limit. Cut-through traffic in Barnes Road. Footpath on northern side of Davis Road past the Aveo retirement home is dangerously narrow and has gumnuts creating a walking hazard. Concrete driveway in/out of council depot is also hazardous with a bump.
Firle	<ul style="list-style-type: none"> Vehicles speeding over the 50 km/h limit on local streets, in particular along Gwynne Street. Mirrors on cars damaged parked on Gwynne Street. No plan to slow traffic on Stapleton Street. Conflicts with pedestrians, cyclists, cars and prams at Gage Street with the intersection of Gwynne Street and Stapleton Street. Cut-through traffic in Ryan Avenue. Hampden Street is not suitable for cycling.
Payneham South	<ul style="list-style-type: none"> Vehicle and pedestrian crashes at Devitt Avenue/ Ashbrook Avenue, with children walking to the primary school. Locations of bus stops in Coorara Avenue are too slow. Luhrs Road used as shortcut.
Trinity Gardens	<ul style="list-style-type: none"> Unsafe and risky access for pedestrians to cross Magill Road near bus stop 9.. Traffic safety in Albermarle Avenue.
St Morris	<ul style="list-style-type: none"> Unsafe right turns into Magill Road from local streets, in particular from Williams Avenue. Traffic island verge sightline danger associated with intersection Seventh Avenue and Gage Street.
General	<ul style="list-style-type: none"> Increased parked cars on streets from new infill housing developments. Parked cars on street from subdivision. Cyclist safety.



7 Draft Action Plan Development

The traffic management initiatives, treatments and options developed in the draft Action Plan were further assessed using a prioritisation framework to determine the priorities for further planning, concept design, costing and implementation. This assessment was used to refine the priorities for the initiatives in the Action Plan.

7.1 Prioritisation framework

The framework comprised six criteria that are listed in Table 7.1 with weightings for the scoring. These criteria were used to assess the initiatives in the draft Action Plan by considering the scores from the Stage 2 community consultation feedback, technical evidence from traffic volumes, speed surveys and road crash statistics, cycling routes and the benefits for vulnerable residents in the community, such as school children and the aged population.

Table 7.1: Assessment Criteria for the Traffic Management Initiatives

Number	Criterion	Weighting
1	Community Support (weighted scores from the community survey)	30%
2	Traffic Speeds (ranges of traffic speeds)	30%
3	Traffic Volumes (ranges of traffic volumes)	10%
4	Road Crashes (ranges of road crashes with injuries)	10%
5	Cyclist Route (hierarchy in the cycling network)	10%
6	Vulnerable Pedestrians (retirement villages, schools, playgrounds)	10%
	Total	100%

The scoring ranges for the assessment criteria are provided in Table 7.2.

Table 7.2: Scoring Ranges for the Assessment Criteria

Score	Very High	High	Moderate	Low	Very Low
Criterion	5 ●	4 ●	3 ●	2 ●	1 ●
Community Support – weighted survey score	> 150	120 - 150	90 - 120	60 - 90	< 60
Traffic Speeds – 85th percentile	> 53	52 – 53	49 – 51	46 – 48	< 45
Daily Traffic Volumes – Local Street	> 2,500	2,000 – 2,500	1,500 – 2,000	1,000 – 1,500	< 1,000
Daily Traffic Volumes – Collector Road	> 4,000	3,500 – 4,000	3,000 – 3,500	2,000 – 3,000	< 2,000
Total Road Crashes (2017-2021)	>= 10	7 - 9	5 - 6	3 - 4	<= 2
Type of Cycling Street	Bike Direct route	Off road path	Council cycle route	collector road, not cycle route	local street
Number of Vulnerable User Land Uses along the route	more than two land uses	two land uses	at least one land use	residential only	none, industrial



7.2 Assessment for the prioritised action plan

The prioritised list of traffic management initiatives is provided in in Table 7.3 and it was used to inform the proposed staged Action Plan. The assessment was based on the six assessment criteria to determine a priority score and level of priority from ranging 1 to 4.

Table 7.3: Scoring of the Traffic Management Initiatives for the Prioritised Action Plan

Initiative	Description	Community Support	Traffic Speeds	Traffic Volumes	Road Crashes	Cyclist Route	Vulnerable Pedestrians	Priority Score	Priority Level
1	Implement 40km/h speed limit for all local streets.	5 ●	3 ●	5 ●	5 ●	3 ●	5 ●	4.2	P1
14	Investigate alternate intersection treatments along Gage Street between Ryan Avenue and Stapleton Street.	5 ●	4 ●	5 ●	2 ●	5 ●	2 ●	4.1	P2
17	Complete the St Morris bikeway along Jones Avenue, Aberdare Avenue and Seventh Avenue; Investigate traffic calming measures along Hereford Avenue.	5 ●	3 ●	5 ●	1 ●	5 ●	5 ●	4.0	P2
6	Investigate traffic calming measures and implement a connected north-south bicycle network along Barnes Road; Review the driveway link at Lewis Road/Barnes Road and investigate alternate intersection treatments.	3 ●	4 ●	4 ●	2 ●	3 ●	4 ●	3.4	P2
18	Investigate traffic calming measures along Albermarle Avenue and alternate intersection treatments at Albermarle Avenue and Canterbury Avenue.	3 ●	4 ●	4 ●	2 ●	3 ●	4 ●	3.4	P2
11	Investigate traffic calming measures along Luhrs Road.	3 ●	4 ●	5 ●	4 ●	1 ●	3 ●	3.4	P2
2	Investigate alternate intersection treatments at Ashbrook Avenue and John Street; Complete the cycling network along Ashbrook Avenue in Payneham north of Luhrs Road; Investigate solutions to discourage cut-through traffic.	4 ●	3 ●	1 ●	1 ●	5 ●	4 ●	3.2	P2



Initiative	Description	Community Support	Traffic Speeds	Traffic Volumes	Road Crashes	Cyclist Route	Vulnerable Pedestrians	Priority Score	Priority Level
10	Complete the cycling network along Marian Road; Complete or repair the footpaths near St Joseph's School Payneham.	3 ●	2 ●	4 ●	5 ●	5 ●	3 ●	3.2	P2
15	Investigate traffic calming measures along Gwynne Street; Implement a connected north-south bicycle network between Gwynne Street and Shelley Street; Implement a connected north-south bicycle network along Hampden Street.	5 ●	3 ●	1 ●	2 ●	1 ●	4 ●	3.2	P2
3	Investigate alternate intersection treatments at Avenue Road/Payneham Road and at Ashbrook Avenue/Payneham Road through liaison with DIT.	4 ●	2 ●	5 ●	3 ●	1 ●	3 ●	3.0	P3
12	Investigate alternate intersection treatments at Ashbrook Avenue and Devitt Avenue; Implement a connected north-south bicycle network along Ashbrook Avenue in Payneham South.	3 ●	3 ●	1 ●	2 ●	5 ●	3 ●	2.9	P3
19	Improve cycling safety with traffic calming measures and new signalised crossing of Magill Road to connect to the Beulah Road bikeway.	2 ●	3 ●	1 ●	3 ●	5 ●	5 ●	2.9	P3
13	Advocate to SAPTA a review of the bus stop locations in Coorara Avenue and more bus services with longer hours on Routes H30 and H33.	1 ●	5 ●	4 ●	2 ●	1 ●	3 ●	2.8	P3
8	Complete the cycling network along Henry Street and Davis Road in Glyde.	3 ●	2 ●	3 ●	1 ●	3 ●	5 ●	2.7	P3
4	Investigate traffic calming measures along Henry Street; Improve signage to warn about elderly pedestrians on entering the retirement home area.	3 ●	3 ●	3 ●	1 ●	1 ●	4 ●	2.7	P3
5	Investigate the feasibility of a shared path over the Third Creek between Marian Road and Ashbrook Avenue with cyclist crossings over John Street, Rosella Street and Henry Street.	5 ●	1 ●	1 ●	1 ●	4 ●	2 ●	2.6	P4



Initiative	Description	Community Support	Traffic Speeds	Traffic Volumes	Road Crashes	Cyclist Route	Vulnerable Pedestrians	Priority Score	Priority Level
16	Investigate the feasibility of a shared path over the Third Creek between Hampden Street and Marian Road with cyclist crossings over Gage Street and Marian Road and use of Pam Court.	3 ●	1 ●	5 ●	1 ●	4 ●	2 ●	2.4	P4
20	Investigate alternate intersection treatments at Magill Road and Williams Avenue liaising with DIT to improve road safety.	1 ●	4 ●	1 ●	2 ●	3 ●	3 ●	2.4	P4
9	Investigate traffic calming measures in the streets in the Glynde light industrial area, in particular for Lewis Road, Penna Avenue and Bartlett Avenue; Investigate measures to manage heavy vehicles; Complete or repair the footpaths.	2 ●	3 ●	3 ●	1 ●	2 ●	1 ●	2.2	P4
7	Investigate traffic calming measures along Edward Street; Improve signage to warn about elderly pedestrians on entering the retirement home area.	2 ●	1 ●	1 ●	1 ●	5 ●	5 ●	2.1	P4

Legend

Rating	Score
Very High	5 ●
High	4 ●
Moderate	3 ●
Low	2 ●
Very Low	1 ●



The locations of the initiatives in the staged Action Plan are illustrated in Figure 7.1 identified under the four priority levels.

Figure 7.1: Proposed Traffic Management Plan



8 Proposed Action Plan

The key findings from the stakeholder and community engagement and the evidence from the analysis of the traffic volumes, 85th percentile speeds and the crash statistics are summarised in this section. The recommendation of the initiatives for safer streets and improvements to the amenity in the local areas in the traffic management plan for more detailed assessment and implementation are given.

8.1 Conclusions

The key issues identified by the community engagement activities and the analysis of the traffic data are:

- Traffic speeding on local streets;
- Cut-through traffic on local streets;
- Traffic safety at intersections;
- Traffic congestion on arterial roads;
- Condition and width of footpaths;
- Poor pedestrian safety at road crossings;
- Missing links in the cycling network;
- Cycling safety at intersections and crossing arterial roads;
- Location of bus stops in Coorara Avenue;
- Frequency and hours of bus services; and
- Bus shelter and stop maintenance.

8.2 Recommendations

The action plan comprises the following initiatives to address these issues:

- A 40 km/h speed limit for the entire study area;
- Potential solutions to address the issues for traffic safety and management grouped by suburb and priority;
- Proposed update to the cycling network with new connections and infrastructure;
- Possible bus route improvements for further discussion with the State Government; and
- Advocacy to the State Government on arterial road and local street intersections.

The initiatives in the staged Action Plan for the Council to consider are listed in Table 8.1 grouped under the four priority levels.

Table 8.1: Proposed Traffic Management Action Plan

Priority	Location	Recommendation
1	Every street in the study area	<ul style="list-style-type: none"> • Implement the 40km/h area-wide speed limit
2	Gage Street, Firle	<ul style="list-style-type: none"> • Investigate intersection treatments between Ryan Avenue and Stapleton Street.
2	Jones Avenue, Aberdare Avenue and Seventh Avenue, Trinity Gardens and St Morris	<ul style="list-style-type: none"> • Complete the St Morris bikeway in coordination with the stormwater works planned for 2022-2023.



Priority	Location	Recommendation
2	Barnes Road, Glynde	<ul style="list-style-type: none"> Investigate traffic calming measures to reduce speeds; Provide treatments for cyclists; and Investigate the operation of the driveway link at Lewis Road/Barnes Road with a view to improve or replace with an alternative device.
2	Luhrs Road, Payneham South	<ul style="list-style-type: none"> Investigate traffic calming devices.
2	Albermarle Avenue, Trinity Gardens	<ul style="list-style-type: none"> Investigate traffic calming devices, including an intersection treatment at Albermarle Avenue and Canterbury Avenue.
2	Ashbrook Avenue and John Street, Payneham	<ul style="list-style-type: none"> Investigate an alternative intersection treatment to the existing mini-roundabout.
2	Gwynne Street, Firle	<ul style="list-style-type: none"> Investigate traffic calming devices to reduce speeds; and Consider a bicycle connection between Gwynne Street and Shelley Street.
2	Marian Road, Glynde	<ul style="list-style-type: none"> Complete the cycling network.
2	Payneham Road at Avenue Road and Ashbrook Avenue	<ul style="list-style-type: none"> Improve intersection layouts through liaison with DIT.
3	Ashbrook Avenue and Devitt Avenue, Payneham South	<ul style="list-style-type: none"> Investigate intersection treatment.
3	Ashbrook Avenue, Trinity Gardens	<ul style="list-style-type: none"> Improve cycling safety with traffic calming measures to align with the new signalised crossing of Magill Road.
3	Coorara Avenue bus stop improvements	<ul style="list-style-type: none"> Advocate to SAPTA for a review of the bus stop locations in Coorara Avenue.
3	Henry Street, Payneham and Glynde	<ul style="list-style-type: none"> Investigate traffic calming devices along Henry Street; and Improve signage to alert motorists they are entering the retirement home area.
3	Henry Street and Davis Road, Glynde	<ul style="list-style-type: none"> Complete the cycling network.
4	Third Creek shared path bikeway, Payneham and Firle	<ul style="list-style-type: none"> Investigate the feasibility of a shared path over the Third Creek between Marian Road and Ashbrook Avenue.
4	Magill Road and Williams Avenue, St Morris	<ul style="list-style-type: none"> Liaise with DIT to improve intersection safety.
4	Glynde Employment Zone, Glynde	<ul style="list-style-type: none"> Monitor street operations as a result of the proposed developments along Glynburn Road (Aldi and Bunnings).
4	Edward Street, Glynde	<ul style="list-style-type: none"> Investigate traffic calming devices along Edward Street.



Appendices

We design with community in mind



Appendix A Background Information Report



Glynde, Payneham, Payneham South,
Firle, Trinity Gardens & St Morris

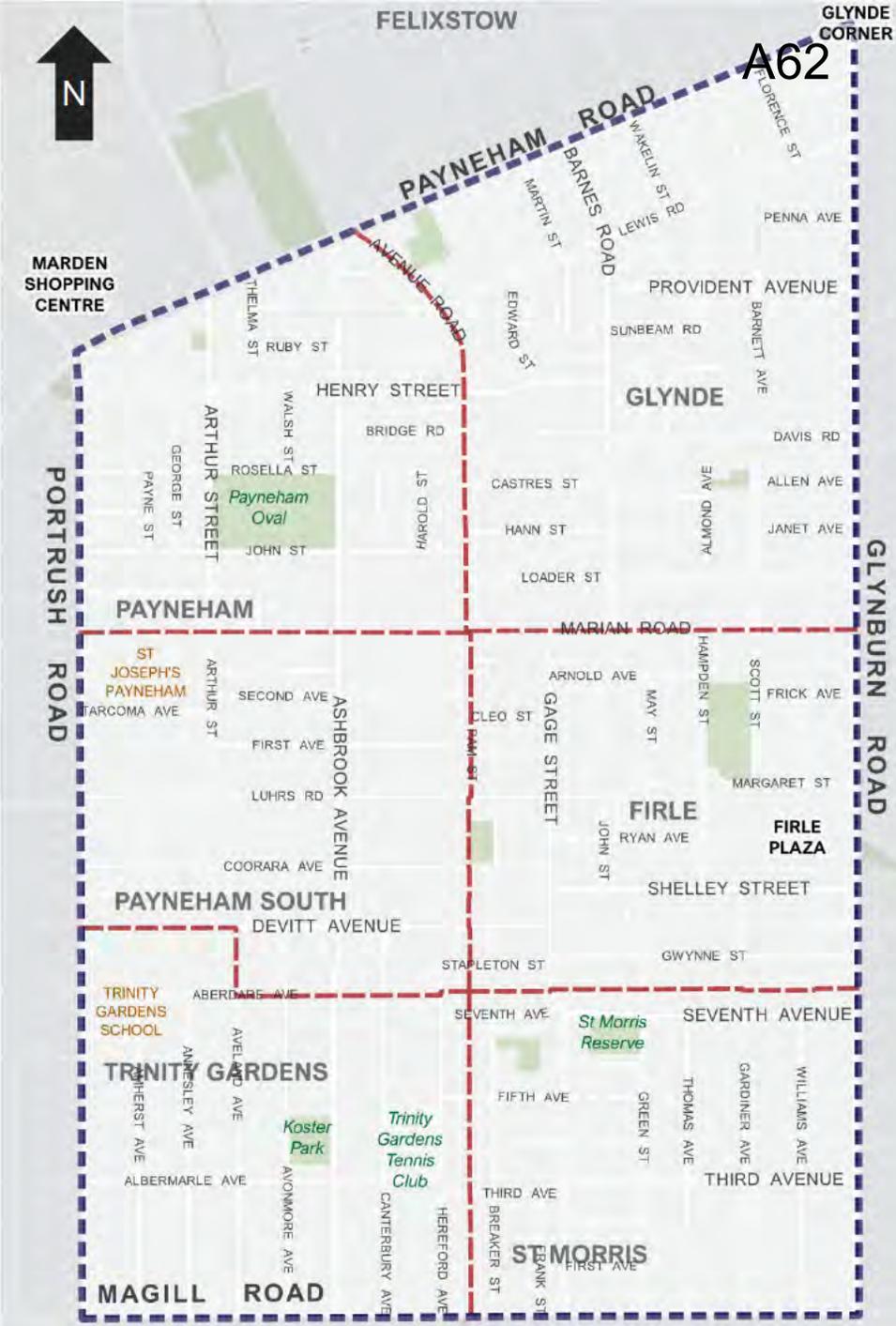
Traffic Management Study

Background Information Report

May 2022



City of
Norwood
Payneham
& St Peters





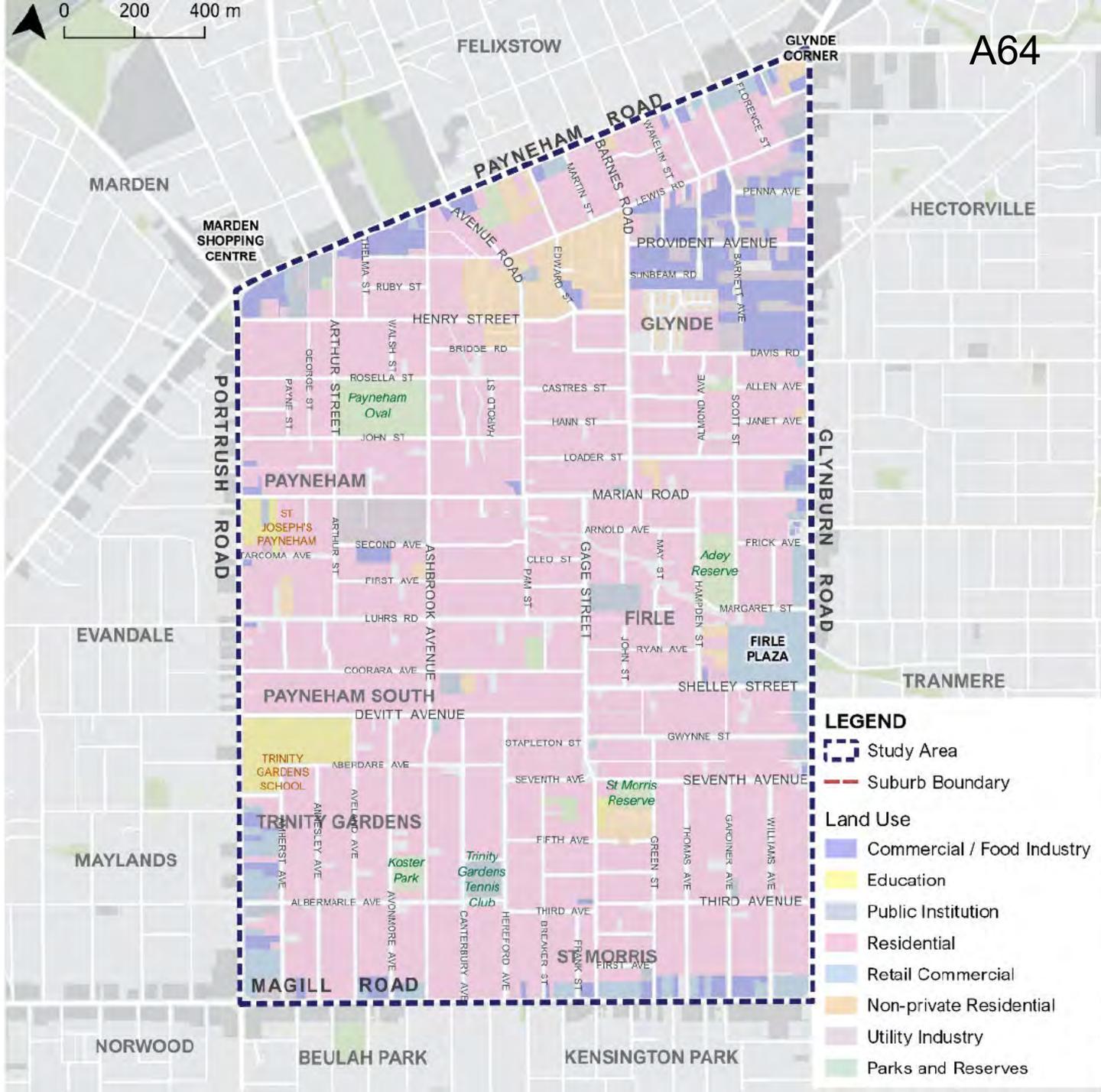
Purpose for the Traffic Management Study

- To identify traffic-related issues and opportunities to enable the development of a prioritised action plan to:
 - Manage **speed and cut-through traffic** on local streets,
 - Identify options to improve the **amenity and safety** for local residents and businesses,
 - Improve bus stops and **walkability to bus stops**,
 - Provide **safer cycling routes**, and
 - Encourage **more walking with safer routes** to schools, shops, parks and reserves.
- Also consider the traffic impact of possible future major developments along Glynburn Road and Payneham Road.



Land Use

Mostly residential (including retirement villages), except for light industry at Glynde, Payneham Oval, Firle shopping centre and two primary schools.





Some Key Attractors

Payneham Oval



Payneham South Seniors Centre



Glynde light industrial area with speciality food businesses



Trinity Gardens Primary School



A number of retirement villages



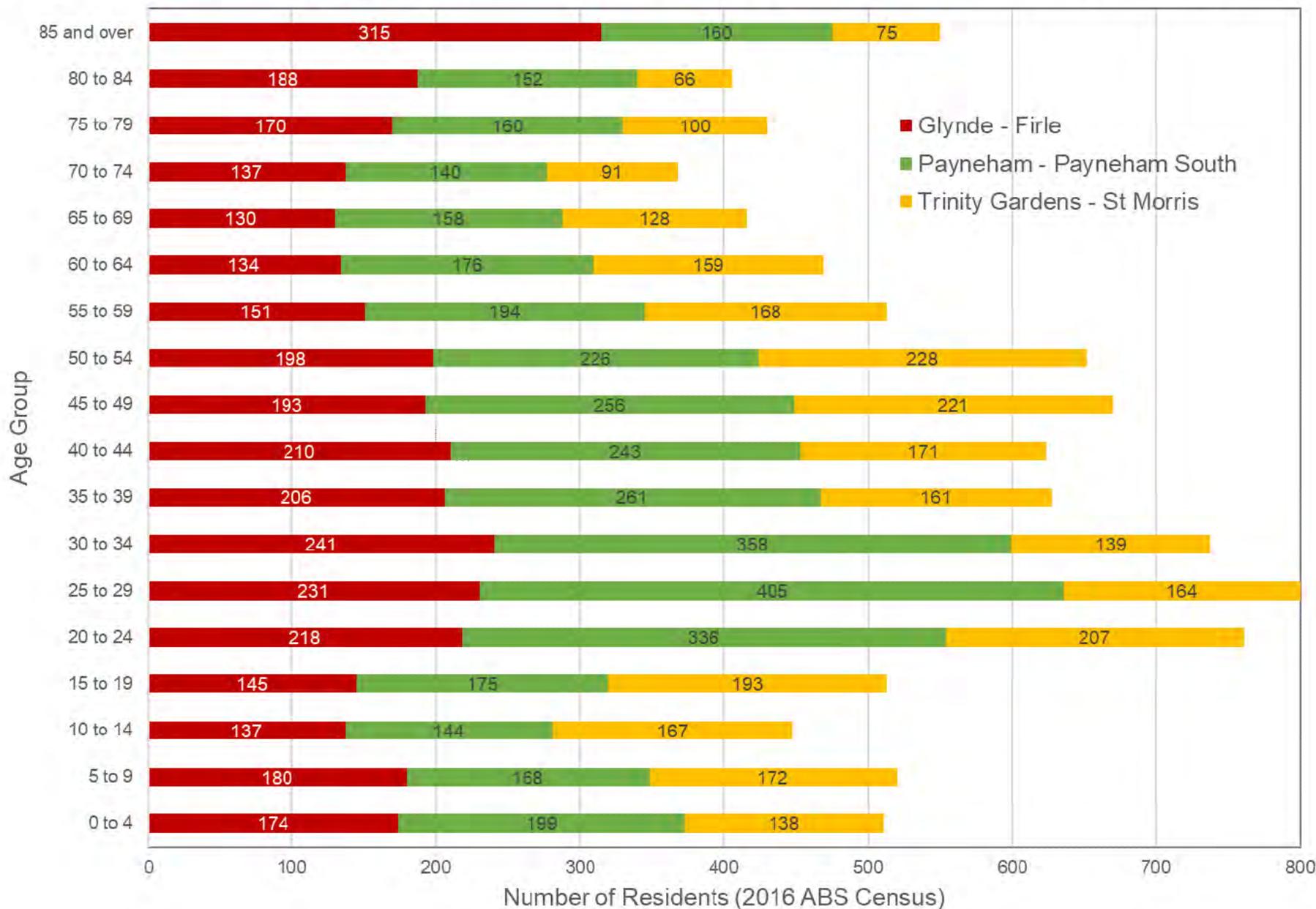
Firle Plaza on Glynburn Road



GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY



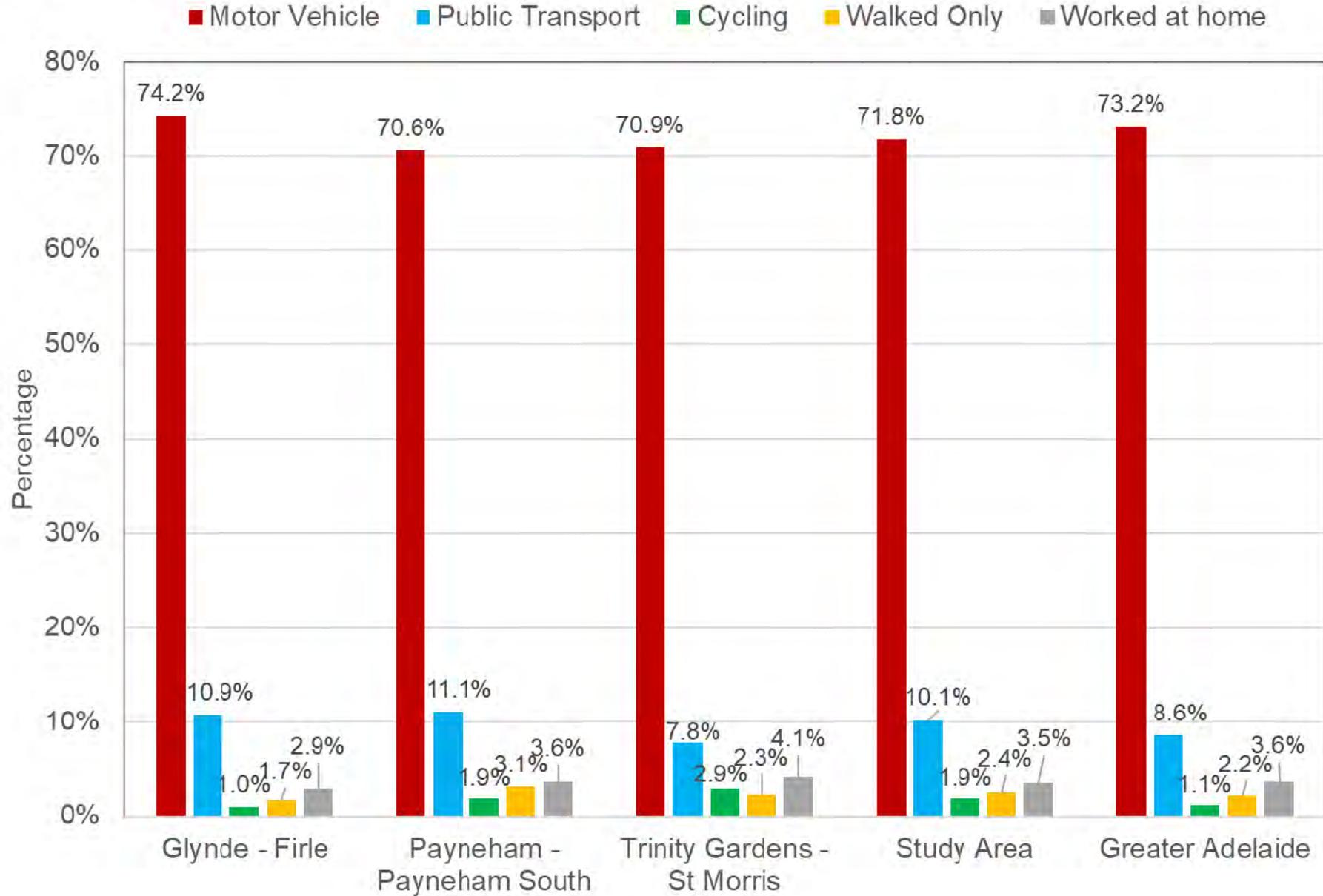
Population by Age Group (2016 census)





Travel Mode to Work (2016 census)

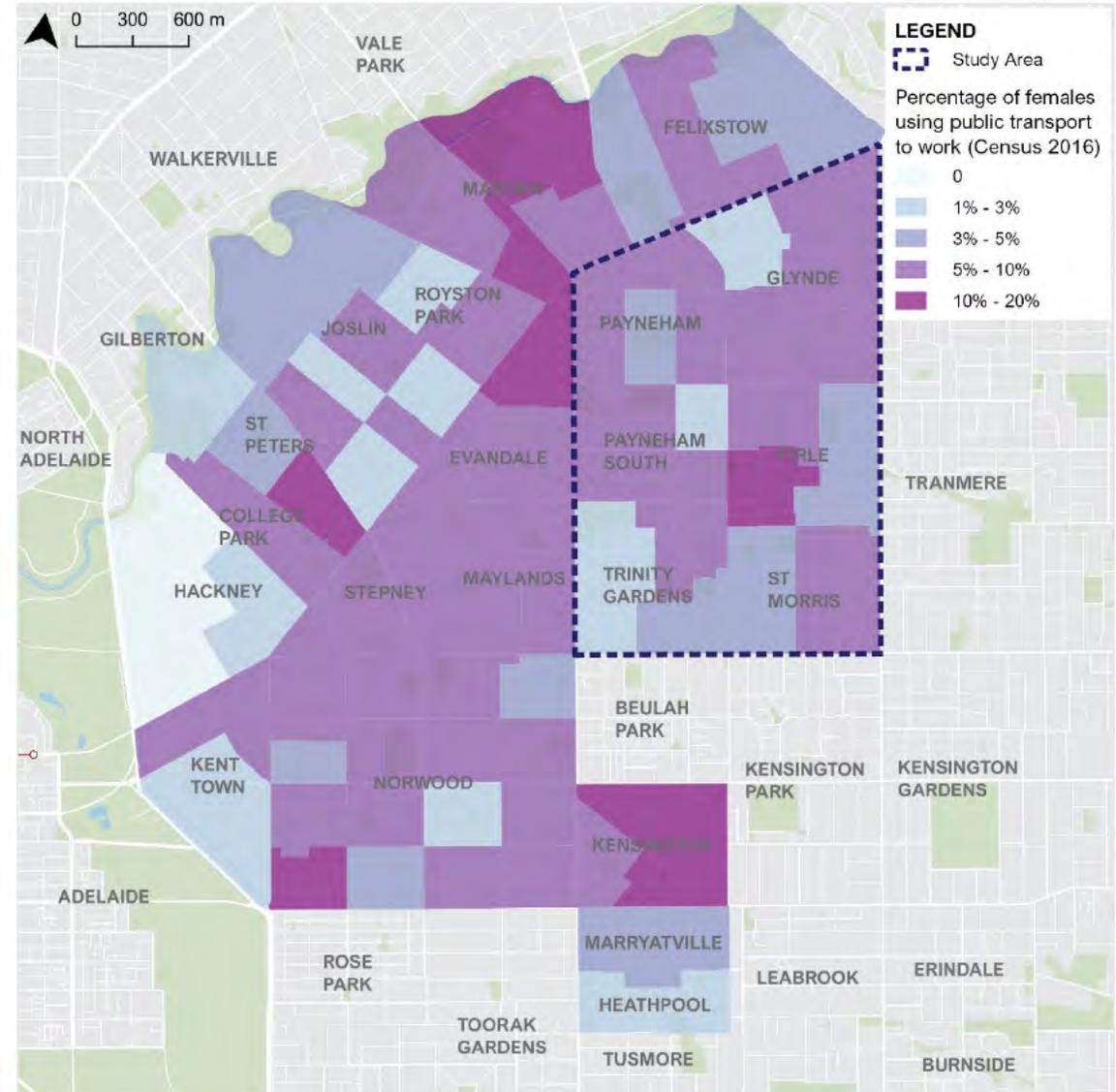
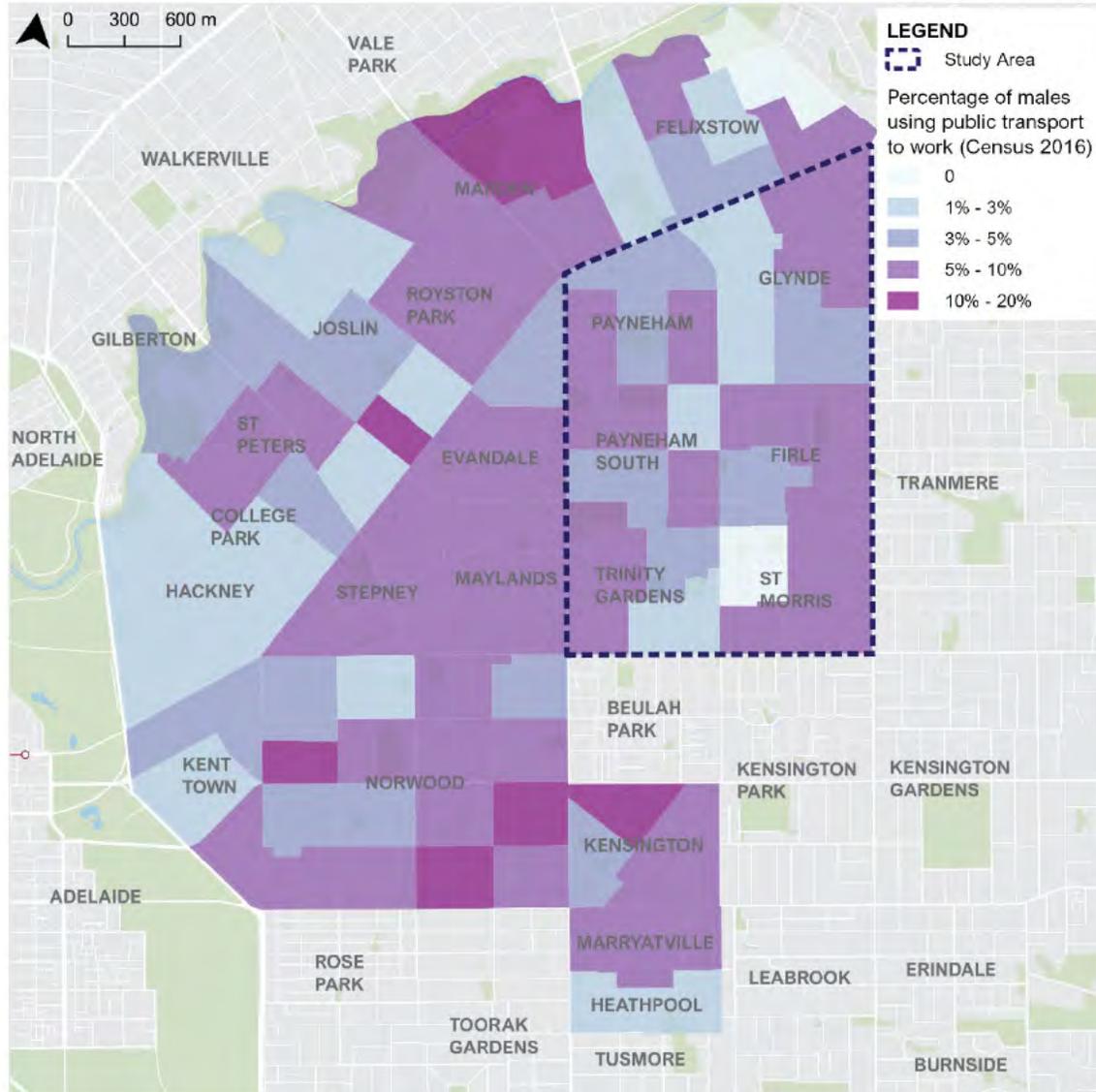
GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY





Public Transport to Work (2016 census)

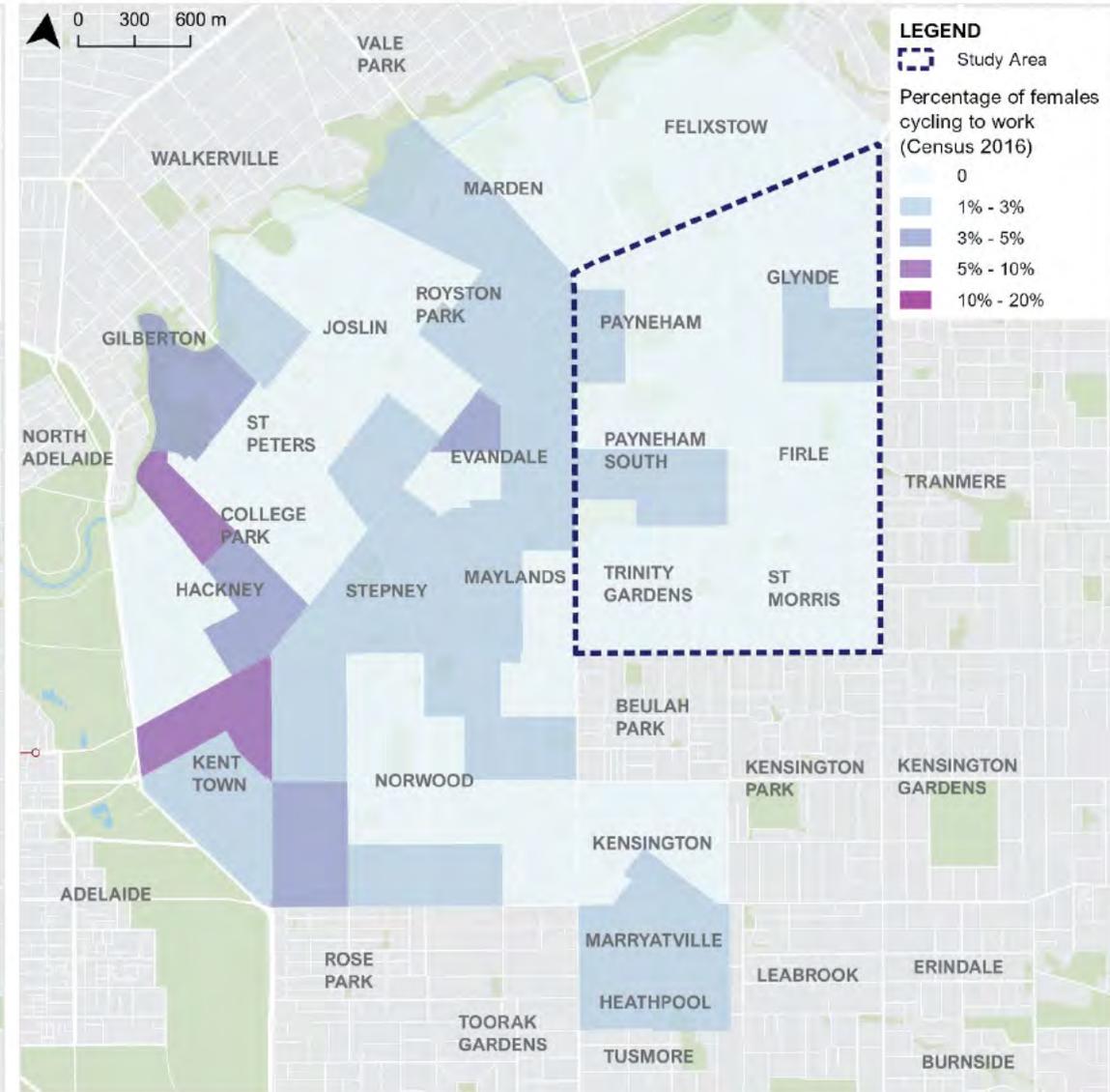
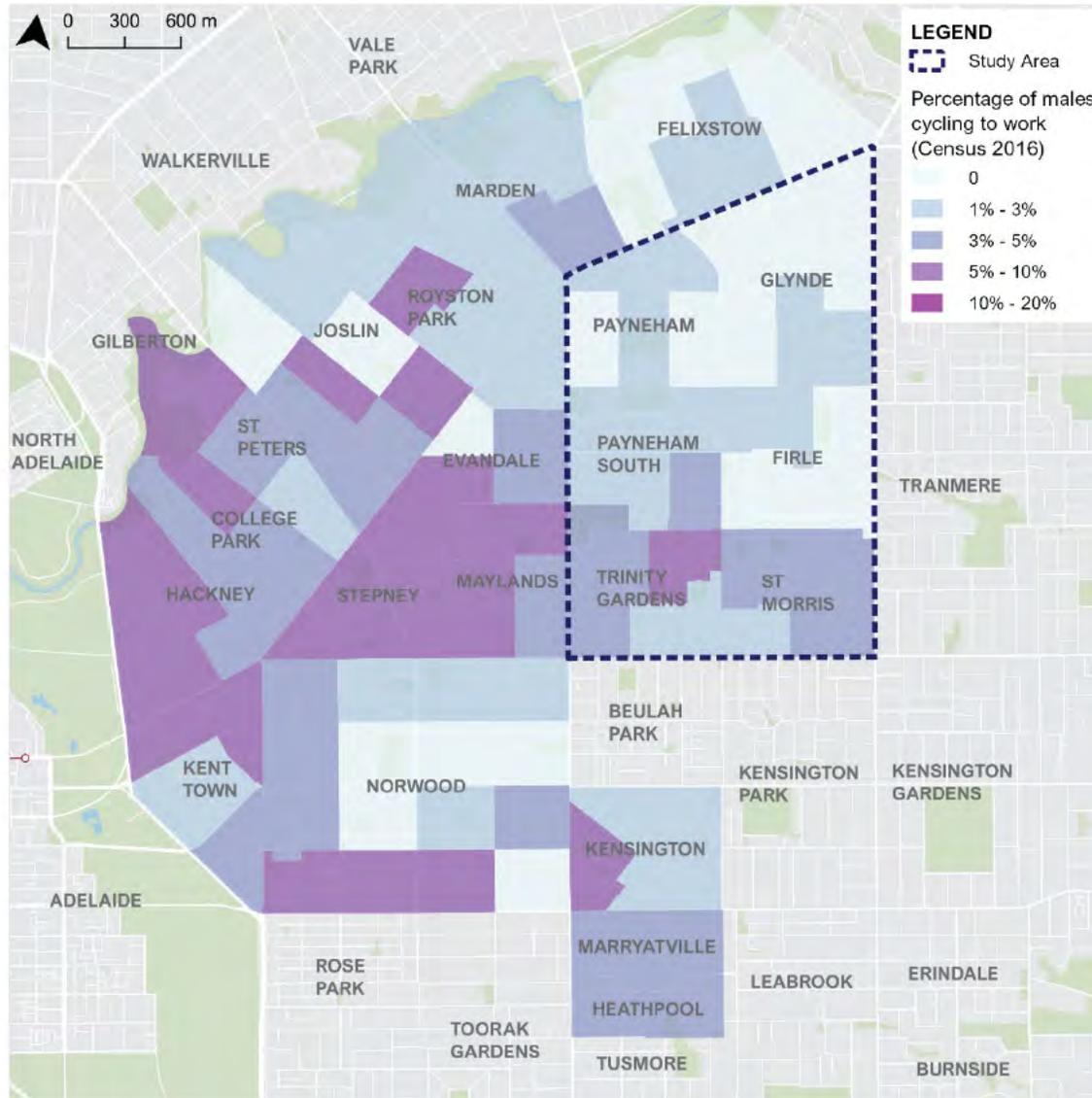
GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY





Cycling to Work (2016 census)

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

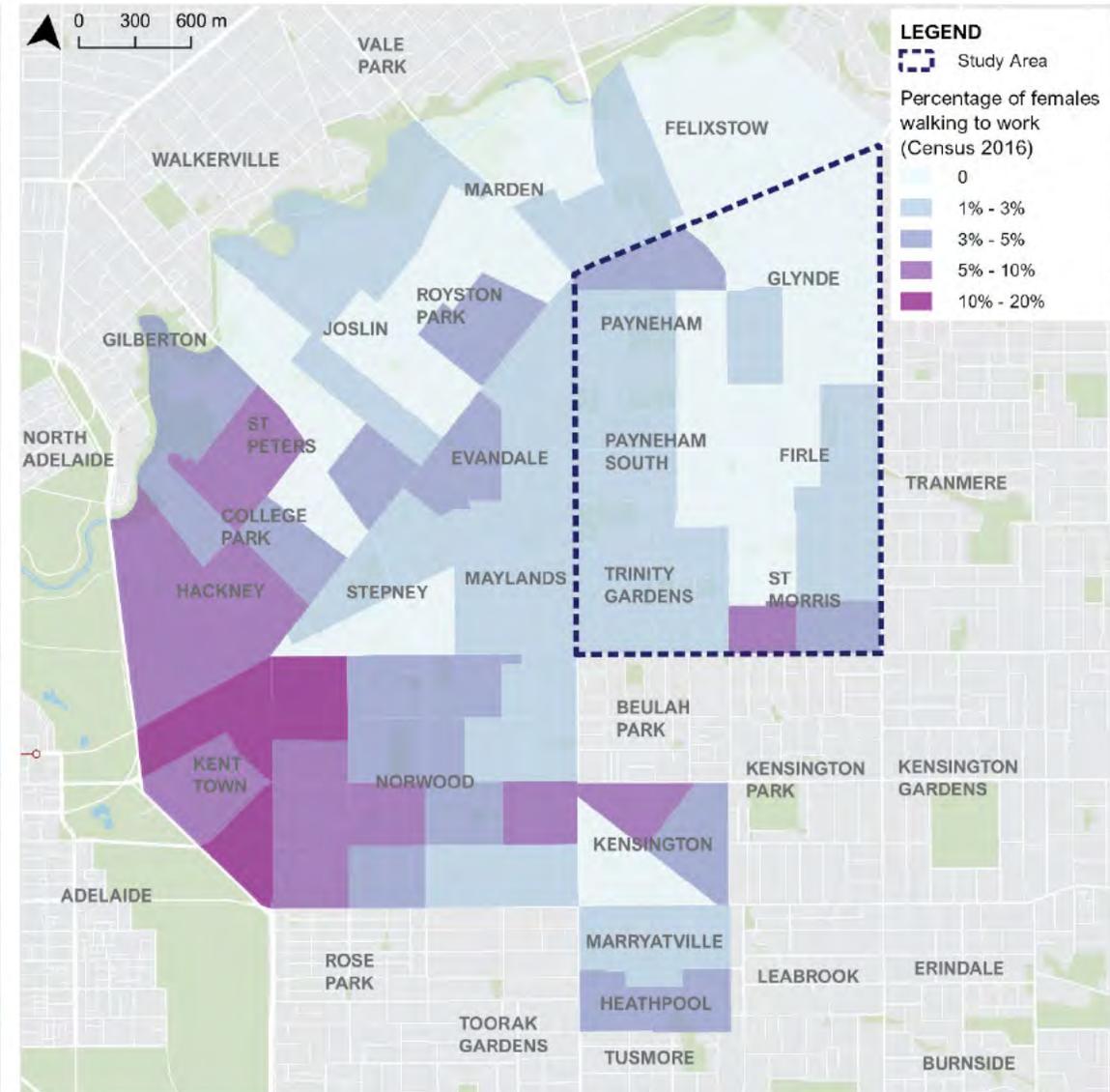
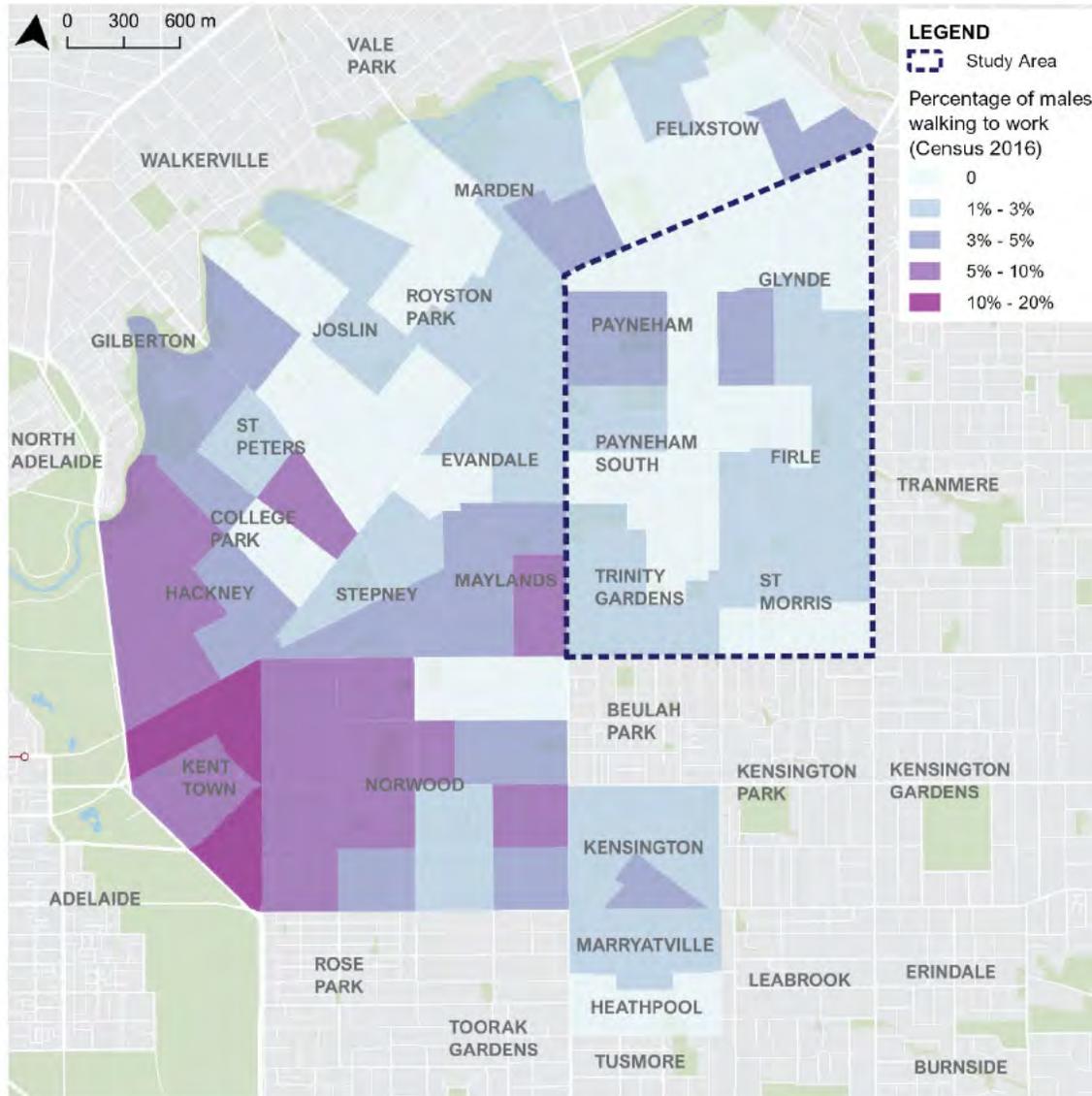




Walking to Work (2016 census)

A71

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY





Road Network

The study area is bound by State-government owned arterial roads and bisected by east-west and north-south Council-owned local and collector roads. Ashbrook Avenue is the only continuous north-south road.





Traffic Volumes

The busiest Council roads are:

- Luhrs Road, Payneham South,
- Shelley Street, Firle,
- Coorara Avenue, Payneham South,
- Marian Road, east of Gage Street,
- Gage Street, Firle and St Morris,
- Avenue Road, Payneham, and
- Barnes Road, Glynde.

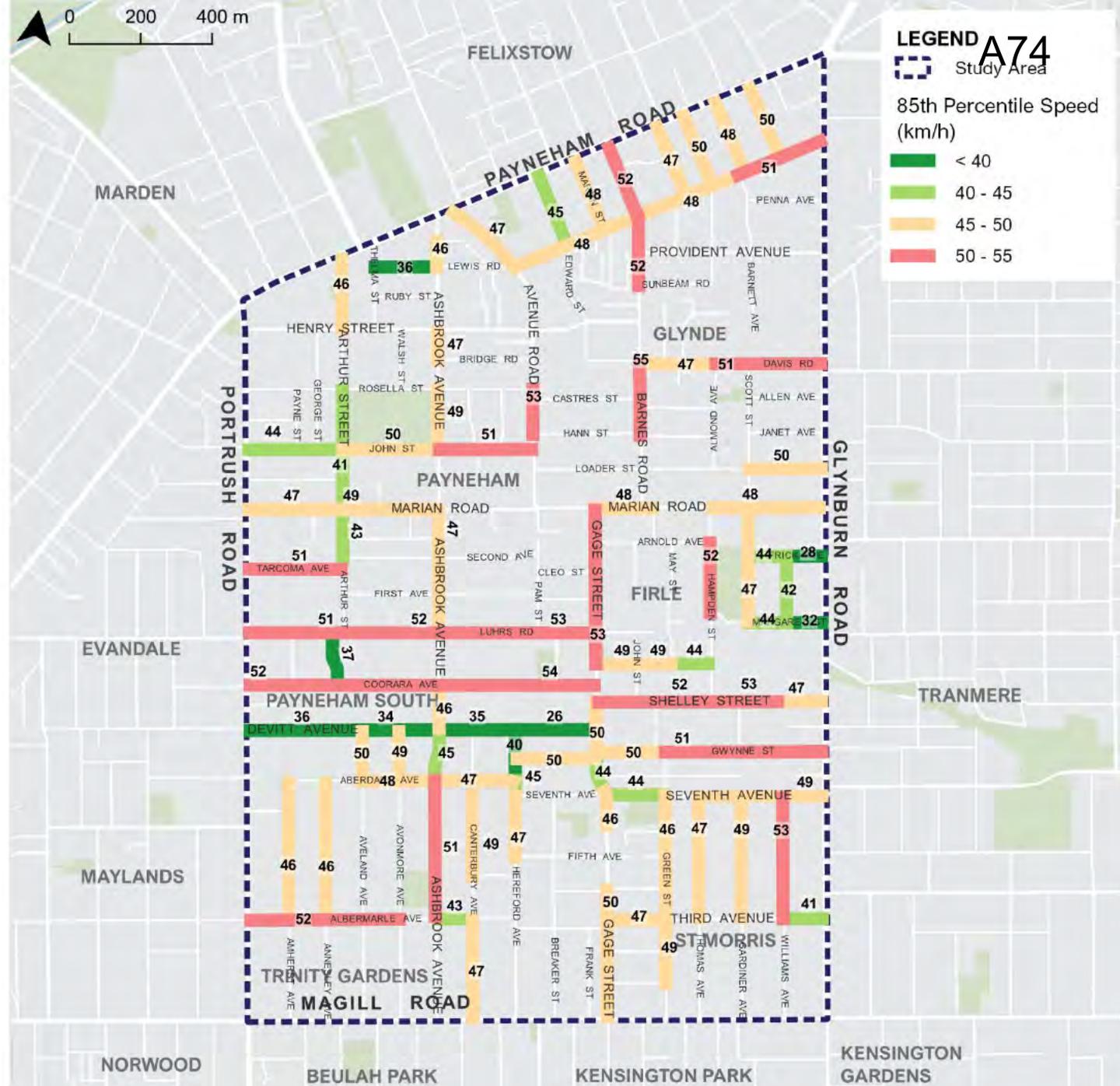




Traffic Speeds

The roads with the highest speeds are:

- Luhrs Road,
- Coorara Avenue,
- Barnes Road,
- Gage Street,
- Shelley Street,
- Abermarle Avenue, and
- Ashbrook Avenue





Crash Statistics

Key crash locations are at:

- Portrush Road/Payneham Road,
- Glynde Corner (Lower North East Road/Payneham Road/ Glynburn Road),
- Glynburn Road near Firle Plaza,
- Shelley Street, Firle, and
- Magill Road west of Glynburn Road.

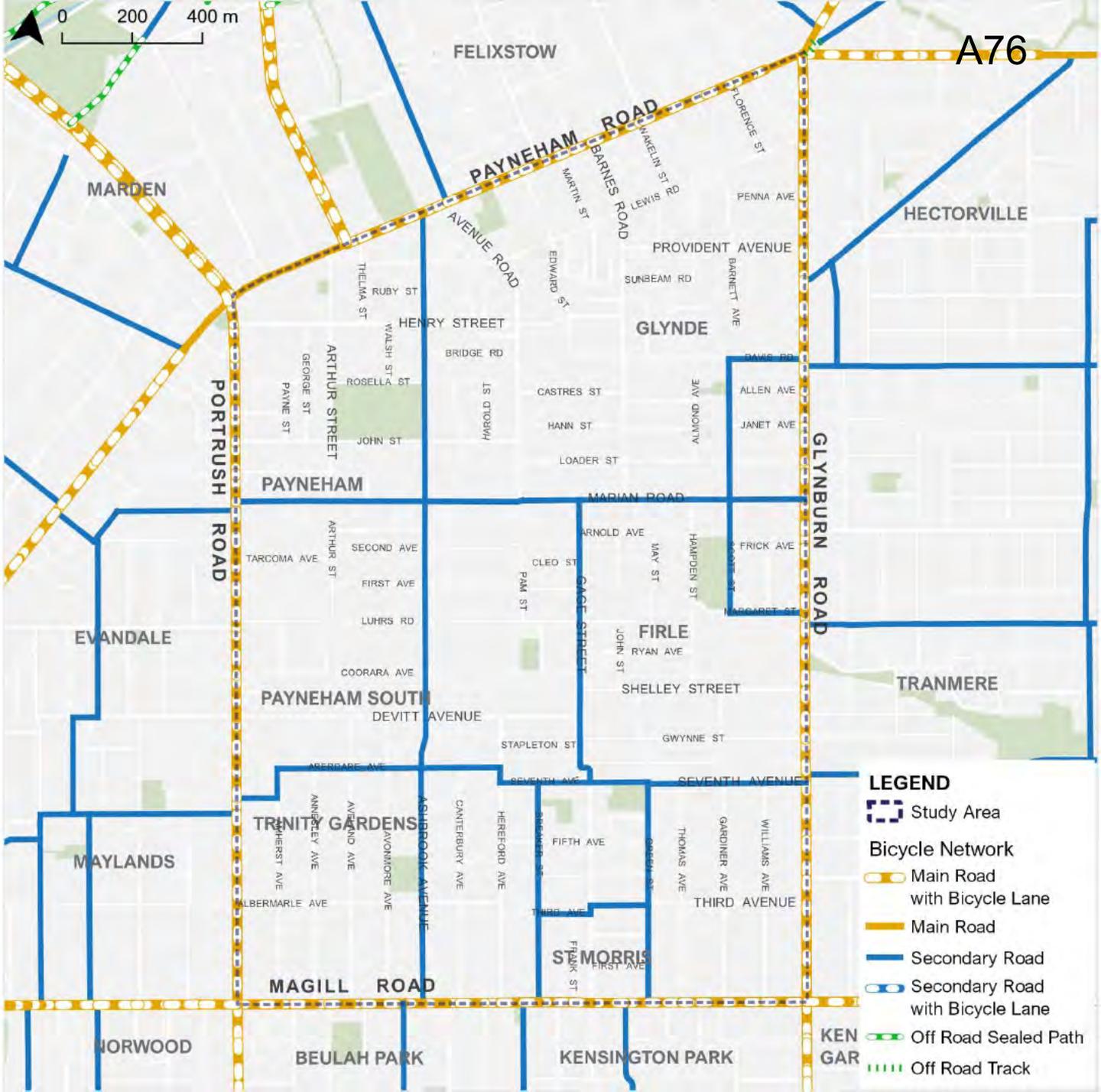




Bicycle Network

Key bicycle routes are:

- Jones Avenue / Aberdare Avenue / Seventh Avenue,
- Marian Road,
- Gage Street,
- Ashbrook Avenue,
- Third Avenue, and
- Scott Street.



LEGEND

- Study Area
- Bicycle Network**
- Main Road with Bicycle Lane
- Main Road
- Secondary Road
- Secondary Road with Bicycle Lane
- Off Road Sealed Path
- Off Road Track

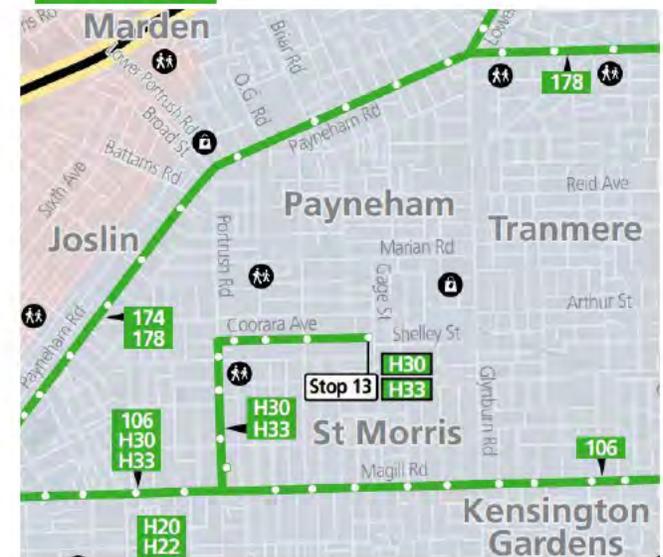


Public Transport

All Bus Routes



GO ZONE Routes



LEGEND

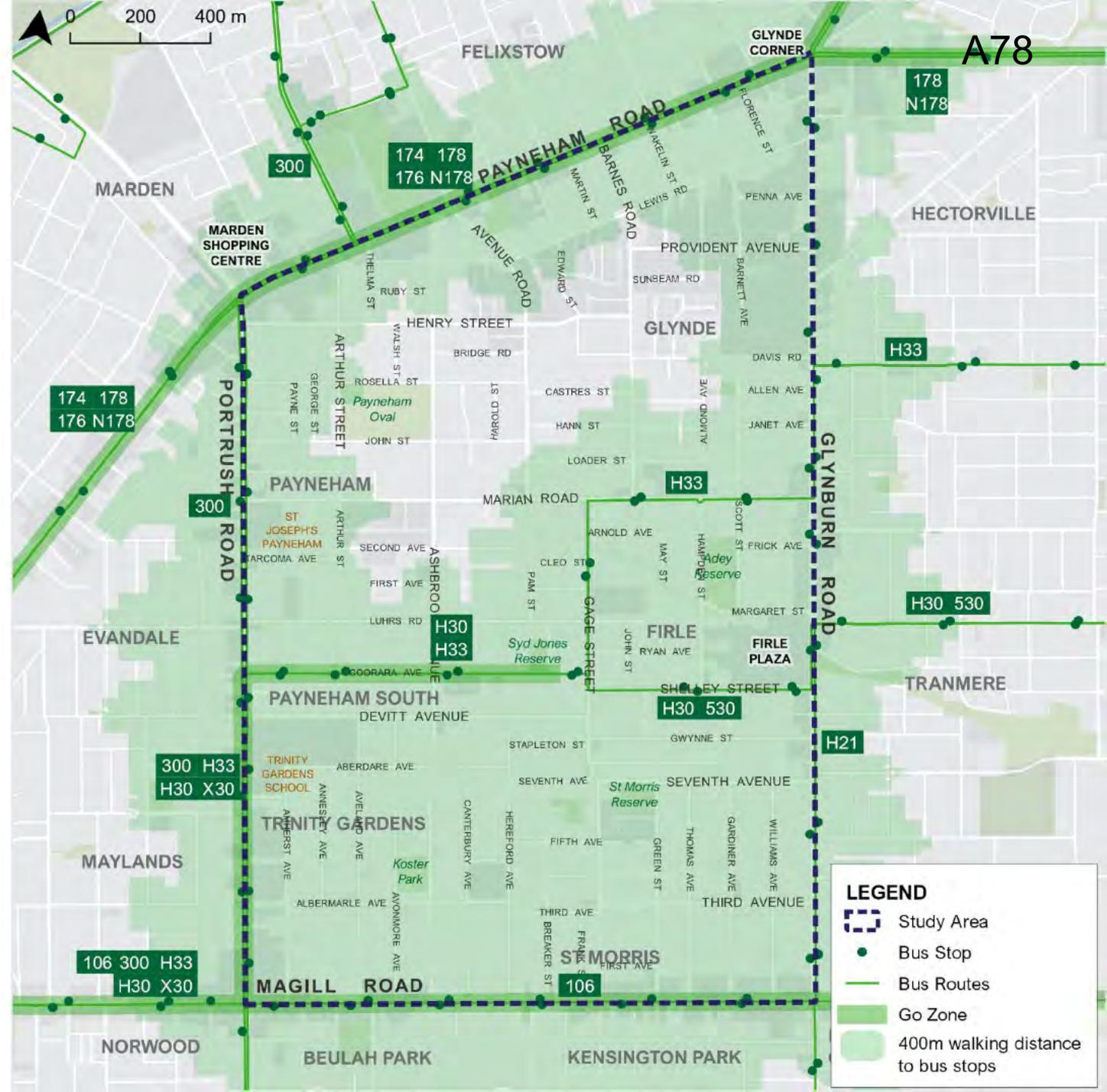
- Study Area
- Bus Stop
- Bus Routes
- Go Zone



5-minute walk to bus stops

Most of the study area is within a 5-minute walk to a bus stop, except for sections of Payneham and Glynde.

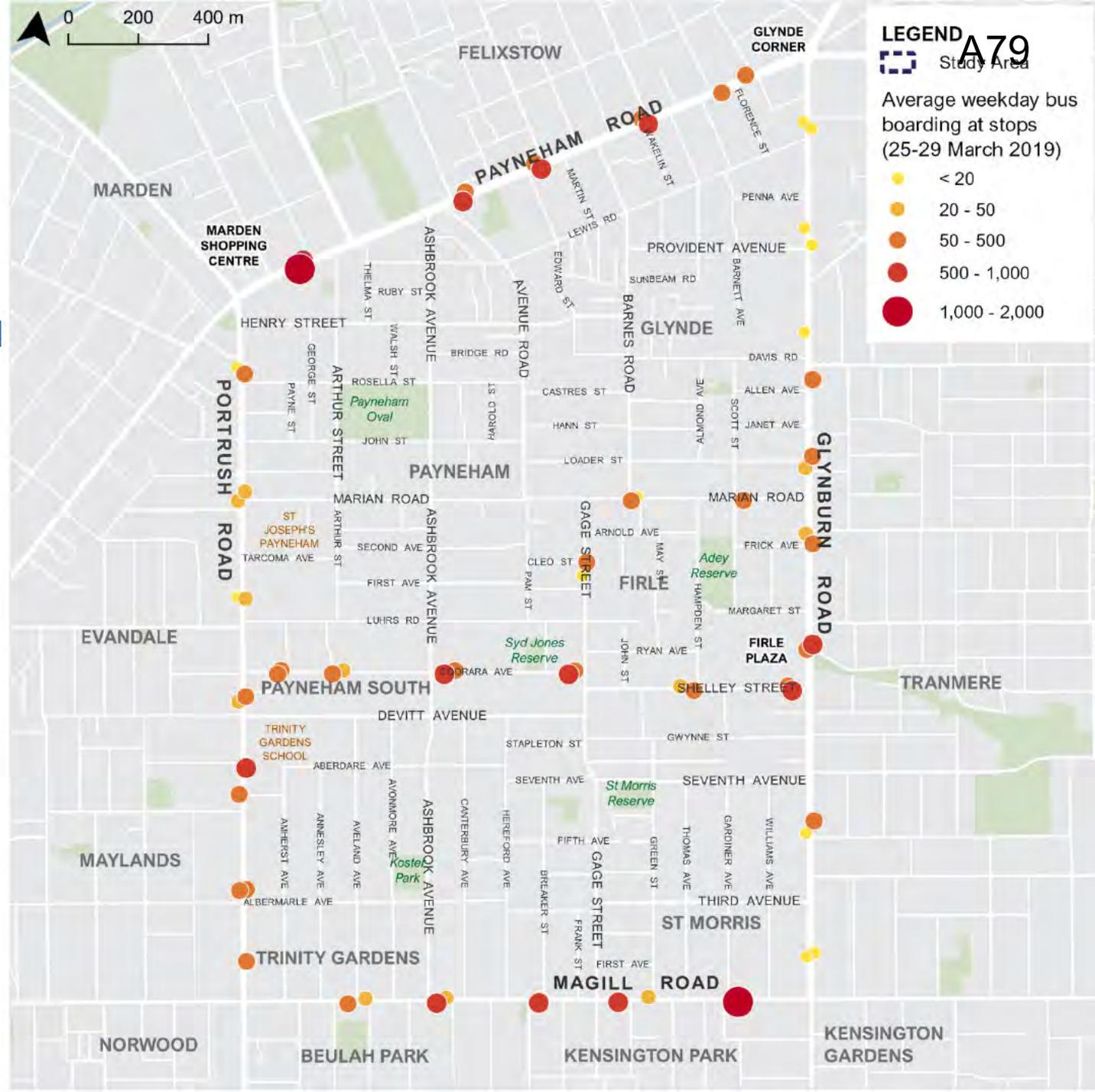
Trinity Gardens, Firle and St Morris are within a 5-minute walk to bus services along Coorara Avenue and Shelley Street (Routes H30 and H33) and Route 106 along Magill Road.



Activity at Bus Stops

The busiest bus stops are at:

- Stop 13 Payneham Road (Marden shopping centre),
- Stop 13 Magill Road, St Morris (Aldi),
- Along Coorara Ave, Payneham South, and
- Shelley St and Glynburn Rd (Firle Plaza).

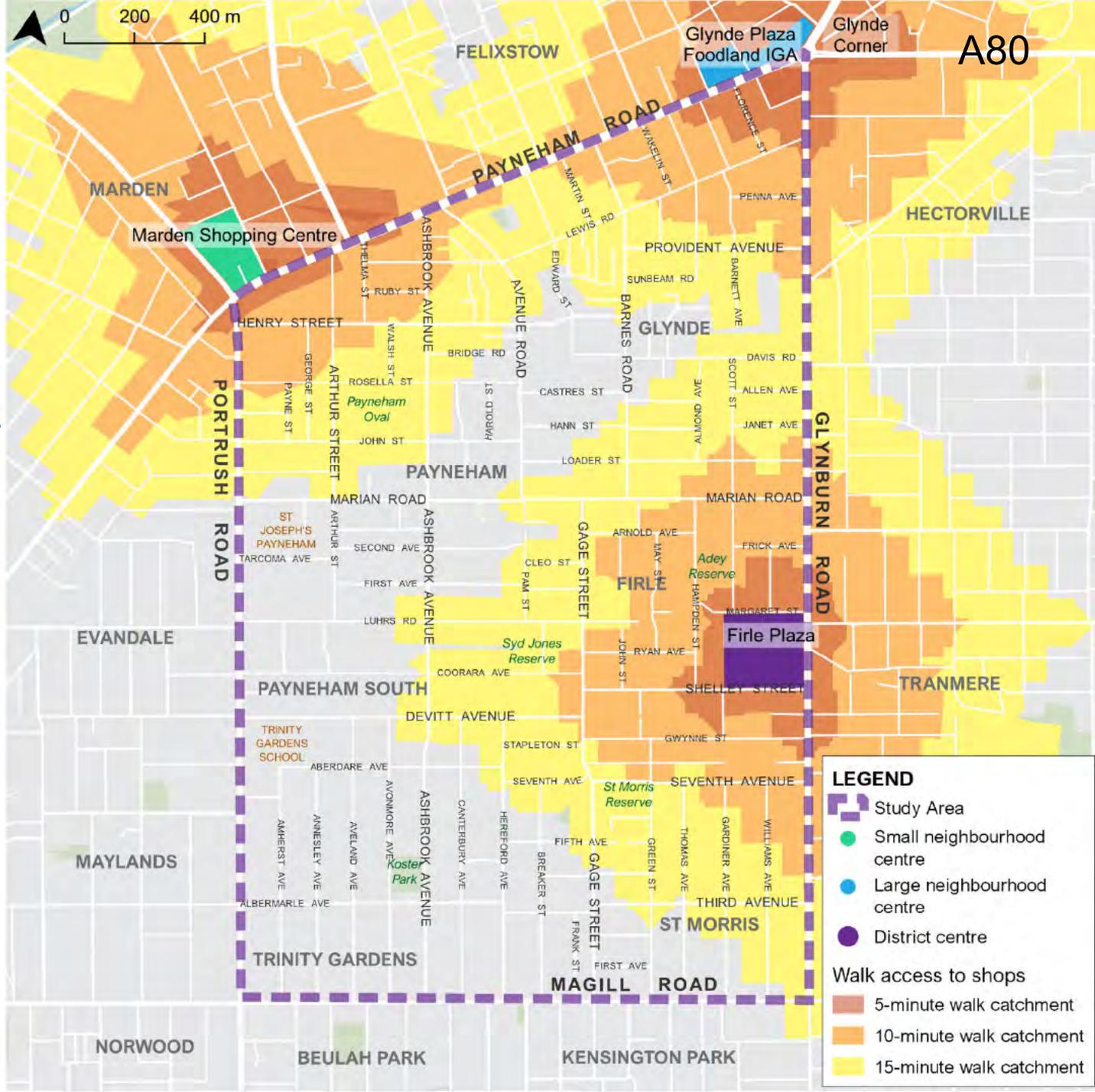


Walkability to Shops

Most residents of Payneham, Glynde, Firle and St Morris live within a 15-minute walk to:

- Firle Plaza,
- Marden Shopping Centre, or
- Glynde Plaza.

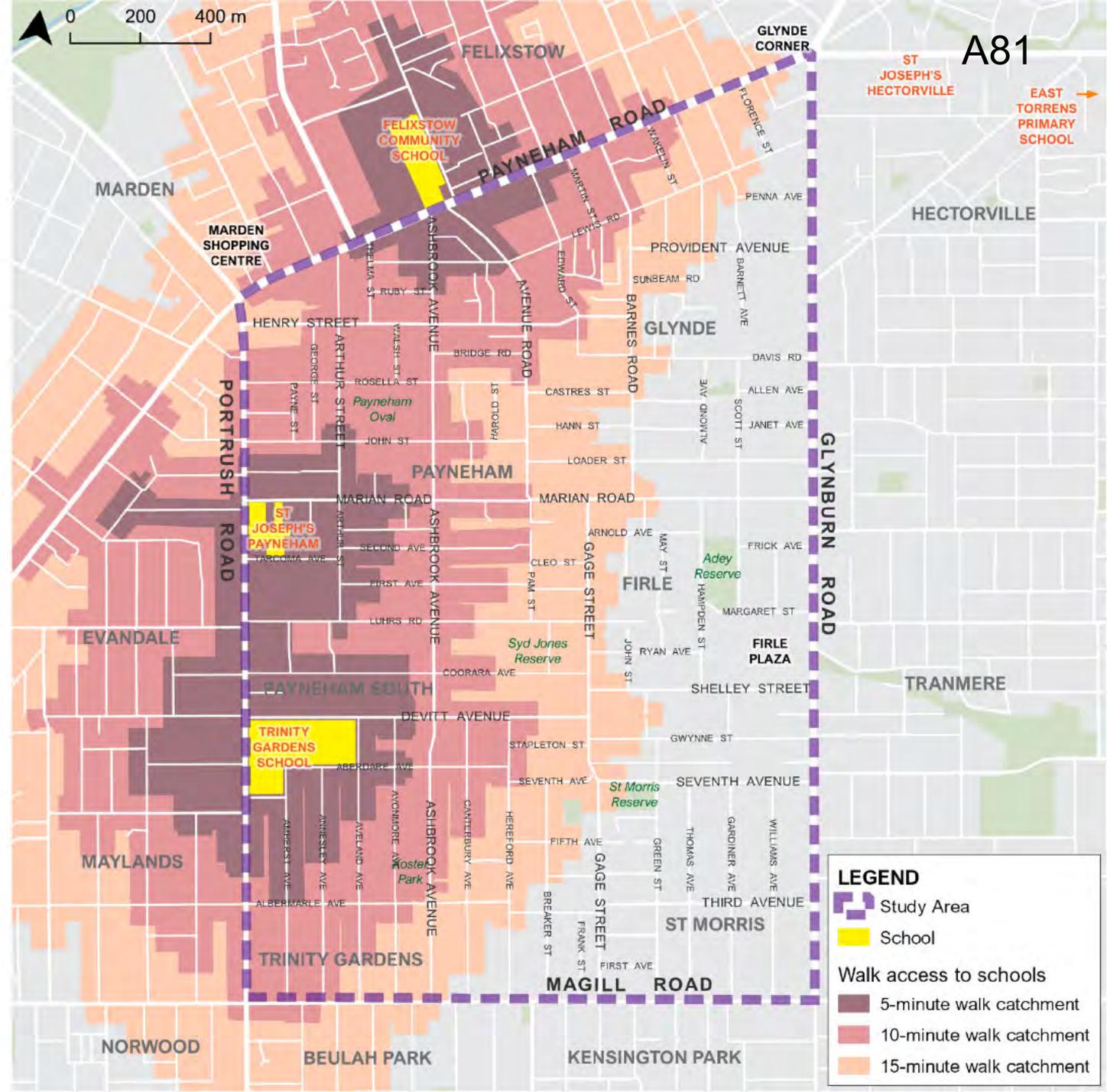
Trinity Gardens and Payneham South residents are beyond these walk catchments.





Walkability to Schools

The two primary schools at St Josephs Payneham and Trinity Gardens are beyond a 15-minute walk for students living in Glynde, Firle and St Morris.

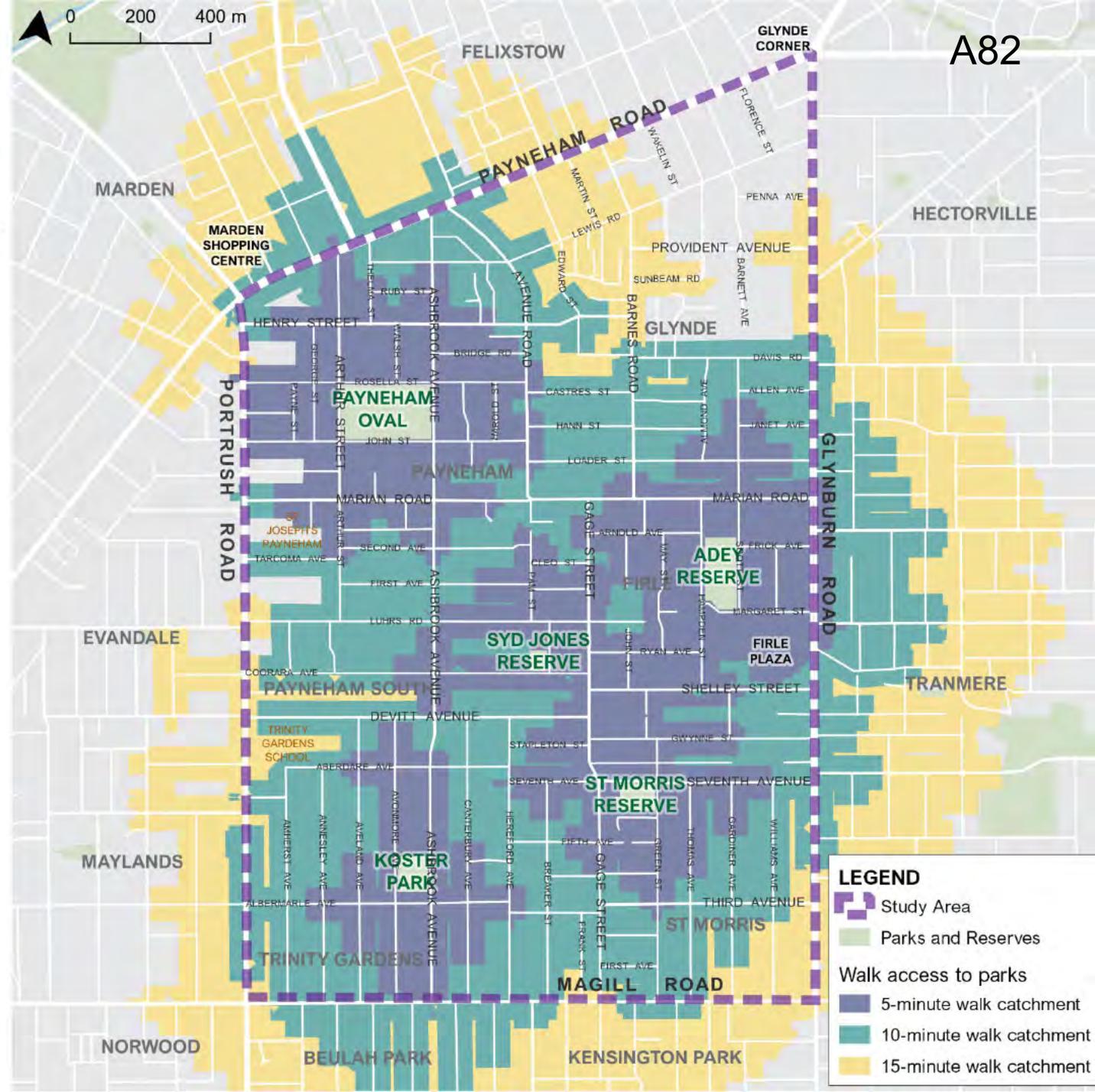




Walkability to Parks and Reserves

Most residents are within a 15-minute walk to parks, reserves and playgrounds at:

- Payneham Oval,
- Koster Park, Trinity Gardens,
- St Morris Reserve,
- Adey Reserve, Firle, and
- Syd Jones Reserve, Firle.



Appendix B Stage 1 Consultation Submission from the Active Living Coalition





19 May 2022

ALC web communityplaceplanning.com/active-living

ALC linkedin.com/groups/14040027/

John Devney

Traffic Engineering Consultant (Stantec)

npsp-traffic-study@stantec.com

Dear John

Traffic Study: Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris

Thank you for the opportunity to provide input to the above study.

Active Living

Active living is a way of life that integrates physical activity into everyday routines, such as cycling to work or for recreation, as well as walking to the shops, informal recreation, or organised sport¹.

Active living brings together urban planners, landscape architects, transport planners, public health professionals, advocates, and other professionals to build neighbourhoods and communities that encourage active living and physical activity.

Study

We note the analysis in the background paper around walking and cycling for the six suburbs. We note parts of suburbs are less walkable than others with respect to access to shops, schools, reserves, and public transport.

Noting the traffic study is at an early evidence gathering phase, **Attachment A** comprises a summary of research about the benefits and opportunities associated with being 'active'. Many benefits are wellbeing, health, mental health, in terms of social connections, and with reduced cost in the SA health system. Other benefits relate to less greenhouse gas outputs and fostering potential in SA for an increased cycling economic sector.

This research along with understanding about the strategic context assists by providing a wider set of considerations to inform your analysis as well as council and community discussions about what may be changes in transport modes and patterns in these suburbs.

¹ Adapted from en.wikipedia.org/wiki/Active_living

About the Active Living Coalition

The Active Living Coalition advocates for places that encourage all people to be more active every day. Our vision is healthy active spaces and places for all South Australians.

Our members are from diverse backgrounds across government, private and community sectors. We work collaboratively to foster active communities and deliver projects and resources that influence policy and practice. Since 2007 the Coalition has been auspiced by the Heart Foundation.

To support them, the Coalition works on:

- Submissions to reviews and inquiries
- Information sharing and identification of 'gaps' in research/policy/guidance
- Cross-government resource development
- Advice on development
- Seminars with speakers and training for professionals

We meet quarterly.

Active living is a way of life that integrates physical activity into daily routines.

I take this opportunity to note Mayor Bria presented to the Active Living Coalition in 2022. The considered approach by the Council to investigating and working closely with its community about how to foster active lifestyles was commendable.

Thank you for the opportunity to put forward these points.

Yours sincerely



Heath Edwards MPIA FAILA
Chair South Australian Active Living Coalition
M: 0414 510 157
E: heathed@hotmail.com

Attachment A – Active Living Research

Attachment A – Active Living Research

Why Active Living?

It is well established that **regular physical activity improves physical and mental health, boosts brain activity and brings communities together**. Physical activity is defined by the World Health Organization as any bodily movement produced by skeletal muscle that requires energy expenditure².

Every South Australian who is **active 150 minutes a week³ has better:**

- Health
- Mental health
- Social connections
- Ability to make decisions.

These South Australians also save the State Health budget \$2588 annually.

Being active is a low carbon lifestyle. Changing a 1km car trip to walk or cycle saves 0.22kg of CO₂⁴.



Research affirms that regular physical activity – like on the Torrens in the Adelaide CBD - improves physical and mental health and is a low carbon lifestyle.

² orsr.sa.gov.au/_data/assets/pdf_file/0012/31215/Game-On-Booklet.pdf

³ Active Lives Study 2019 orsr.sa.gov.au/about_us/publications

⁴ Dunlap 2013 cited in Cycling and Sustainable Transport, S. Kingham, P. Tranter, 2015

Benefits for South Australia?

South Australians' lifestyles have significant implications for our economy, health, and environment.

Physical inactivity is a major modifiable risk factor for heart disease and many other chronic diseases. At least 60% of Australian adults do less than 30 minutes of physical activity per day and only one in ten adults report completing the recommended 10,000 steps per day⁵.

One of the most important issues our communities in our suburbs and towns face is a staggering increase in the rates of obesity and chronic disease⁶.

Active living offers an opportunity to address these health concerns by helping people be physically active. Communities that support active living gain health benefits, economic advantages, and improved quality of life.

Do South Australians Want Active Lifestyles?

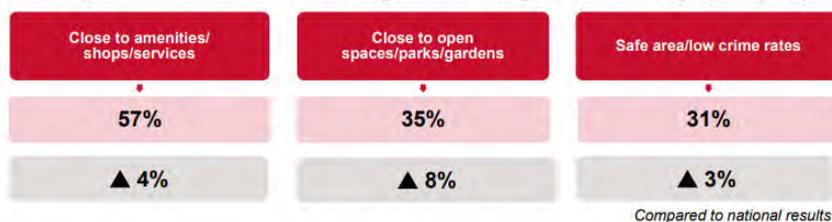
86% of South Australians want facilities accessible by walking and cycling. 60% strongly/somewhat favour directing more roads funding into walking and cycling. 60% very/somewhat support reduced speeds in local streets⁷.

A 2021 survey of over 600 RAA Members, three quarters members would like to walk more, and a third a lot more⁸.



What South Australia want

Most important elements when thinking about moving to a new area (unprompted)



Top three important design features when deciding where to live (prompted)



Top three types of features that are important in deciding where to live (prompted)

Sense of Place



Access to Healthy Food



Housing Diversity



⁵ Australian Bureau of Statistics 2012

⁶ National Health Survey 2014/2015 Australian Bureau of Statistics

⁷ What Australians Want National Heart Foundation 2020

⁸ raa.com.au/about-raa/advocacy/member-panel

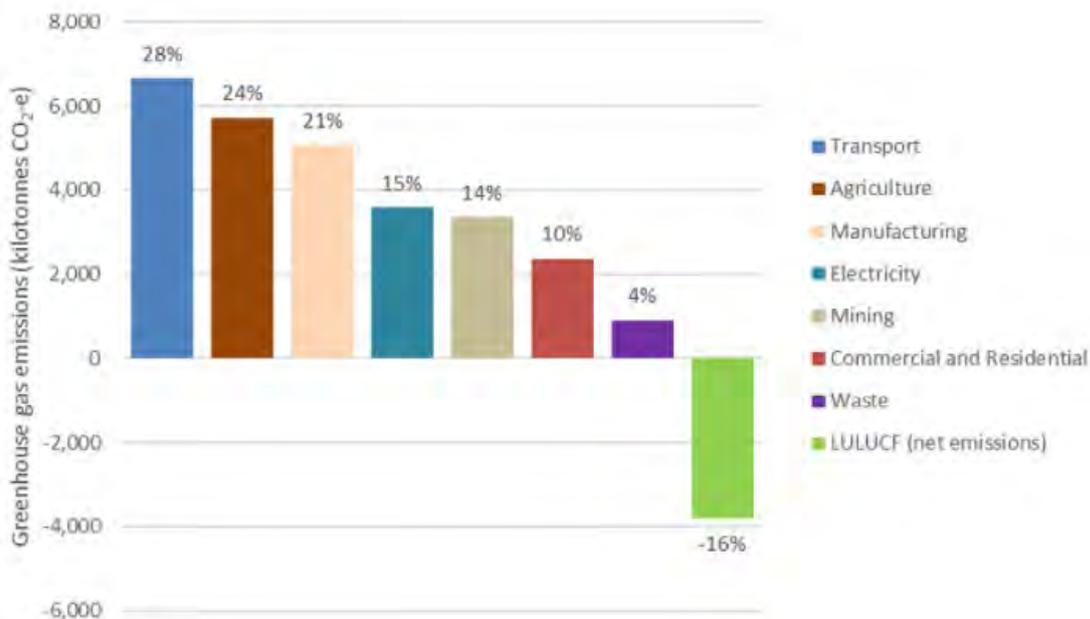
Do South Australians Want Low Carbon Lifestyles?

Increasing walking and cycling can reduce the 28% contributed by 'transport' to greenhouse gases in SA.

Since 2012, concern about global warming has been rising steadily in Australia⁹. In 2019, 61% say global warming is 'a serious and pressing problem' about which 'we should begin taking steps now even if this involves significant costs'. 76% of young Australians agree with this compared to 49% of their elders.



Changing a 1km car trip to walk or cycle saves 0.22kg of CO₂¹.



Transport contributed 28% of South Australia's greenhouse gases in the 2019 financial year¹⁰

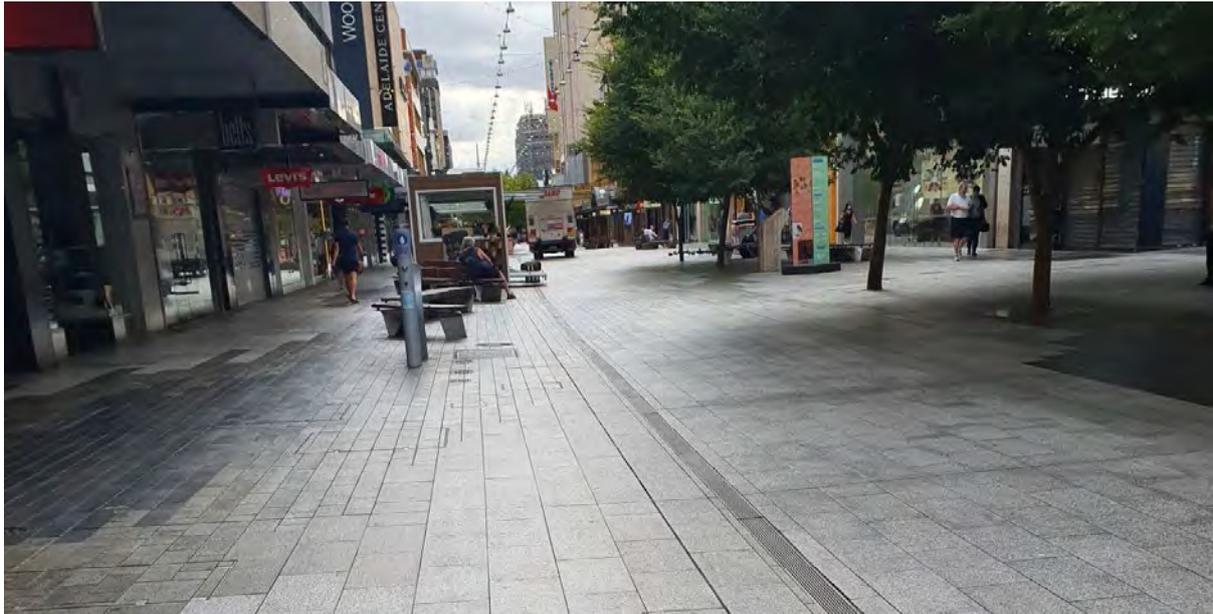
⁹ interactives.lowyinstitute.org/features/australian-attitudes-to-climate-change/

¹⁰ environment.sa.gov.au/topics/climate-change/south-australias-greenhouse-gas-emissions

How can we continue to capitalise on Covid for South Australians being active?

Covid has meant South Australian's have been increasingly working from home, recreating in local parks and streets, and considering new ways to get on with life.

Since the pandemic starting in 2020, a wide variety of initiatives have sought to foster South Australians being 'active'. These include the SA Government opening reservoirs for recreating¹¹, undertaking a walking strategy¹², progressing greening of Adelaide¹³, and ongoing walking, cycling, and open space investments. The City of Adelaide¹⁴ and SA Government¹⁵ have undertaken targeted programs seeking to reinvigorate the CBD, due to it being impacted with more people working from home.



Adelaide's CBD particularly Covid impacted with more people working from home – Tuesday 17 January 2022

Covid, like any crisis, forces innovation. Some cities have 'tinkered, trialled and retrofitted in ways that were unthinkable before the pandemic hit'¹⁶. Examples include pop up cycle lanes, parklets, increased outdoor dining, elected cycling roles, and giving bikes for students¹⁷.

A reinvigorated approach to innovating about being active is one of the lasting legacies from the pandemic.

¹¹ environment.sa.gov.au/goodliving/posts/2019/06/recreational-activities-south-australias-reservoirs

¹² wellbeingsa.sa.gov.au/our-work/healthy-places-people/physical-activity/walking-strategy

¹³ greenadelaide.sa.gov.au/

¹⁴ cityofadelaide.com.au/blog/coronavirus-covid-19-latest-information/#support-businesses_2862628

¹⁵ dpc.sa.gov.au/responsibilities/intergovernmental-relations/capital-city-committee

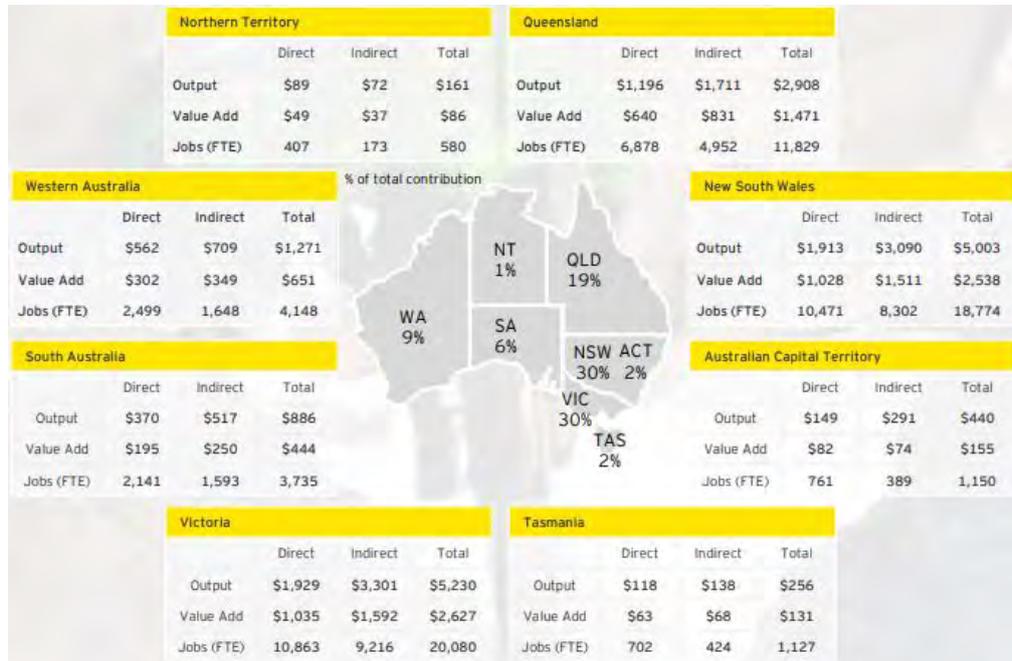
¹⁶ architectureau.com/articles/parklets-traffic-free-zones-and-outdoor-eating-how-covid-is-transforming-our-cities/?utm_source=ArchitectureAU&utm_campaign=01b4c81221-AAU_2022_01_11&utm_medium=email&utm_term=0_e3604e2a4a-01b4c81221-44960273&mc_cid=01b4c81221&mc_eid=0fc3093512

¹⁷ covidmobilityworks.org/

Is cycling a missing economic pillar in South Australia?

6% of South Australian’s spent money on cycling in 2020¹⁸. This is compared to 9% in WA, 19% in Queensland and 30% in NSW/Vic. A’s low rate underscores the possibility of latent demand.

The national research from various sources¹⁹ affirming barriers to cycling is affirmed by SA research by the RAA²⁰. With more urban bikeways, off road lanes, trails, and other supports, SA’s cycling participation rate should boost local spend and in turn, boost local businesses.



Do

Cycling Initiative	Cycling Frequency - At least once each fortnight		Cycling Frequency - At least once each month	
	% of cyclists that would take at least 2 additional trips ²	Additional trips / month (avg.) ¹	% of cyclists that would take at least 1 additional trip ²	Additional trips / month (avg.) ¹
Bikeways in urban areas	55%	4.0	62%	4.3
More dedicated off-road bicycle and rail trails	51%	4.3	57%	4.1
Better connected separated bike paths to transport hubs or activity hubs	51%	3.9	56%	4.0
If heavy vehicles were removed from urban areas	43%	5.0	34%	4.7
Financial incentives to purchase bicycles for commuting (i.e. tax incentives)	37%	5.7	38%	5.2
Lower speed limits were in place on local streets	38%	4.0	32%	4.3
Better facilities on PT or at major PT stations/hubs (e.g. storage or parking) for my bike	35%	4.3	38%	4.6
Greater investment in mountain bike parks at Australian holiday destinations	24%	2.8	34%	2.7

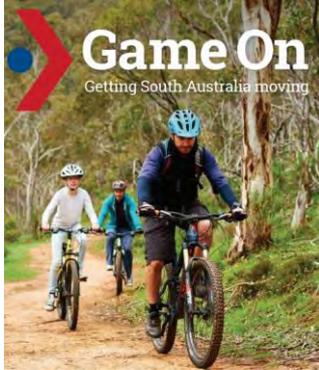
¹⁸ weride.org.au/australiacyclingeconomy/

¹⁹ theconversation.com/3-in-4-people-want-to-ride-a-bike-but-are-put-off-by-lack-of-safe-lanes-172868?utm_term=Autofeed&utm_medium=Social&utm_source=Facebook#Echobox=1641955396

²⁰ raa.com.au/en/motor/safety-and-advice/road-safety/risky-rides#:~:text=So%20we%20launched%20our%20first,and%20for%20all%20South%20Australians.

What our government is saying About Active Living?

Australian, State and Local governments support active living. This is about more walking, cycling, recreation, or sport. Outcomes are about better health and wellbeing, less carbon, and less traffic congestion.

Document	Active Living
	<p>Being physically active is an easy, non-negotiable social norm and a key priority for everyone, every day. At all life stages, people are moving.</p> <p>Game On 2021 - SA Government²¹</p>
	<ul style="list-style-type: none"> • Promote: Build stronger communities and healthier environments • Protect: Protect against public and environmental health risks and respond to climate change • Prevent: Prevent chronic disease, communicable disease and injury • Progress: Strengthen the systems that support public health and wellbeing <p>Public Health Plan – SA Government²²</p>
	<p>SA's 68 Council's public health plans are to align with the State Public Health Plan</p> <p>Local Government</p>
	<p>Half of the Australia population and many South Australians live with one or more chronic diseases, while many others are at risk of development these conditions. Risk factors like poor diet and nutrition, and limited physical activity can increase with age and/or low socio-economic status</p> <p>Health and Wellbeing Strategy – SA Government²³</p>

²¹ orsr.sa.gov.au/_data/assets/pdf_file/0012/31215/Game-On-Booklet.pdf

²²

sahealth.sa.gov.au/wps/wcm/connect/public+content/sa+health+internet/about+us/legislation/public+health+act/state+public+health+plan/state+public+health+plan

²³ sahealth.sa.gov.au/wps/wcm/connect/286484af-1cad-451d-a0c1-3b589a0b7485/Health+and+Wellbeing+Strategy+web+FINAL.pdf?MOD=AJPERES&CACHEID=ROOTWORKSPACE-286484af-1cad-451d-a0c1-3b589a0b7485-nKQf3ks

 <p>STATE PLANNING POLICIES FOR SOUTH AUSTRALIA 23 May 2019 Prepared by the State Planning Commission on behalf of the Minister for Planning</p>	<p>The increased use of active transport can be achieved through a more compact urban form, mixed landuses and increased population density, supported by alternative transport options. This will maximise our investment in public transport services and walking and cycling networks. In turn this will lead to more active, healthy communities, a more efficient and vibrant urban form, and reduced private vehicle use.</p> <p>State Planning Policy 11 – SA Government²⁴</p>
 <p>THE 30-YEAR PLAN FOR GREATER ADELAIDE 2017 Update</p>	 <p>Health, wellbeing and inclusion</p> <p>Targets</p> <ul style="list-style-type: none"> • Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045 • Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan* Adelaide by 25% by 2045 <p>30 Year Plan for Greater Adelaide – 2017 – SA Government</p>
<p>South Australian Government Climate Change Action Plan 2021–2025</p> 	<p>Low Emissions Transport Align transport and urban planning with low emissions transport outcomes Increase the use of public transport and active travel</p> <p>Climate Change Action Plan - SA Government²⁵</p>
<p>South Australia Planning, Development and Infrastructure Act 2016</p>	<p>Neighbourhoods and regions should be planned, designed and developed to support active and healthy lifestyles and to cater for a diverse range of cultural and social activities.</p> <p>Principle of Good Planning, Planning Development and Infrastructure Act 2015 – SA Government</p>
 <p>Australian Government Department of Health</p> <p>100 YEARS OF HEALTH</p>	<p>Physical activity is important at any age for good physical and mental health and wellbeing. Find out how active you should be, how to add activity into your daily life, and what we're doing to help everyone become more active.</p> <p>Department of Health - Australian Government²⁶</p>

²⁴ plan.sa.gov.au/our_planning_system/instruments/planning_instruments/state_planning_policies

²⁵ cdn.environment.sa.gov.au/environment/docs/climate-change-action-plan-2021-2025.pdf

²⁶ health.gov.au/health-topics/physical-activity-and-exercise

Appendix C Community Engagement Summary Report and Draft Action Plan



Glynde, Payneham, Payneham South,
Firle, Trinity Gardens & St Morris

Traffic Management Study

Community Engagement Summary Report and Draft Action Plan

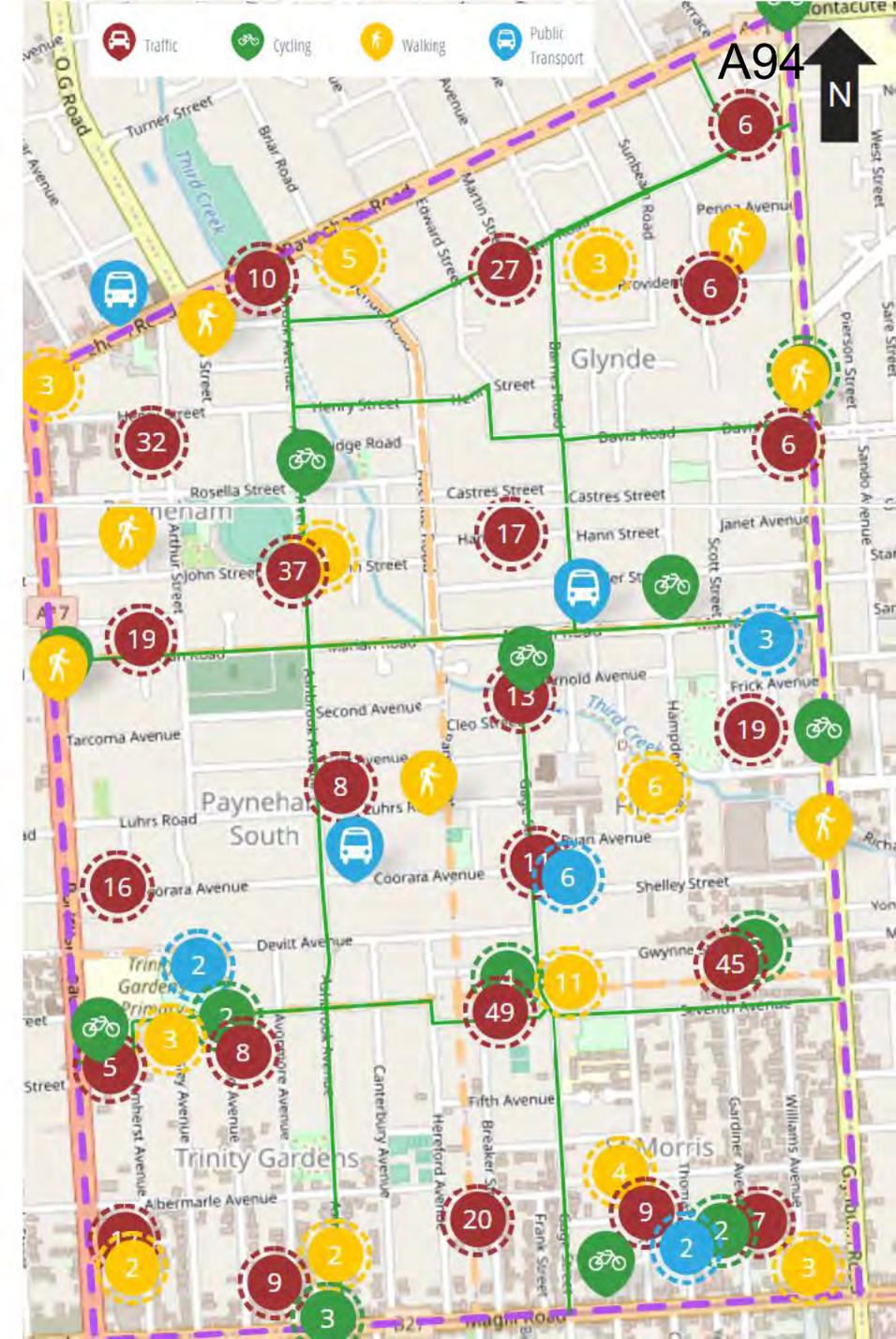
August 2022



City of
Norwood
Payneham
& St Peters



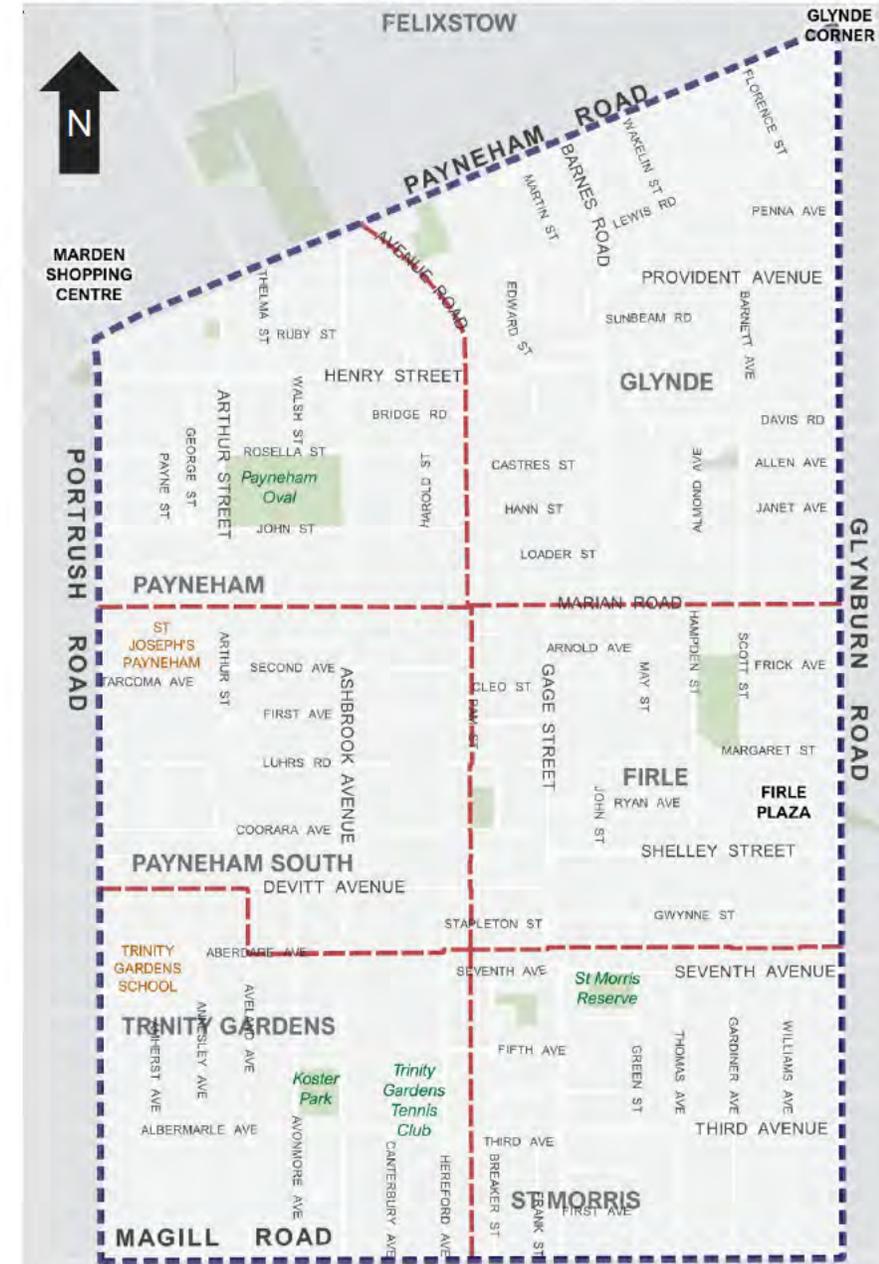
Stantec





Scope of the Traffic Management Study

- To identify **traffic-related issues and opportunities** to enable the development of a prioritised action plan to:
 - Manage **speed and cut-through traffic** on local streets;
 - Identify options to improve the **amenity and safety** for local residents and businesses;
 - Improve bus stops and **walkability to bus stops**;
 - Provide **safer cycling routes**; and
 - Encourage **more walking with safer routes** to schools, shops, parks and reserves.
- Consider traffic impacts of **future major developments** along Glynburn Road and Payneham Road.
- Develop new solutions to improve **amenity and safety** for traffic, walking, cycling and public transport with the **Council's Tree Strategy 2022-2027** and other strategic policies.





Alignment with Relevant Council Strategies

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

City-Wide Cycling Plan
Updated Action Plan 2021-2026

infraPlan
infraPlan (Aus) Pty Ltd

BIKE SA
City of Norwood Payneham & St Peters

CityPlan 2030
Shaping Our Future
Mid Term Review 2020

Community Well-being
Social Equity | Cultural Vitality | Economic Prosperity | Environmental Sustainability

infraPlan
City of Norwood Payneham & St Peters

Tree Strategy 2022-2027
Creating a greener, cooler and more liveable City to enhance Community Well-being.

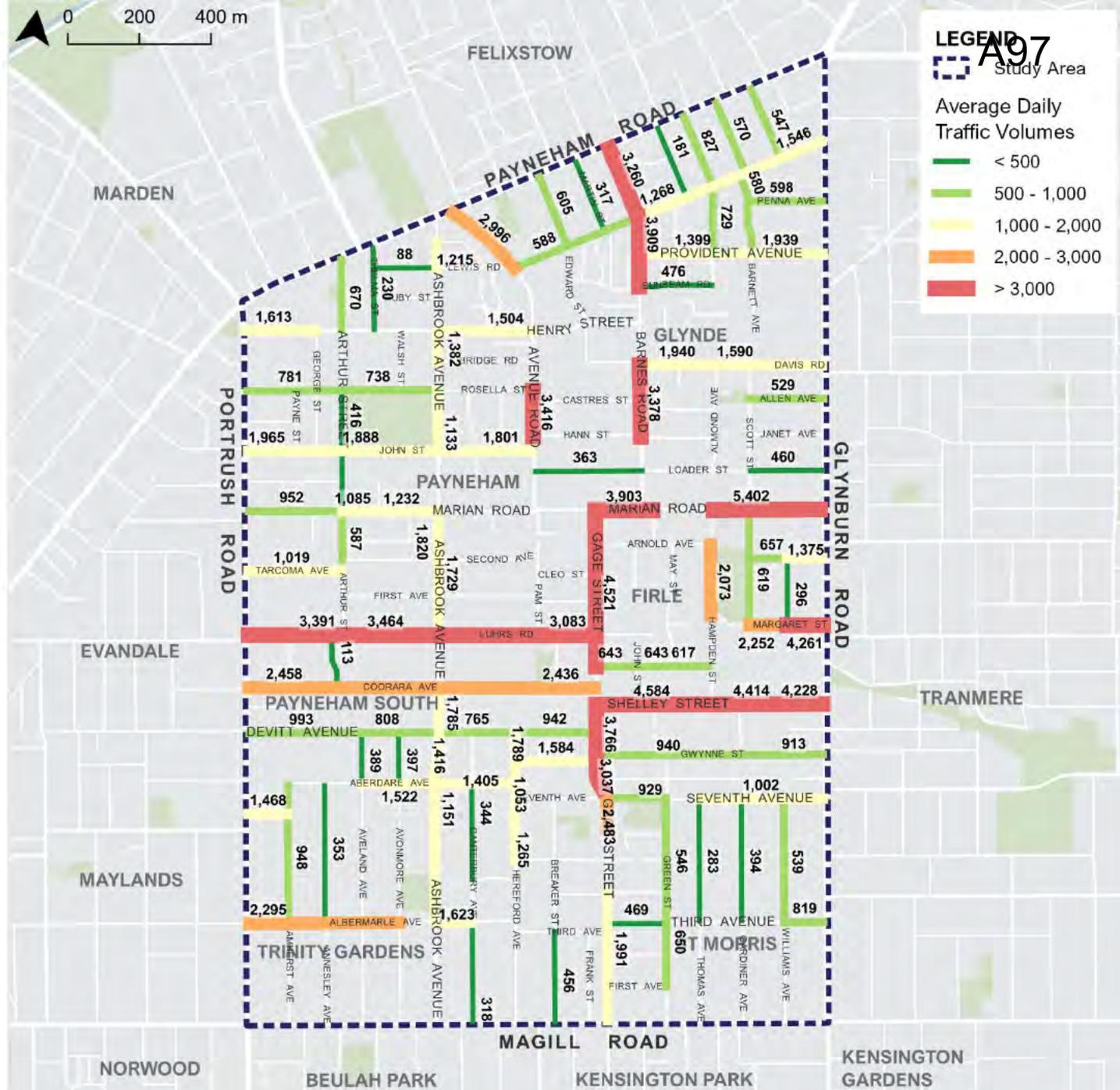
City of Norwood Payneham & St Peters



Traffic Volumes

The busiest Council roads are:

- Avenue Road, Payneham;
- Barnes Road, Glynde;
- Luhrs Road and Coorara Avenue, Payneham South;
- Albermarle Avenue, Trinity Gardens;
- Marian Road, Firle and Glynde;
- Shelley Street, Hampden Street and Margaret Street, Firle; and
- Gage Street, Firle and St Morris.

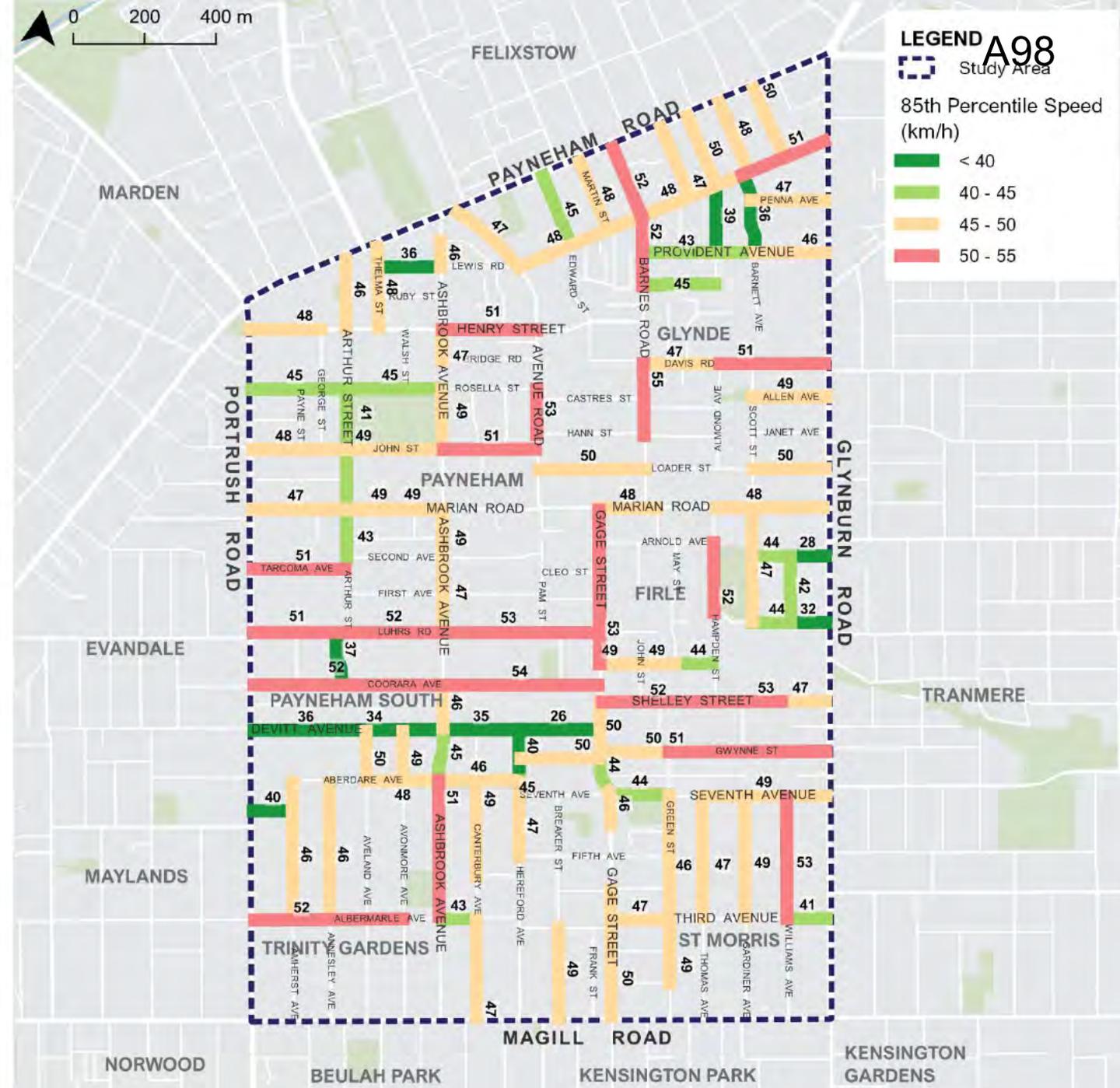




Traffic Speeds

The roads with speeds over 50 km/h are:

- John Street, Henry Street and Avenue Road, Payneham;
- Barnes Road, Lewis Road and Davis Road, Glynde;
- Tarcoma Avenue, Luhrs Road and Coorara Avenue, Payneham South;
- Gage Street, Shelley Street, Hampden Street and Gwynne Street, Firle;
- Albermarle Avenue and Ashbrook Avenue, Trinity Gardens; and
- Williams Avenue, St Morris.





Crash Statistics

Crash locations are at:

- Portrush Road/Payneham Road;
- Glynde Corner (Lower North East Road/Payneham Road/Glynburn Road);
- Glynburn Road near Firle Plaza;
- Shelley Street, Firle; and
- Magill Road west of Glynburn Road.





Community Engagement Summary

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

- The pinpoint survey was open from **2 - 30 May 2022**.
- 483 comments were received from 220 respondents.
- 24 email submissions and over 10 telephone discussions.
- Consultation was promoted via the Council’s website, postcards delivered to households and social media.
- A drop-in session was held on Thursday **12 May 2022** for 2 hours with about 60 attendees.

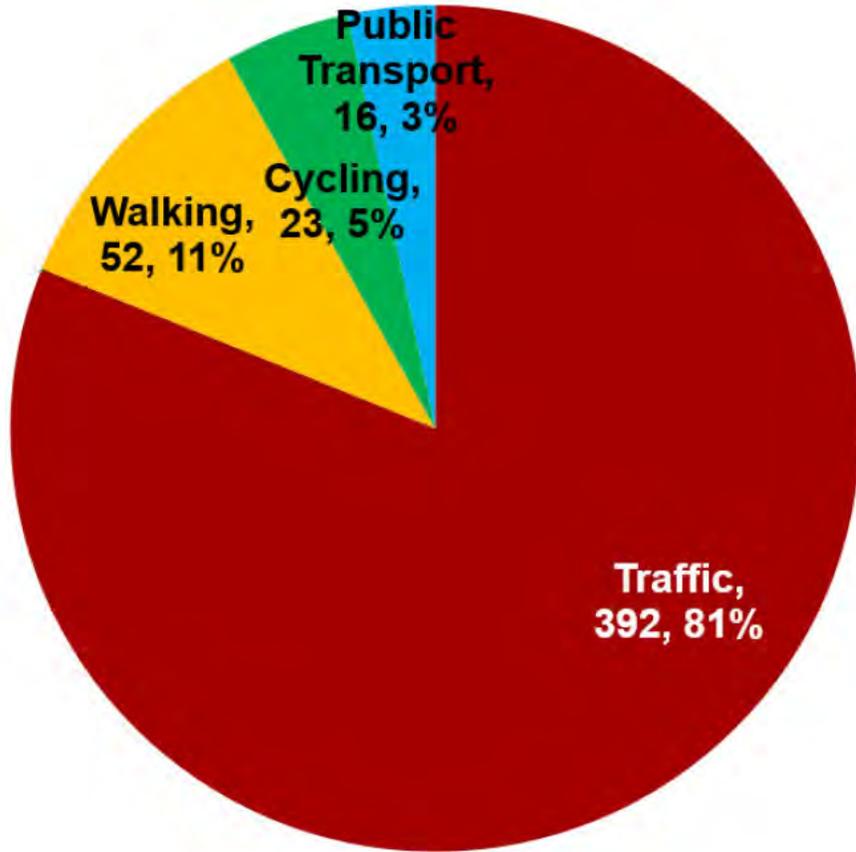


Suburb	Traffic	Walking	Cycling	Public Transport	Grand Total	Percentage
Payneham	48	1		1	50	23%
Glynde	29	2			31	14%
Payneham South	23			1	24	11%
Firle	43	3		2	48	22%
Trinity Gardens	27	4	3	1	35	16%
St Morris	26	5	1		32	15%
Total	196	15	4	5	220	100%
	89%	7%	2%	2%	100%	



Community Engagement Summary

Number of Comments by Type



Traffic

- Traffic speeding on local streets
- Cut-through traffic on local streets
- Traffic safety at intersections
- Traffic congestion on arterial roads



Walking

- Condition and width of footpaths
- Poor pedestrian safety at road crossings



Cycling

- Missing links in the cycling network
- Cycling safety at intersections and crossing arterial roads



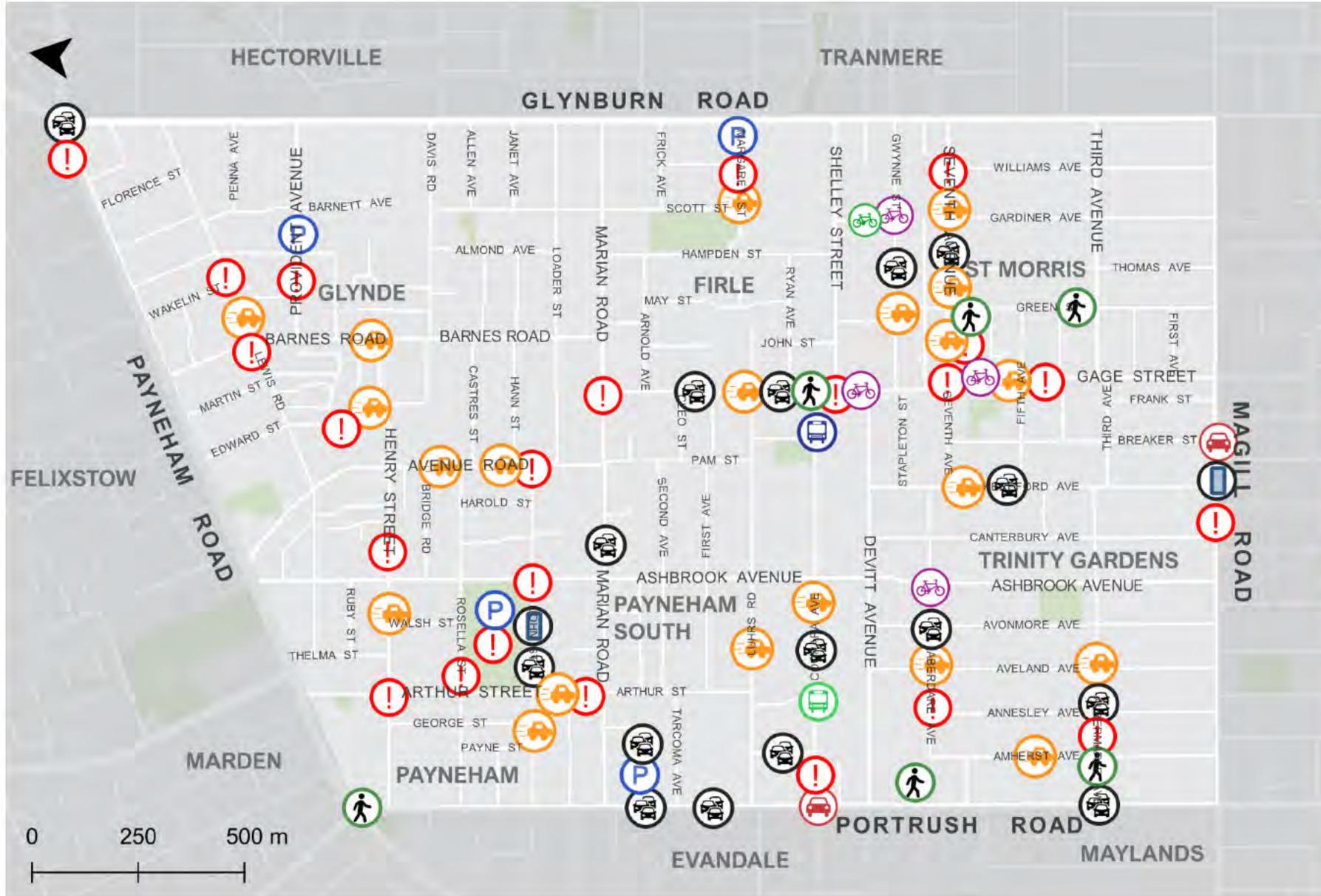
Public Transport

- Location of bus stops in Coorara Avenue
- Frequency and hours of bus services
- Bus shelter and stop maintenance



Community Concerns

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY



Key Issues Identified from Community Consultation

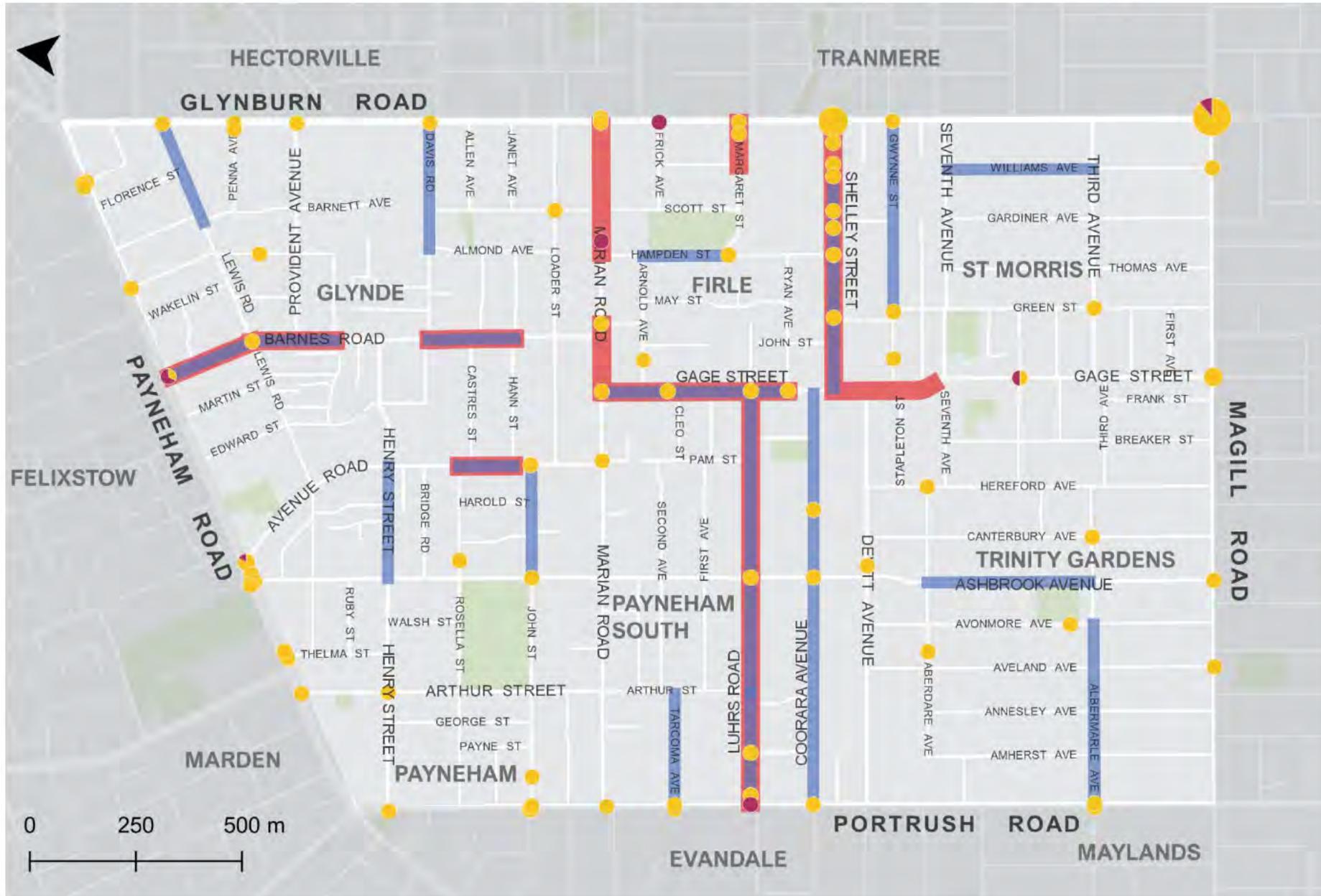
-  Traffic safety
-  Traffic speed
-  Traffic volume
-  Traffic access
-  Parking
-  Bus services
-  Bus stop location and stop condition
-  Cycling opportunity
-  Cycling safety
-  Footpath condition
-  Pedestrian access and safety



Evidence-based concerns from data collection

A103

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY



Issues Identified from Traffic and Crashes Data

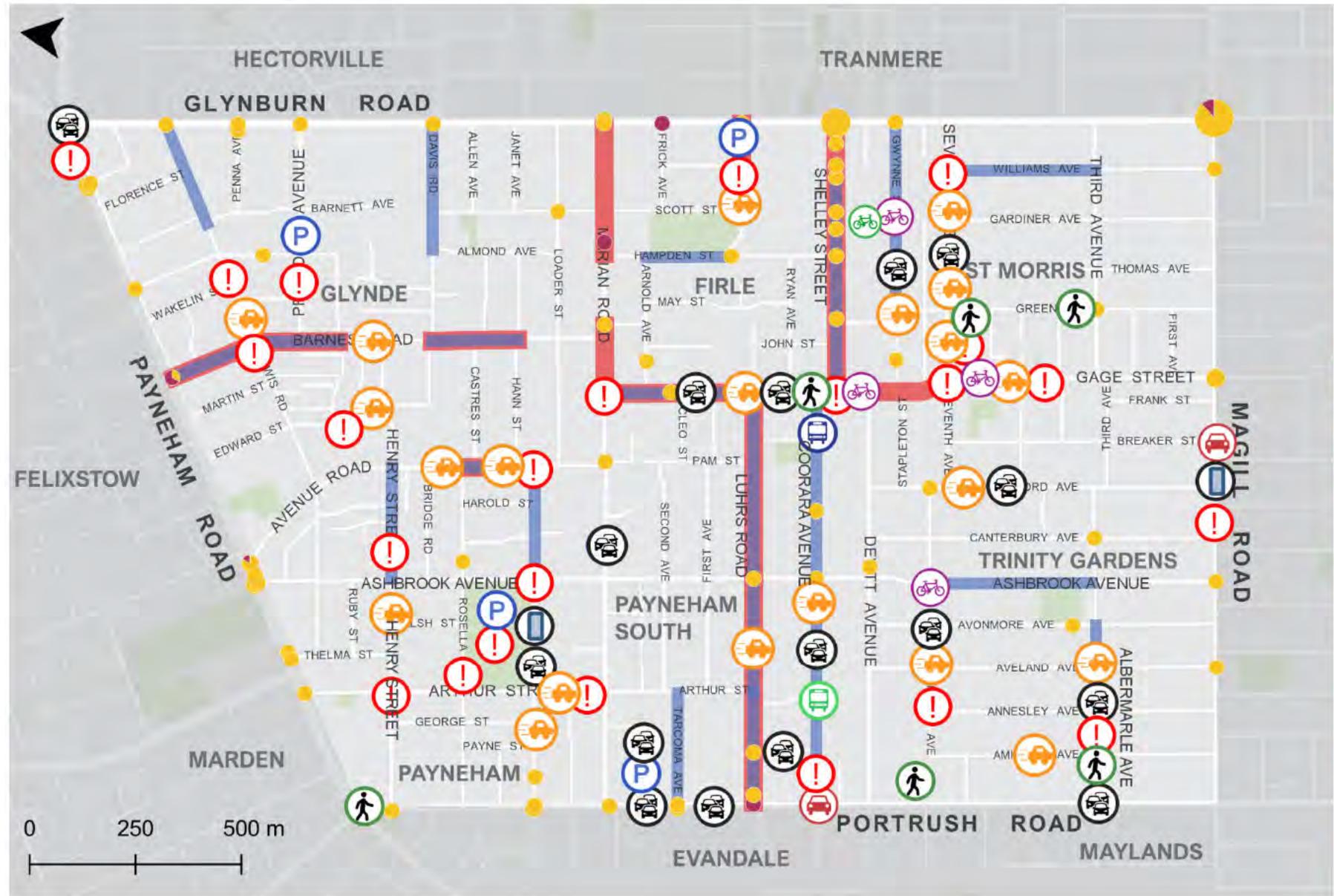
- █ Traffic speed (85th speed) 50 - 55 km/h
- █ Traffic volume greater than 3,000 vehicles per day

Road Crashes

- Minor Injury
- Serious Injury

Community Concerns with evidence-base overlay

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY



Key Issues Identified from Community Consultation

- Traffic safety
- Traffic speed
- Traffic volume
- Traffic access
- Parking
- Bus services
- Bus stop location and stop condition
- Cycling opportunity
- Cycling safety
- Footpath condition
- Pedestrian access and safety

Issues Identified from Traffic and Crashes Data

- Traffic speed (85th speed) 50 - 55 km/h
- Traffic volume greater than 3,000 vehicles per day

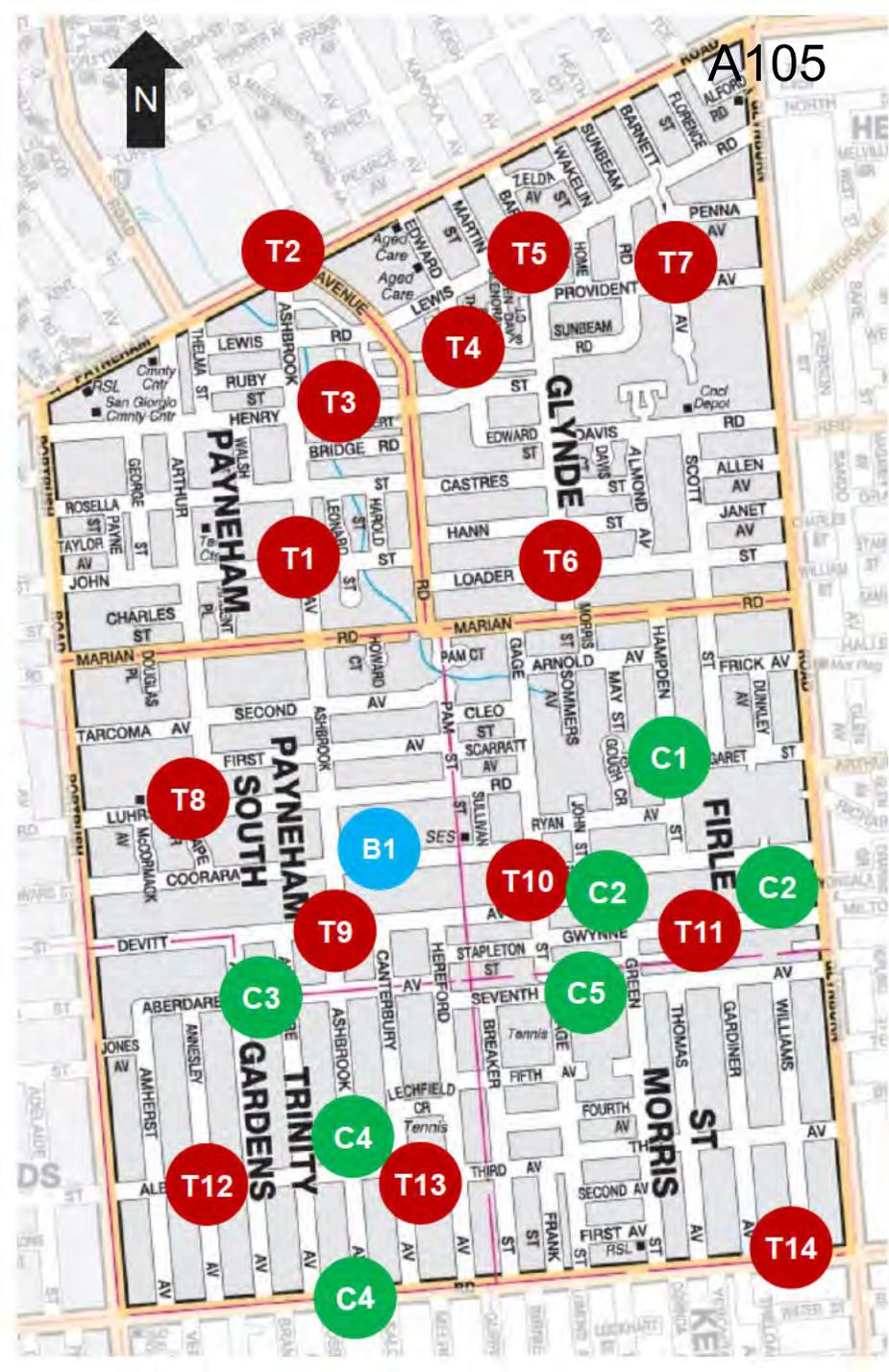
Road Crashes

- Minor Injury
- Serious Injury



Draft Action Plan

- **Potential solutions** grouped by suburb for the **traffic safety and management issues** from the community and stakeholders for their feedback in August 2022.
- Consult on the **40 km/h speed limit** for the entire study area included in the Stage 2 community survey.
- Proposed **cycling network** with new connections and infrastructure plans for:
 - St Morris bikeway as the key east-west route;
 - Ashbrook Avenue as the key north-south route;
 - Pedestrian actuated signal at Magill Road to connect with the Beulah Road bikeway; and
 - Green Street to Marian Road at Ashbrook Avenue via Hampden Street and new cyclist links between Gwynne Street and Shelley Street.
- **Advocacy to the State Government** on arterial road and intersections with the local streets in the study area and bus routes along Coorara Avenue in Payneham South and Shelley Street and Marian Road in Firle.





Proposed Road Classifications

State Maintained Roads

- Portrush Road, Payneham Road, Glynburn Road and Magill Road

Main Collector Roads

- Barnes Road between Payneham Road and Marian Road
- Marian Road between Avenue Road and Glynburn Road
- Gage Street between Shelley Street and Marian Road
- Luhrs Road between Portrush Road and Gage Street
- Shelley Street between Gage Street and Glynburn Road
- Avenue Road between Payneham Road and Marian Road

Collector Roads

- Coorara Avenue between Portrush Road and Gage Street
- Albermarle Avenue between Portrush Road and Avonmore Avenue
- Gage Street between Shelley Street and Magill Road
- Margaret Street and Hampden Street in Firle

Local Roads – all other roads and streets

- Ashbrook Avenue is a key north-south cycling route
- Streets in the Glynde light industrial area east of Barnes Road to Glynburn Road, and south of Lewis Road and north of Davis Road require **large and heavy vehicle access**





Proposed Cycling Network

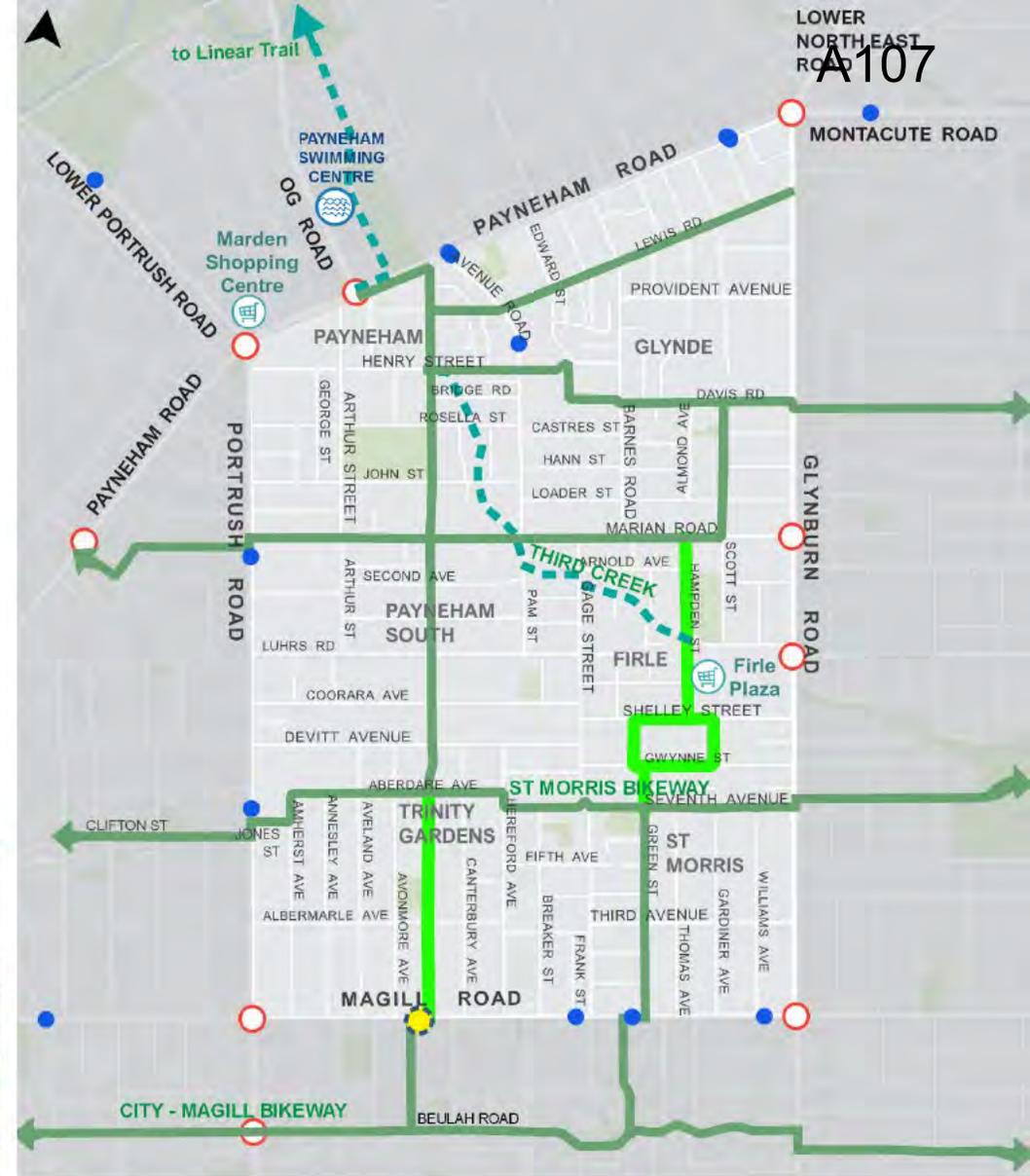
Key Cycling Routes:

- Ashbrook Avenue with new traffic signal at Magill Road
- St Morris bikeway along Jones, Avenue, Aberdare Avenue and Seventh Avenue as key east-west route

- Marian Road between Portrush Road and Scott Street

Potential Cycling Connection Opportunities:

- Hampden Street in Firle
- Green Street in St Morris
- New links between Gwynne Street and Shelley Street
- Third Creek shared path between Firle and Payneham
- Connection to the Payneham Swimming Centre





40 km/h Speed Limit for Entire Study Area

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

Actions:

- Survey residents and businesses in the study area for their views on 40 km/h on all the local streets that are surrounded by arterial roads
- Provide evidence of traffic calming on local streets and speed survey results
- Apply to DIT for approval to implement





Potential Mid-Block Traffic Calming Treatments

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

- Two-way slow points (chicanes)
- Single lane slow points
- Driveway links
- Landscaped islands
- Pedestrian refuges





Potential Intersection Traffic Safety Treatments

- Roundabouts
- Raised intersections
- Junction slow points
- Different pavement types

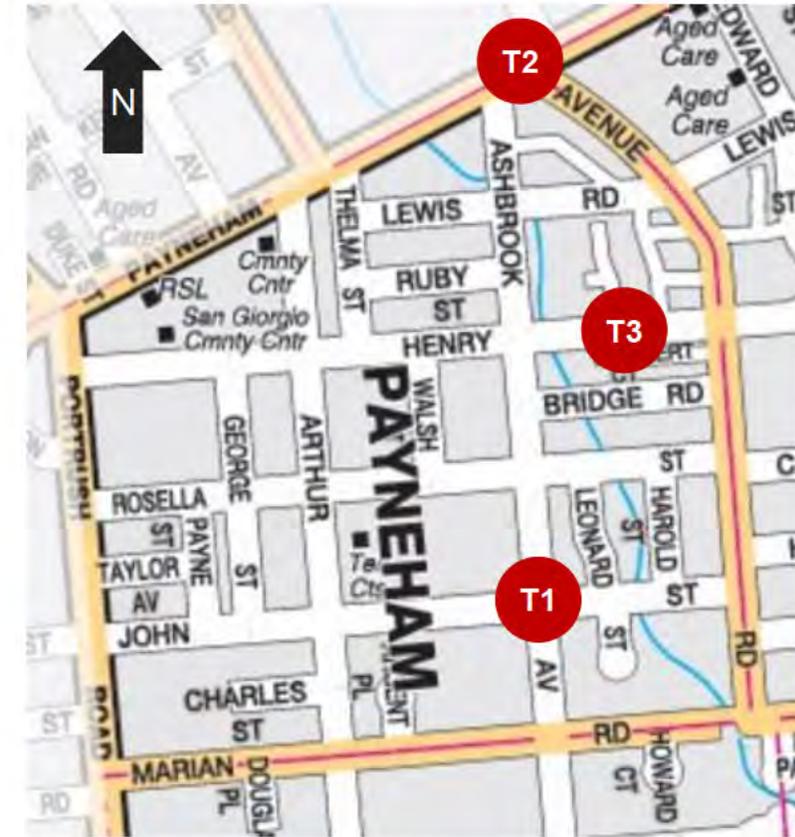




Proposed Key Initiatives for Payneham

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

ID	Location	Issue	Description
T-1	Ashbrook Avenue / John Street	Traffic Safety	Investigate alternate intersection treatments
T-2	Avenue Road / Payneham Road	Traffic Safety	Investigate alternate intersection treatments
T-3	Henry Street	Traffic Speed	Investigate traffic calming measures along Henry Street



T1 **Ashbrook Avenue/John Street**

- redesign intersection
- consider a closed leg to through traffic similar to Marian Road/Avenue Road



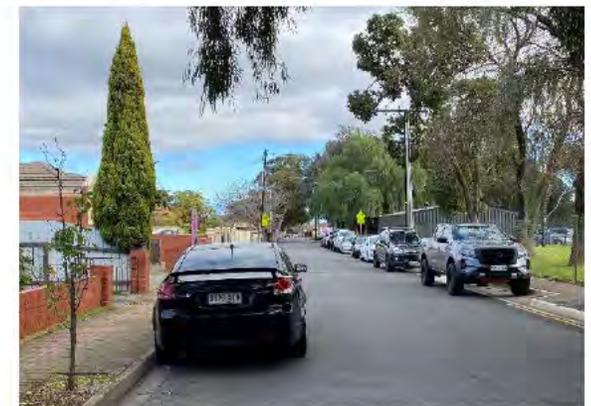
T2 **Avenue Road/Payneham Road**

- improve intersection safety while retaining the large tree in a widened island



T3 **Options for Henry Street**

- slow points
- landscaped islands
- pedestrian refuges

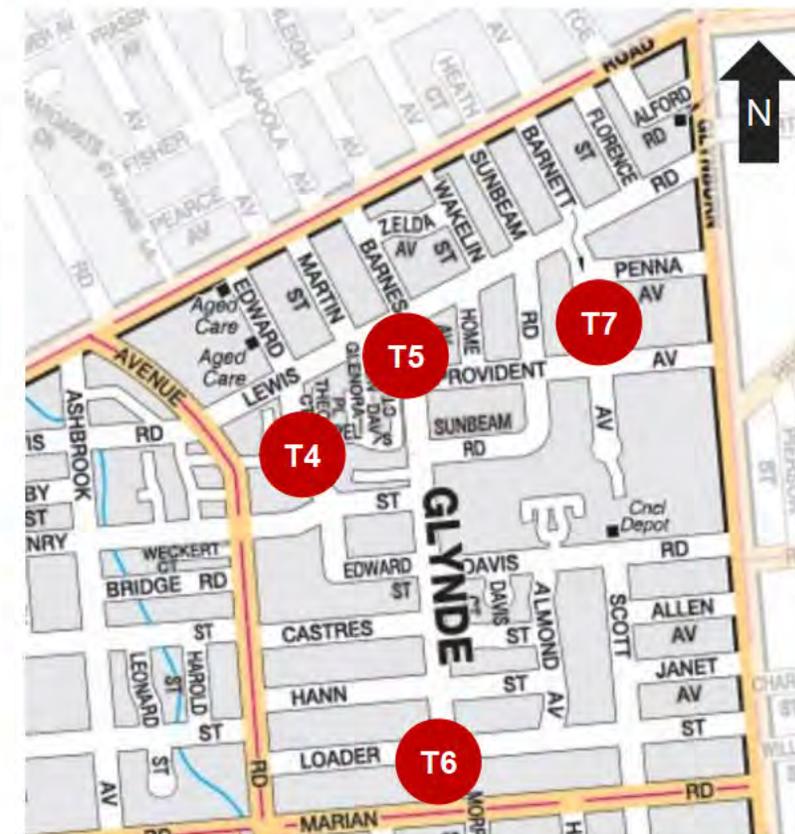




Proposed Key Initiatives for Glynde

GLYNDE, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

ID	Location	Issue	Description
T-4	Edward Street	Traffic Speeds	Investigate traffic calming measures along Edward Street
T-5	Lewis Road/Barnes Road	Traffic Safety	Investigate alternate intersection treatments
T-6	Barnes Road	Traffic Speeds	Investigate traffic calming measures along Barnes Road
T-7	Industrial area streets	Traffic Volumes	Investigate traffic management measures to discourage traffic in Lewis Road to the new developments on Glynburn Road



T4

Safety in Edward Street

- install signage to warn drivers about the retirement living precinct



T5

Options for Lewis Road/Barnes Road

- raised intersection
- roundabout

T6

Options for Barnes Road

- slow points
- landscaped islands
- pedestrian refuges

T7

Traffic Management in the industrial area with new developments

- traffic calming in Lewis Road, Penna Avenue and Barnett Avenue

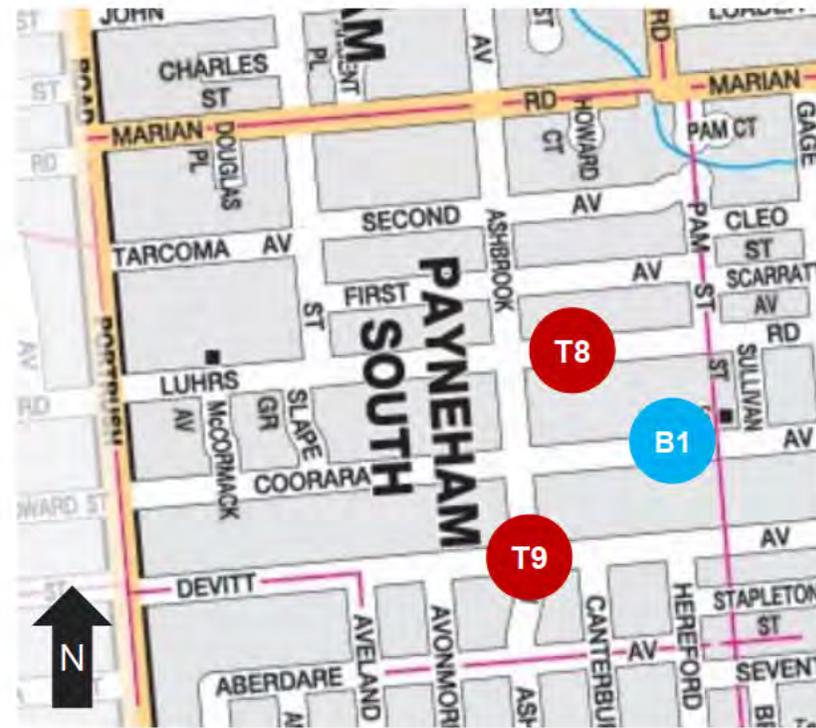




Proposed Key Initiatives for Payneham South

GLYNDE, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

ID	Location	Issue	Description
T-8	Luhrs Road	Traffic Speeds	Investigate traffic calming measures along Luhrs Road
T-9	Ashbrook Avenue/ Devitt Avenue	Traffic Safety	Investigate alternate intersection treatments
B-1	Coorara Avenue	Bus Stop Spacing	Advocate to SAPTA a review of the bus stop locations



Options for Luhrs Road

- slow points
- landscaped islands
- pedestrian refuges



Options for Ashbrook Avenue/Devitt Avenue

- redesigned intersection
- roundabout



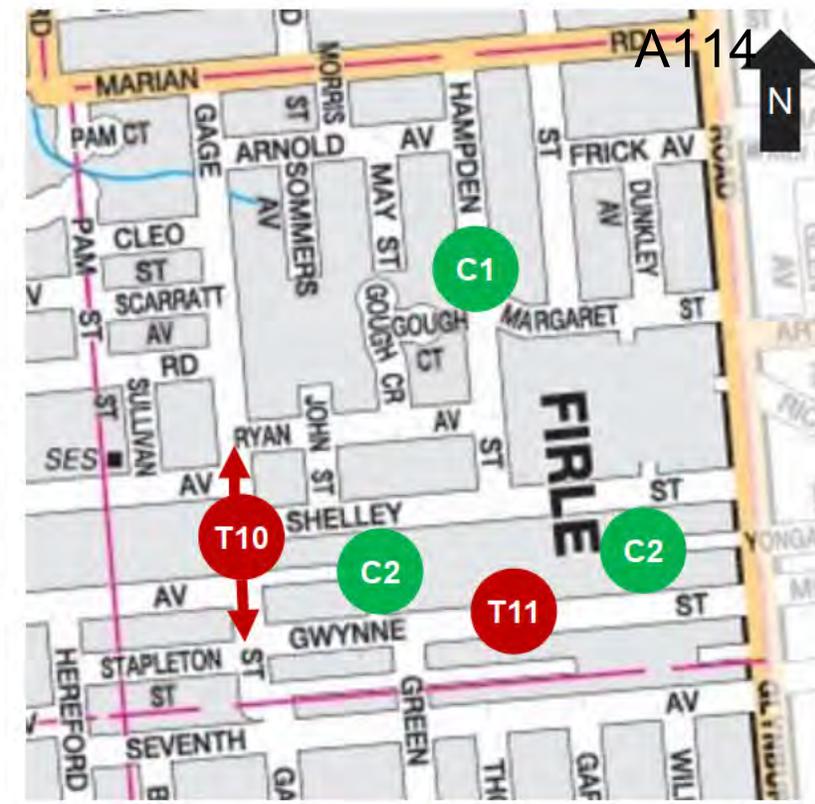
Options for Coorara Avenue

- liaise with SAPTA about bus stops and relocation of stop 13 on the northside to the Syd Jones Reserve





Proposed Key Initiatives for Firle



ID	Location	Issue	Description
T-10	Gage Street between Ryan Avenue and Stapleton Street	Traffic Safety	Investigate alternate intersection treatments, including at Coorara Avenue, Shelley Street and Gwynne Street
T-11	Gwynne Street	Traffic Speed	Investigate traffic calming measures along Gwynne Street
C-1	Hampden Street	Cycling Connectivity and Safety	Implement a connected north-south bicycle network
C-2	Gwynne Street - Shelley Street laneways	Cycling Connectivity	Implement a connected north-south bicycle network with new connections to Firle Plaza

T10 **Gage Street between Ryan Avenue and Stapleton Street**

- Investigate traffic safety improvements at intersections

T11 **Options for Gwynne Street**

- slow points
- landscaped islands
- driveway links

C1 **Hampden Street bicycle route**

- advisory signage with sharrows
- traffic calming to be determined
- maximise use of trees along Adey Reserve



C2 **Laneways between Gwynne Street and Shelley Street to Firle Plaza**

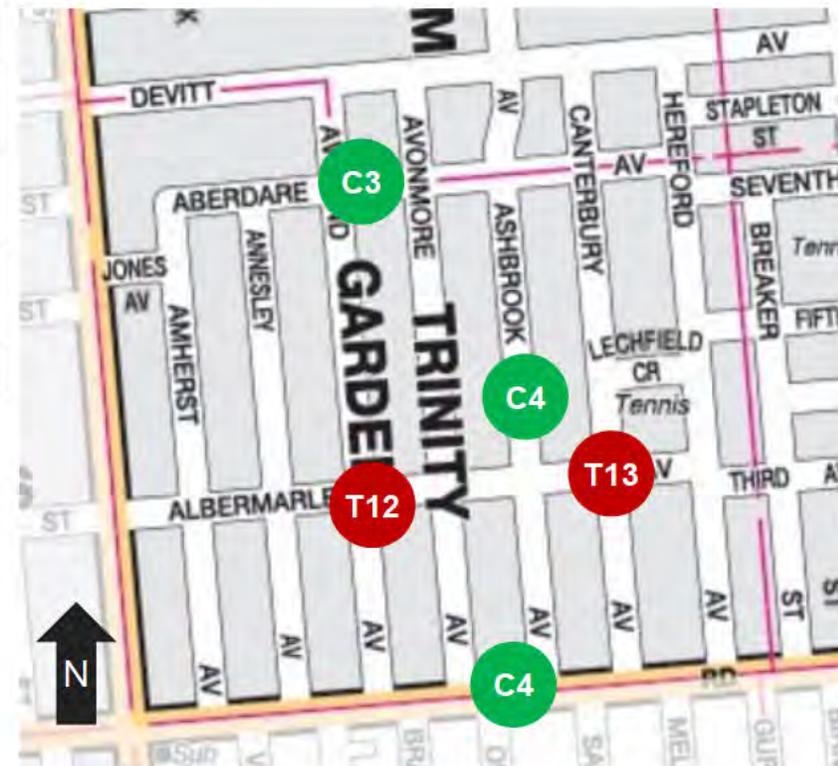
- two potential new cyclist connections



Proposed Key Initiatives for Trinity Gardens

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

ID	Location	Issue	Description
T-12	Albermarle Avenue	Traffic Speed	Investigate traffic calming measures along Albermarle Avenue
T-13	Albermarle Avenue/ Canterbury Avenue	Traffic Safety	Investigate alternate intersection treatments
C-3	Aberdare Avenue/ Jones Avenue	Cycling Connectivity	Complete the St Morris bikeway
C-4	Ashbrook Avenue	Cycling Safety	Improve cycling safety with traffic calming measures



Options for Albermarle Avenue



- slow points
- landscaped islands
- roundabout

Options for Albermarle Avenue/Canterbury Avenue



- landscaped islands
- roundabout

St Morris bikeway along Aberdare Avenue



- advisory signage with sharrows
- landscaped islands
- on-road bicycle lane



Bicycle Route for Ashbrook Avenue

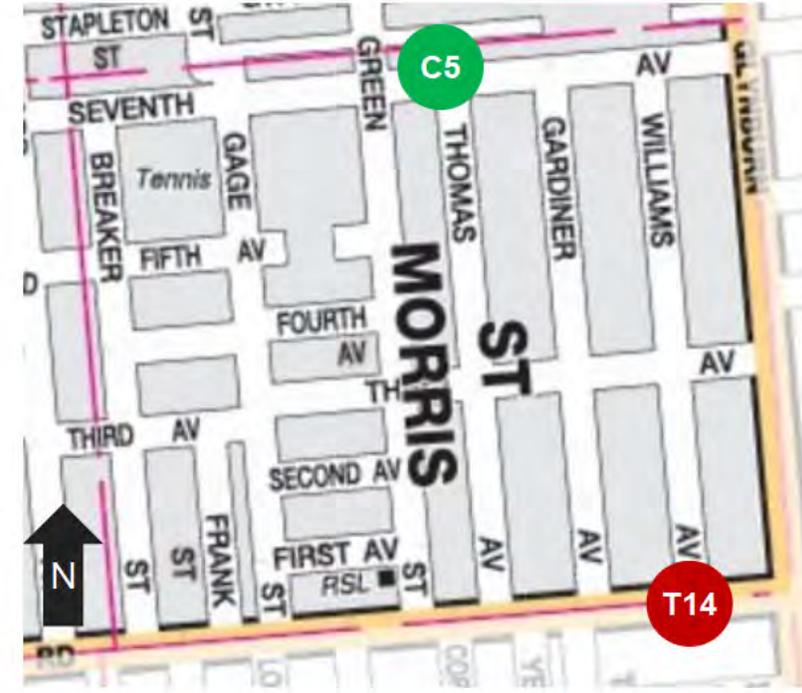
- advisory signage with sharrows
- landscaped islands
- new pedestrian crossing at Magill Road



Proposed Key Initiatives for St Morris

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY

ID	Location	Issue	Description
T-14	Magill Road / Williams Avenue	Traffic Safety	Investigate alternate intersection treatments with DIT
C-5	Seventh Avenue	Cycling Connectivity	Complete the St Morris bikeway



- T14** **Magill Road/Williams Avenue**
 - advocate for traffic safety at intersection with DIT
- C5** **St Morris bikeway along Seventh Avenue**
 - advisory signage with sharrows
 - traffic calming with landscaped islands



Appendix D Stage 2 Community Consultation Survey Form





City of
Norwood
Payneham
& St Peters

Traffic Management Study - Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris (Draft Action Plan, August 2022)

Introduction

The Council invites you to review the **Consultation Summary Paper and Draft Action Plan** and **provide your views by completing this short survey**. Your views will inform the final **Draft Report and Action Plan** which will be presented to the Council for consideration.

The survey closes at **5pm, Monday 29 August 2022**.

1. Please enter your suburb name.

Other (please specify)

2. What is your relationship with the study area? (Glynde, Payneham, Payneham South, Firle, Trinity Gardens or St Morris) **Please select all that apply.**

- | | |
|--|--|
| <input type="checkbox"/> Live in the study area | <input type="checkbox"/> Travel through the study area en-route to other destinations without stopping |
| <input type="checkbox"/> Work in the study area | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Visit the study area for shopping, business or social and recreational activities | |



City of
Norwood
Payneham
& St Peters

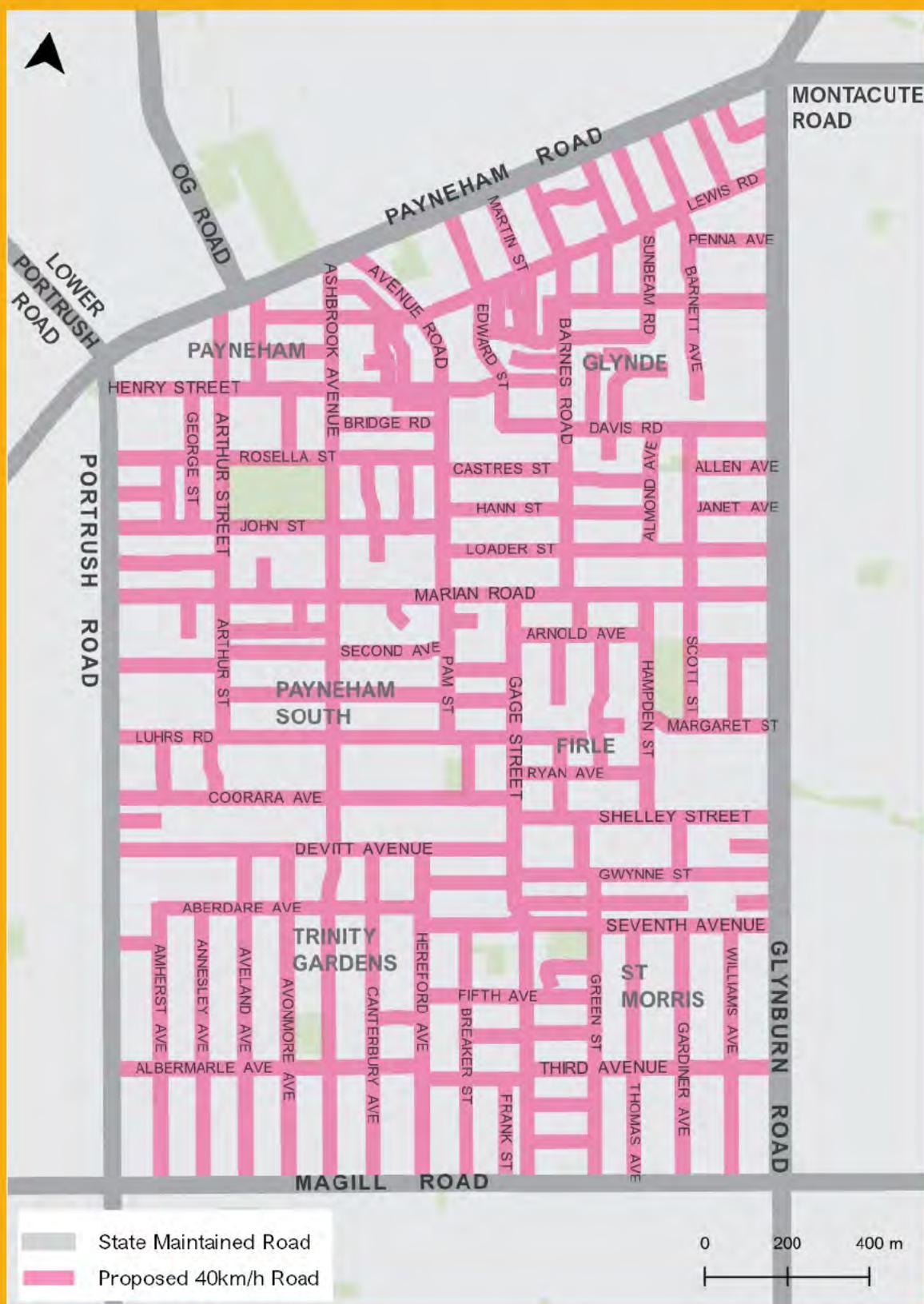
Traffic Management Study - Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris (Draft Action Plan, August 2022)

40 km/h Speed Limit for the Entire Study Area

The Council is seeking your views on a proposal to reduce the speed limit from 50 km/h to 40 km/h in all streets within the study area as shown in Figure 1. This would affect every street and aim to improve community livability throughout the entire area.

Research has identified that after the implementation of 40km/h speed limit, overall speeds decrease by up to 4 km/h, resulting in a reduced number of crashes. Travel time is only marginally increased, because cars move at a steady pace, instead of speeding up between intersections, and then braking at intersections. Reduced speed means quieter streets and encourages more walking and cycling.

Figure 1: Streets for the Application of the 40 km/h Speed Limit



3. Do you support a 40 km/h speed limit in Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris, as shown in Figure 1?

- Yes
 No
 Unsure



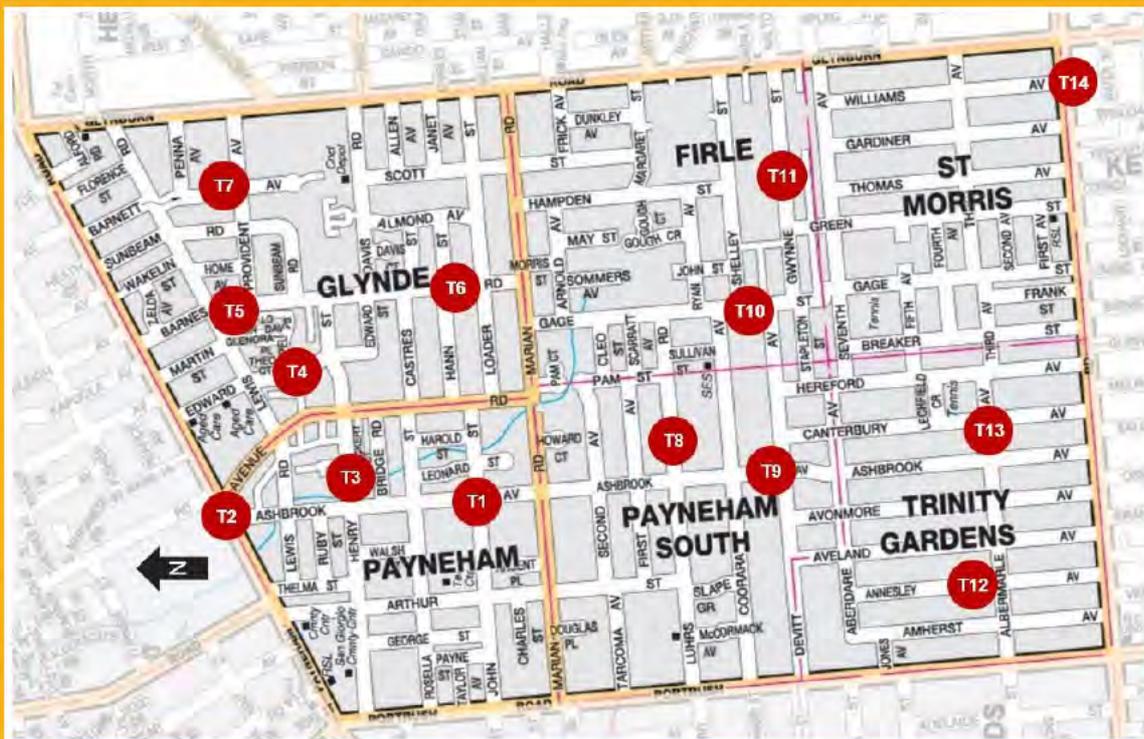
City of
Norwood
Payneham
& St Peters

Traffic Management Study - Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris (Draft Action Plan, August 2022)

Proposed Traffic Management and Safety Solutions

The key streets and intersections identified to have significant traffic safety issues from the community engagement are shown in Figure 2. These locations are proposed for traffic management and safety solutions. Please review the sites on the map and provide your level of support for each of the locations.

Figure 2: Locations for Traffic Management and Safety Solutions in the draft Action Plan



4. Please indicate your level of support for the **traffic calming and safety treatments** at the following locations in Payneham and Glynde north of Marian Road.

	Strong Support	Some Support	Do not support	Not of interest
T-1 Ashbrook Avenue/John Street in Payneham	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-2 Avenue Road/Payneham Road in Payneham	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-3 Along Henry Street in Payneham	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-4 Edward Street in Glynde	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-5 Lewis Road/Barnes Road in Glynde	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-6 Barnes Road in Glynde	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-7 Industrial area streets in Glynde with new developments to manage the traffic in Lewis Road, Penna Avenue and Bartlett Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Please indicate your level of support for the **traffic calming and safety treatments** at the following locations in the suburbs south of Marian Road, including Payneham South, Firle, Trinity Gardens and St Morris.

	Strong Support	Some Support	Do not support	Not of interest
T-8 Luhrs Road in Payneham South	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-9 Ashbrook Avenue/Devitt Avenue in Payneham South	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-10 Along Gage Street between Ryan Avenue and Stapleton Street, including at Coorara Avenue, Shelley Street and Gwynne Street in Firle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-11 Along Gwynne Street in Firle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-12 Along Albermarle Avenue in Trinity Gardens	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-13 Albermarle Avenue/Canterbury Avenue in Trinity Gardens	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-14 Magill Road/Williams Avenue in St Morris	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



City of
Norwood
Payneham
& St Peters

Traffic Management Study - Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris (Draft Action Plan, August 2022)

Proposed Cycling Network

A proposed cycling network is presented in Figure 3 with the key initiatives described as:

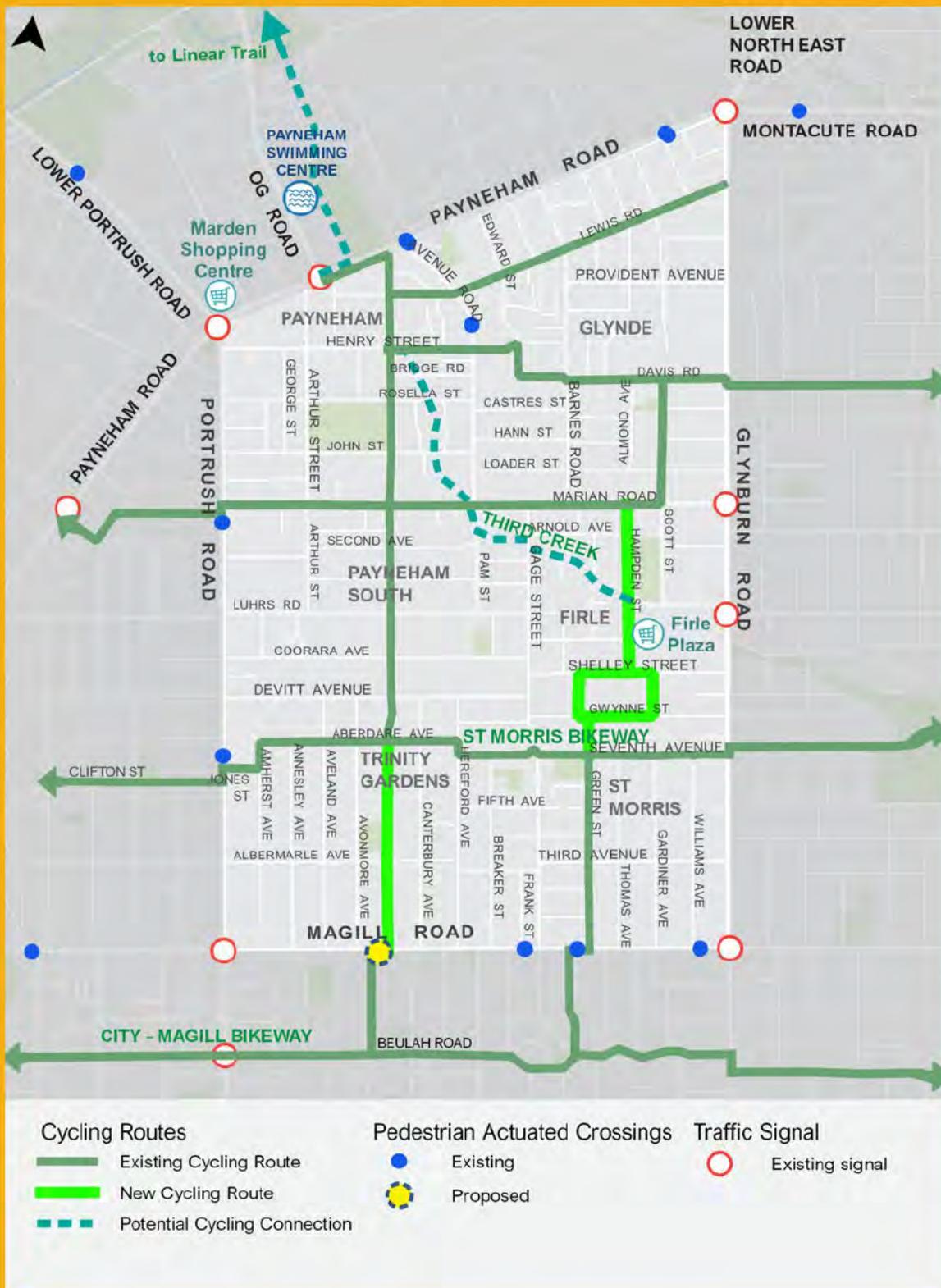
Key Cycling Routes:

- Ashbrook Avenue with new traffic signal at Magill Road
- St Morris bikeway along Jones, Avenue, Aberdare Avenue and Seventh Avenue as key east-west route
- Marian Road between Portrush Road and Scott Street

Potential Cycling Connection Opportunities:

- Hampden Street in Firle
- Green Street in St Morris
- New links between Gwynne Street and Shelley Street
- Third Creek shared path between Firle and Payneham
- Connection to the Payneham Swimming Centre

Figure 3: Proposed Cycling Network



6. Please provide your support for the draft cycling network.

- Strong support
 Some support
 Do not support
 Not interested



City of
Norwood
Payneham
& St Peters

Traffic Management Study - Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris (Draft Action Plan, August 2022)

Thank you for completing this survey.

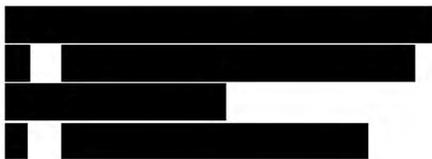
7. If you want to stay informed about Traffic Management Study, please provide your name and email address. This will not be used in public information or reports, but only for further updates to the project.

Name	<input type="text"/>
Address	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>

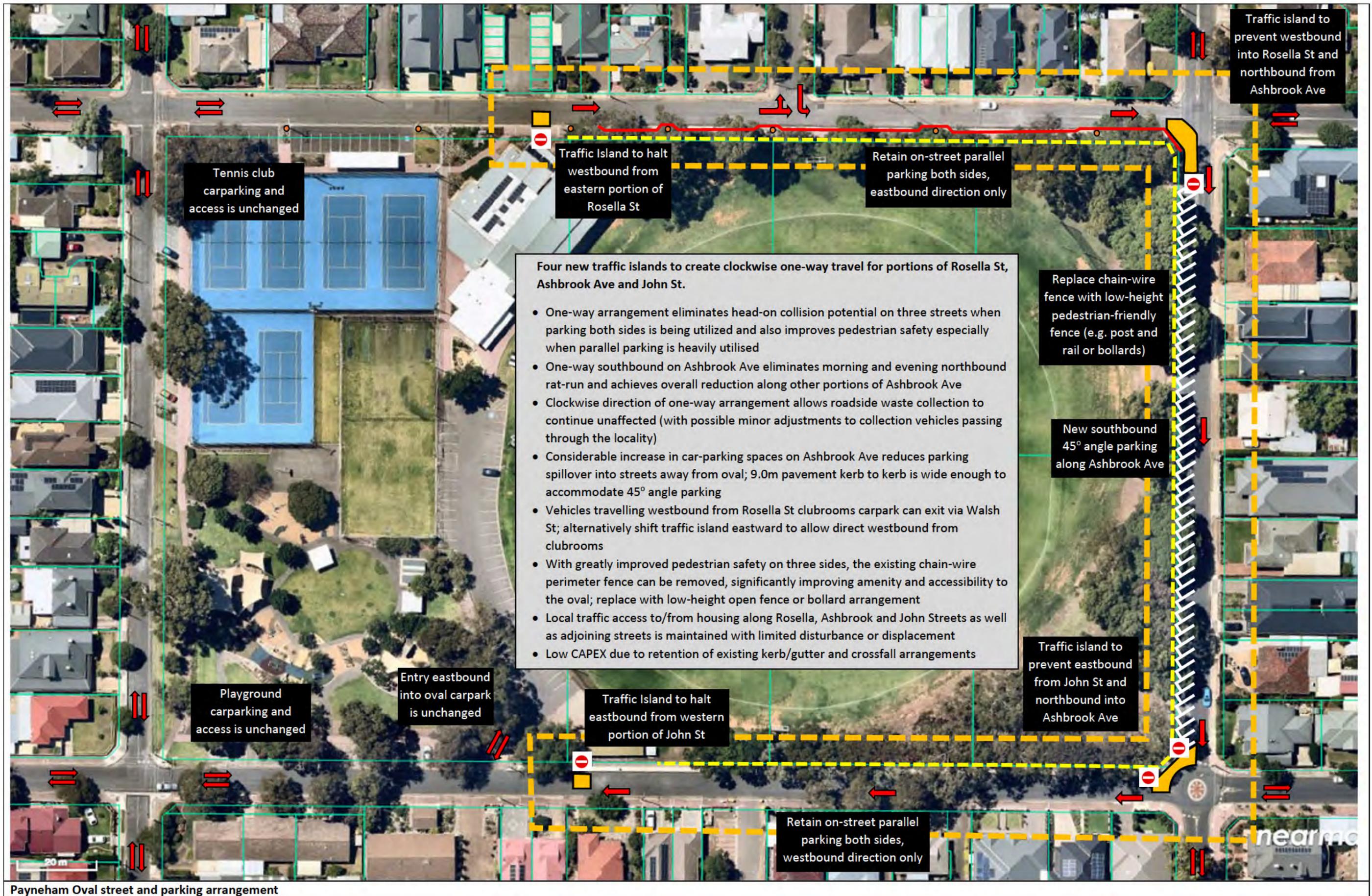
Appendix E Stage 2 Consultation Submissions



Suggested change to streets surrounding Payneham Oval to support overall improvements to Traffic Study area



Study area with portion of interest



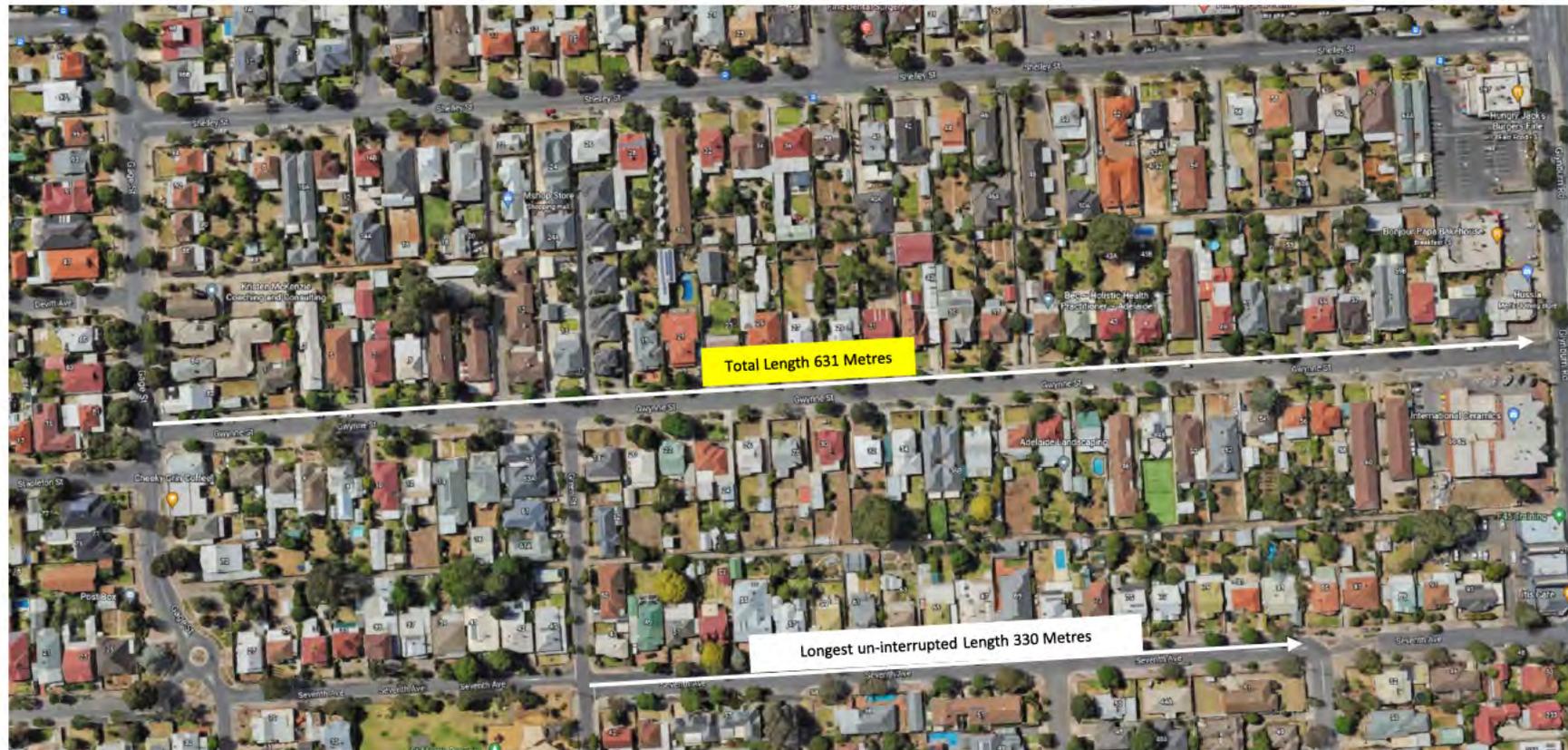
Payneham Oval street and parking arrangement

NPSP Traffic Study Feedback – Overview

The Action Plan for Traffic Management in Glynde, Payneham, Payneham South, Firlé, Trinity Gardens and St Morris issued for consultation, is an excellent body of work from John Devney/Stantec. I feel the study identifies the majority of the key traffic issues, in particular those related to speed and volume.

Of particular interest to me and my neighbours is Gwynne St. which experiences both high traffic speed and volume, far in excess what is deemed tolerable for a local/residential street. My fellow neighbours on Gwynne St. are totally aligned that action is required as a matter of priority, due to the constant traffic violations, road noise, traffic accidents and near misses.

The following slides highlight suggestions formed through discussion with John Devney and fellow residents, for consideration by NPSP Council.



Primary Area of concern:

Gwynne St. (Suggested siting of traffic calming infrastructure)

1. Driveway link style calming infrastructure, identical to that of Seventh Ave.
This infrastructure would ideally be positioned 153m East of Gage St. and be co-located with pedestrian through access to Shelley St. I would recommend against bicycle access here, due to narrow footprint and proximity to residents driveway access.

The driveway link will be highly effective in reducing motorist speed, pedestrian safety and provide opportunity to plant several species of flora, improving area aesthetics and increasing green cover, in alignment with the NPSP 2022-2027 tree strategy.
2. Driveway link style calming infrastructure, identical to that of Seventh Ave.
This infrastructure would ideally be positioned 232m West of Glynburn Rd. and be co-located with pedestrian/cycle access to Shelley St. I would recommend bicycle access here, as per study recommendation, because this laneway is currently used in this capacity. Ideally the design should allow for bicycle/pedestrian access, yet restrict shopping trolleys.

The driveway link will be highly effective in reducing motorist speed, pedestrian safety and provide opportunity to plant several species of flora, improving area aesthetics and increasing green cover, in alignment with the NPSP 2022-2027 tree strategy.



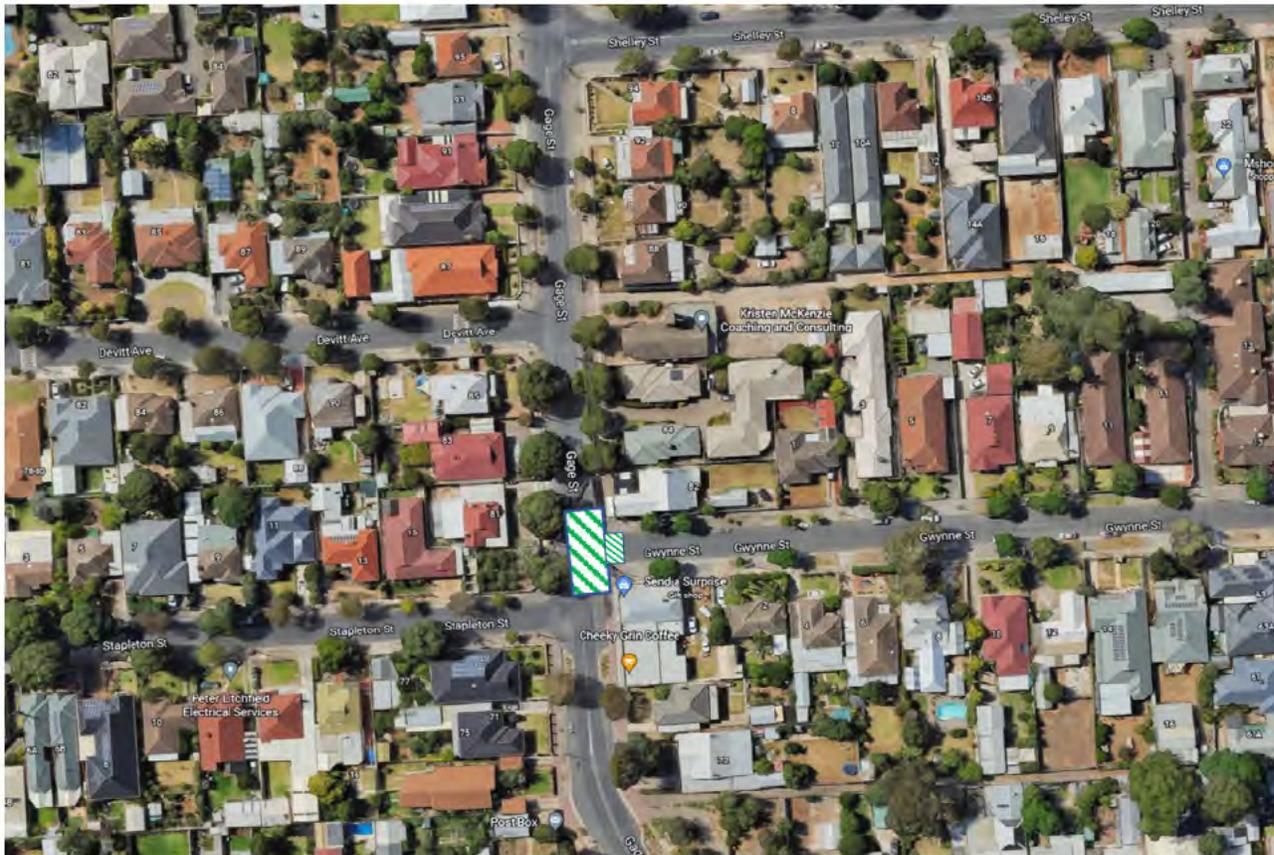
Driveway link example



Secondary Area of concern: Intersection of Gage St. and Gwynne St.

1. Intersection traffic safety treatment suggested for the corner of Gage St. and Gwynne St.
This intersection experiences daily high volumes and speeds of traffic between 5am and 9pm, yet is a residential street.

The reasons behind such traffic is a combination of rat running commuters and corner store patrons. Its anticipated that intersection treatments such as those in images included in the traffic study report would not impact surrounding business in terms of parking availability, however would improve the overall aesthetics and pedestrian safety of the area.



Intersection examples from Traffic Study,
suitable for area.

DESIGN WITH COMMUNITY IN MIND

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We care about the communities we serve—because they're our communities too. This allows us to assess what's needed and connect our expertise, to appreciate nuances and envision what's never been considered, to bring together diverse perspectives so we can collaborate toward a shared success.

We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

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Visit us at stantec.com or find us on social media.

Level 5, 75 Hindmarsh Square, Adelaide, SA 5000
Australia: +61 8 8334 3600 | www.stantec.com



Attachment B

Glynde, Payneham, Firle, Trinity Gardens & St Morris Traffic Study

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

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City of
Norwood
Payneham
& St Peters

Suburb	Comment Type	Comment
Glynde	Traffic	This intersection is extremely dangerous. You have customers reversing from the gelato bar located on Glynburn Rd and cars are coming from every direction. People are turning left into Davis from both Glynburn Rd and Reid Ave. Cars are also trying to turn right on Glynburn and they cut across to do a sneaky left turn into Reid from Davis. Young kids can dart out from parked cars. They can't see the cars coming across from Reid Ave. There should be no right turn off Davis rd nor off Reid Av to reduce risk.
Glynde	Traffic	It is so difficult to turn right from Payneham Rd on to Glynburn Rd. due to short turning sequences and limited queing area at the traffic lights, that people simply cut through the back streets of Firle to avoid this intersection. This adds to the traffic volume particularly along Gage st. as people just rat run to get to Magill Rd.
Glynde	Traffic	Was Lewis Rd turned into a drag strip and no one told me? The speed some drivers travel down the eastern stretch of Lewis Rd is of great concern. Our business is close to the road, and several times per week it's startling to our staff and customers just how loud and fast some cars are going past, well in excess of the speed limit. Someone's gonna die ...!!!
Glynde	Traffic	Please install anything that will slow traffic along Lewis Road before someone is killed by people speeding along there to avoid going down Payneham Road. Helping the police to enforce speed limits would also help.
Glynde	Traffic	The groin on lewis road that connects with Barnes road is a disgrace and a violent road rage waiting to happen. A roundabout needs to replace this abortion of a traffic mess before someone gets hurt or killed. This should never have been placed here at this intersection in the first place, too much traffic turning in all directions and going straight is a nightmare.
Glynde	Traffic	this is another disgrace of a street. It is too tight to have cars parked on either side of the road. I have had so many near head on collisions from approaching driver that drive down this road like bats out of hell while I am doing 20kms. This is an aged area and not a very safe street to drive down with all the cars parked on the road on both sides.
Glynde	Traffic	Cars parked both sides of Edward St during the day around the Lutheran Homes. Narrow passage for single car to get through - 50km speed limit is too high, especially with elderly/infirm people crossing the road between parked cars. One side of road could be no-parking to widen access, and/or reduce speed limit on Edward St.
Glynde	Traffic	There needs to be a proper bay on Payneham Rd turning into Martin Street. Every other street has one but this street, making it very difficult with a long car to stop there to turn right into the street where there are shops. I have been beeped at by drivers behind me because there is no bay to wait in to turn right.
Glynde	Traffic	This is a dangerous intersection, particularly for a car turning from Lewis Avenue into Barnes Road to go towards Marion Road, A problem is seeing traffic coming down Barnes Road from the direction of Marian Road.
Glynde	Traffic	This intersection of one lane coming off Lewis road to go straight or turn onto Barnes Rd is a nightmare and needs to be fixed. It should be a roundabout not a one lane, not in that spot with cars going in every direction. People do not stop trying to enter it even if some one is on it waiting to turn or go straight. Some people just don't know how to use it. It is a accident or violent road rage waiting to happen.
Glynde	Traffic	This is a very difficult intersection. Even though travelling east along Lewis Rd approaching Barnes Rd there is a stop sign, but the time you reach the stop line any traffic trying to turn into Lewis rd need to give way to you as the one lane blocks entry to the street. Very confusing.
Glynde	Traffic	This should be left tuen only onto Payneham Rd from this street.
Glynde	Traffic	There should be traffic lights put here. it is a disgrace thing to turn right onto Payneham Rd. We have to cut across traffic and drop a u turn to do in the opposite direction. None of the side streets have any proper access to turn right onto Payneham Rd causing traffic build up and problems trying to turn right.
Glynde	Traffic	Cars sometimes speed up and down this road and do burnouts especially on weekends
Glynde	Traffic	Cars always speeding along Barnes rd
Glynde	Traffic	Significant number of incidents at Glynburn Rd/Allen Ave intersection, due to traffic from Reid Ave,; turning right from Davis Rd/Allen Ave. Vehicles do not turn right from Reid Ave, instead left onto Glynburn Rd; right at Allen Ave, doing risky u-turns or entering Allen Ave at speed, resulting in several accidents; near misses. Solutions - block right turn from Glynburn Rd into Allen Ave, diverting traffic to Collector Roads, install 40km speed,; create safe right turn option from Reid Ave.
Glynde	Traffic	Cars speed down Allen Ave as a cut through to get to Payneham or Portrush Rd, particularly at peak times, and turn right onto Scott St in an unsafe manner, dangerous for other road users, bicycles and pedestrians. They do not give way, drive recklessly, and cause many near accidents. Restricting this road as a cut through option by speed reducers such as speed humps and blocking right turn from Glynburn Rd into Allen Ave will alleviate this, as would resolving the right turn from Reid Ave issue.
Glynde	Traffic	Speeding along Glynburn Rd is a major issues. There are regularly vehicles travelling down this road at speed well in excess of 80km/hr and there appears to be very little safety measures implemented to impede this. At times our windows rattle due to the speed of vehicles. It is a safety issue for other road users, residents on Glynburn Rd, and bicycle users/pedestrians.

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Glynde	Traffic	Intersection sequence timings and right turn lanes from Payneham Rd to Glynburn Rd. A review of the right turn lane (into 2 lanes) would assist with traffic flow and reduce bottle necks at this intersection for vehicles heading east. A dual turning lane with the lane that proceeds onto Hectorville Rd would assist. (Issue mostly occurs at peak timings)
Glynde	Traffic	Glynburn Rd's surface condition is by far one of the states worst main roads. Don't know if this is a council/state/federal responsibility, but is in serious need of resurfacing.
Glynde	Traffic	Roads are made primarily for motor vehicles. Most people do accept that we need to have and increase bike lanes Bike. But, these changes should be made with good-sense and not to overly interfere with the majority of road users and that is - and always will be - motor vehicles.
Glynde	Traffic	We hear too many complaints about pedestrians saying its hard to cross the road. It is in fact - not the case. People dont look properly like we were taught as children and nowadays expect cars to stop for them. And then govts and councils pamper to these people by creating new rules to suit. Pedestrians need to re-understand what roads are actually for and be more observant of their surroundings - and be patient.
Glynde	Traffic	Not enough car parking on this street
Glynde	Traffic	The rear access to Medical HQ from Marian Rd is a great way for locals to stay off the main roads and reduce congestion. This concept should always be implemented for similar designed commercial sites when/where possible
Glynde	Traffic	The street is too narrow for people to be parking on either side of the street, people are parking on one side of the street and then also directly opposite on the other side of the street. Perhaps yellow lines indicating places where people cant park would rectify this situation. Or just one side of the road allocated for parking
Glynde	Traffic	Martin Street is becoming a constant for many vehicles and people frequenting the nearby school to drop off and pick up children. The corner shop carpark and adjacent road is constantly clogged, which is dangerous because the cars are too close to the corner and make it necessary for incoming vehicles to go wider to enter Martin St and face oncoming traffic. It is already near impossible to exit Martin St and turn right onto Payneham Rd. Putting Aldi in close proximity would worsen congestion.
Glynde	Traffic	It is a short and narrow road.. the surrounding elderly walk regularly along the street as it houses retirement village. 1. cars leave the car wash and speed ridiculously to dry off water from their cars. 2. Last year or so it has become a thoroughfare for accessing Payneham Rd. 3. Due to council allowing multiple dwellings on what used to be a single dwelling there are constant cars parked along the street ..so much so that at times impedes us from getting out of our driveway.
Glynde	Traffic	Barnett Avenue is used as a thoroughfare by heavy vehicles from Payneham Road to access businesses on Provident Avenue and surrounding streets and vice versa. This occurs throughout the day and past midnight. It is also used as a short cut for those wanting to avoid/bypass the Payneham Road/Glynburn Road/Montacute Road intersection resulting in additional traffic on the narrow Lewis Avenue .
Glynde	Traffic	Avenue road, Payneham needs to be reduced to 40km or given speed bumps. People take the roundabout too quick and there are fresh 'burnout' marks this morning. There are many elderly on this road and children. This road needs to be reviewed urgently.
Glynde	Traffic	Cars speed up along here, especially as they come out of the corner from Marian Rd
Glynde	Traffic	Would love if this was an entry only off Glynburn road, similar to Marion rd to reduce the amount of traffic using it as a thoroughfare between Portrush and Glynburn Road.
Glynde	Traffic	There is always a bottle neck of cars going along Avenue road, turning off onto Henry st or turning onto Avenue road. Made all the harder by many cars parked on both sides of the road. Some yellow lines need to be added to avoid hazards.
Glynde	Traffic	The bank up of cars here on a bad day is huge. Cars parked on both sides for Gelato Bello, then cars trying to turn right make. Parking should be only on one side.
Glynde	Traffic	I want to see speed humps long this road. Currently the traffic speed is dangerous. Its a long unimpeded road being badly misused. Reducing the speed limit would help but only if speed limits are enforced! Parking on 1 side of the street only would help with the congestion. That would at least enable 2 cars to use the road unlike the current situation with lots of the tie, cars/trucks needing to wend, 1 at a time between parked vehicles.
Glynde	Traffic	Barnes Rd gets heavy traffic which is often travelling way above the speed limit. The street width varies which makes the parking on both sides of the narrow stretches, quite an obstacle. With heavy vehicles on this road, you often see cars ducking and diving to make room for passing trucks. This area has lots of older drivers and they are often less agile in their responses - traffic flow needs to be addressed or parking reassessed
Glynde	Traffic	With the advent of an ALDI store in the not too distant future on the Lewis Rd/Glynburn Rd intersection, traffic volume is about to become a HUGE problem for residents. Truck traffic will have schedules to meet, unless speed limits are policed regularly; randomly, the dangers are just going to multiply. Noise from the through traffic is also going to become excessive too. This is such an ill advised development I cannot believe any govt. was so stupid and uncaring as to approve it.

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Glynde	Traffic	Lewis Road and all the narrow streets around the Lutheran Village should have a yellow line painted on one side of the road so that people can only park on one side of the road. I also feel roads around the village need speed humps to slow the traffic down so older drivers and pedestrians have a safer environment to live in. I live in this area and Lewis Rd is used in the peak times as a rat run for traffic avoiding Payneham Rd congestion.
Glynde	Traffic	There is a car tuning business here that will "test drive" the cars he is working on around all of the streets in the area. The cars are loud and are being driven well above the speed limit at all times of the day and night
Glynde	Traffic	Something needs to be done about people speeding down Barnes road. Cars drive well above the speed limit and it is a danger to the public. Barnes Road is used a lot by cyclists and the way cars speed down the road is an accident waiting to happen.
Glynde	Traffic	Barnes Rd is a good quality road and the width at this end is a benefit for those needing to park etc. Because it provides a route through to Marian Rd; subsequently Glynburn Rd, I suspect many use it, particularly the heavier vehicles, to avoid the intersection of Payneham at Glynburn. If that intersection was less cumbersome to get through, the heavier vehicles may stick to using that. Louder cars, or 'hoons' do use the stretch. Some form of control for this would be useful.
Glynde	Traffic	"Hoon" drivers speed along Edward Street south from Payneham Road south of Lewis Road to Henry Street and through the light industrial area in the late evenings and on weekends. This is extremely dangerous for the residents who live in the retirement village. A 40km/h speed limit and traffic calming measures at either end of Edward Street between Lewis Road and Henry Street would help this traffic safety issue.
Glynde	Traffic	In order to deter "hoon" speeding drivers in Edward Street north of Henry Street which is the heart of the Lutheran retirement village, a traffic calming treatment is needed at the intersection of Henry Street and Edward Street northbound.
Glynde	Traffic	There has been an increase in parked cars on both sides of Barnes Rd making flow of traffic congest and difficult.
Glynde	Traffic	A round-about here may help to reduce the speed of cars along Barnes Road. As well as improve the safety for vehicles turning from Edward St or Davis Rd. It would also improve pedestrian safety around the intersection.
Glynde	Traffic	I struggle to drive up this road without having to pull over to let another car pass as the road is narrow and combined with parked cars makes Provident Ave practically a one-lane road.
Glynde	Traffic	As per the traffic studies Barnes Rd has high volumes of traffic that use it to 'cut through' to other main roads. It is also nice and wide at the southern end allowing vehicles to travel at higher speeds, so would benefit from traffic controls. The wide road is a benefit for street parking and to allow passing of turning vehicles so finding the balance is important.
Glynde	Traffic	On Barnes Rd no parking on the eastern side from Payneham Rd to Lewis St
Glynde	Traffic	late afternoon and late at night there is cars that test their performance up and down Barnes Rd at a high speed.
Glynde	Traffic	there are more heavy vehicles driving down Barnes Rd turning right onto Provident Ave
Glynde	Traffic	there is too many cars parked on both sides of the road on Provident Ave near Glynburn Rd and its affecting traffic flow - very annoying?
Glynde	Traffic	Street is too narrow for parking on both sides of the street.
Glynde	Traffic	I live right near this intersection and the amount of honking horns that occurs here throughout each and every day indicates that it is a huge problem. People do not know how to navigate the single lane. A sign was erected recently to indicate that it is a slow point and single lane. Within 24 hours the sign was sitting on an angle--obviously someone had drive into it. I have witnessed several car accidents at this intersection and many road rage incidents in the 2.5 years I've lived here.
Glynde	Traffic	Speed is a huge issue on this part of Barnes Road. For some reason cars love to exceed the speed limit as they come around the slight bend up the hill through the Lewis Road intersection. Putting a traffic control of some sort on that intersection could also double as a way of slowing down the hoon drivers. With construction almost complete on the new part of the retirement village on the Barnes Road/Lewis Road corner, it is imperative that residents of the village have safe roads to go walking.
Glynde	Traffic	Cars often try to turn right out of Barnes Road onto Payneham Road. In peak times, this is near impossible. When a car is trying to turn right, there is no space for those trying to turn left so there is no choice but to sit and wait for them to eventually come to their senses and turn left. I would like to see left turn only onto Payneham Road from Barnes Road--at the very least during morning and afternoon peak times.
Glynde	Traffic	Traffic calming on Barnes Road is needed to deter the "hoon" drivers. The 50 km/h speed is not good enough. They are probably driving too fast to read the sign.
Glynde	Traffic	Suggestion: Paint yellow lines on the corners of Provident and Sunbeam Road to STOP vehicles parking right on the corner; obstructing the view of drivers turning. Insufficient parking along Provident during working hours. Pot holes should have been repaired when Council was doing the footpaths in the area.
Glynde	Traffic	I get why this roundabout was put in and the Marian Road traffic restricted from going further west. But all it has done is create bigger issues up on Avenue Street and John Street. Some bigger picture thinking required here.

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Glynde	Cycling	This intersection is not very cycling friendly. I use it to access Linear Park as a safe way to cycle to the city. There is always debris on the cycling line and you need to partially move into the car lane to get across the intersection. Need better access across Payneham Road for cyclists.
Glynde	Cycling	The bicycle lanes along Glynburn Road are narrow and unsafe for cyclists. Glynburn Road should not be a recommended bicycle route. The local streets in Glynde are much safer, but a direct connection north of Scott Street to Lewis Road and Payneham Road does not exist.
Glynde	Cycling	Only the bravest and most fearless cyclists are using this bicycle lane on Glynburn Road. Can it be widened? This should be a State Government "Movement and Place" project.
Payneham	Traffic	House number 42b corner of Ashbrook and John st Glynde the cement exterior fence blocks the view when approaching the roundabout and cannot see oncoming traffic from the right (from Ashbrook Ave). This is so dangerous as motorists have edge car out to see oncoming traffic from right. At times I have seen cars not slow down and drive over the roundabout.
Payneham	Traffic	Dip on Henry/Arthur intersection (east/west). The dip and crest are very pronounced and I understand that this is being fixed but I don't think that the dip is appropriately signed because people always miss it and scrape their car
Payneham	Traffic	Extremely busy street that cars and trucks use to cut past the portrush/Payneham intersection. Henry street then ends up being a very very busy road. That level of traffic is not appropriate for such a narrow street. The cars often do not take care in their speed generally, especially near the spoon drain.
Payneham	Traffic	Ashbrook ave is being used as bypass between Portrush and Payneham road. Heavy traffic during peak hours results in clogged streets and angry drivers forcing their way along this road. Idea: convert shorter sections of Ashbrook to one-way or no through roads. Idea: reduce speed in ALL residential areas to 40 km/h
Payneham	Traffic	Excess vehicles during football and other sports events create congestion on nearby streets. Love the sport! Don't like the inconsiderate people who park wherever they want. Idea: skinny street signage (don't park alongside another car) and time limits for non-locals would help. Just last week Ashbrook was blocked as two cars were parked alongside each other, preventing anyone from getting through.
Payneham	Traffic	Vehicles travelling in excess of 70 km/h along John and Ashbrook. This is disgusting and happens way too often, considering the size of the streets, and children's playground (without fencing!)
Payneham	Traffic	Car crashes at this intersection have been quite high; multiple blind corners, cars not giving way on roundabout, driving directly over the top at speed. This must change. A car crash occurred quite recently where the driver almost drove into my front yard. And it is the third car incident in four years along this small stretch of Ashbrook Ave.
Payneham	Traffic	This exit/entry to Payneham Road is dangerous, there is a large tree blocking views of incoming traffic, cyclist and pedestrians. Idea: remove turn-right ability from Avenue Road. Idea: remove turn-left ability from Payneham to Avenue Road.
Payneham	Traffic	Reprogram traffic lights to allow more cars turning right from Payneham Rd into Glynburn Rd. Often only 3 cars get through at a time prompting many to run yellow and red lights. Can take 4 or 5 cycles to get through on a Saturday. Perhaps coordinate lights with pedestrian lights at Felixstow. Also increase the length of the right-turn lane on Payneham Rd as many cars are blocked from access by cars banked up on lane heading into Montacute Rd
Payneham	Traffic	The section on Marian Road between Ashbrook and Avenue roads allows parking on both sides of the road which when occurs leaves only a tiny gap for passing traffic. Removing or restricting parking to only have it on the northern side would help resolve this issue with limited impact to overall parking. There has been many cars, of both residents and non residents, written off due to this issue.
Payneham	Traffic	This round about has become a noise problem as Ute's, trailers and trucks crash over the round about. Many cars regularly cut the corner to avoid the round about, small children also negotiate this intersection, a mix of high speed cars, trucks, children, cyclists, there have been two major accidents in the last few months and many unreported accidents. I have spoken to the police a number of times but they can't be monitoring this very dangerous intersection 24/7.
Payneham	Traffic	Cars park in/ across driveways and on the oval driveway particularly in footy season- on weekends and on nights. Vehicles speed along to road and it is very noisy as the go over the undulated road
Payneham	Traffic	Very busy and narrow street with a park and unfenced children's playground. 50km speed limit it too fast. Must be reduced to 40km/h plus consider speed bumps.
Payneham	Traffic	Very difficult approaching the round about when cars parked on both sides of the road all along Ashbrook Ave
Payneham	Traffic	This intersection, Lewis Rd and Avenue Rd is a nightmare and has been for years. Have asked about this before but nothing was able to be done, I was told. Cars come flying from either direction on Avenue Rd. Not always easy to see them coming cos of slight curve in the road, on left and right. Have almost been cleaned up on many occasions.

Suburb	Comment Type	Comment
Payneham	Traffic	Rat running out of control between major roads. John St/Ashbrook Ave roundabout a joke! Council get real - 40km/h, one way streets John and Ashbrook to stop rat running, chicanes to slow traffic on other busy cut through roads. We are tired of inaction, cars getting damaged, cars and trucks going on the wrong side of the roundabout, no support from the police and high speed drivers. It is a very unsafe place to live. We are so disillusioned by the lack of action that we are thinking of moving.
Payneham	Traffic	Using suburbs as cut through/ poor driver behaviour ie speeding, angry, tooting, impatience, no care for residents and animal life, many dead birds on the road. Damage to vehicles, street trees, council property. if Bunnings is going to be built on the old Woodrooffe site, plan for traffic diversion away from residential areas Idea: improve arterial flow main road traffic, deterrents in residential streets- speed, limit of 40km/hr in all suburbs, monitor, cut ashbrook, avenue roads, chicanes, etc
Payneham	Traffic	Frequent accidents occur at the intersection of Avenue Rd and Payneham Rd. The lanes are confusing for drivers not used to them. The main issue is the large tree in the middle of Avenue Rd, it makes it impossible to see oncoming traffic if you stop on the stop line, you need to move forward into the bike lane to get even a partial view, which is unsafe for all. Traffic lights would help, perhaps a "turn left on red light if clear" sign for when traffic is light.
Payneham	Traffic	Speed along Avenue Rd is a concern. It is used as a main road bypass for a lot of traffic. Cars frequently speed along the street. I would like something to slow traffic like speed humps and reduce speed to 40kmph.
Payneham	Traffic	Large trees roots from oval have lifted bitumen road surface and footpath to extremely hazardous conditions. - Time for a resurface.
Payneham	Traffic	A roundabout that you cant drive over not like the mini one on John St would be ideal here. It would eliminate the undulating drag strip between Bridge Rd and John St.
Payneham	Traffic	Traffic coming from either John St or Bridge Rd is at maximum speed when they cross Rosella St. The give way sign here is completely irrelevant. Please consider a proper roundabout or at the very least make it a stop sign with a full painted white line.
Payneham	Traffic	Football season is ridiculously busy with traffic, one of the most annoying is apart from being unable to leave your property because they've parked across your driveway is the speed at which during practise; match days they come from either end of John Street. A ambulance would struggle to get to the oval. Most days it can take 5 minutes for me to leave my driveway safely on John street. It's certainly a thoroughfare, especially mornings.
Payneham	Traffic	School traffic at 3pmish pickup... is ridiculous. There's no room to drive through and all cars are winding down the side streets to reach the goal of school pickup destination. Something needs to be better addressed to help with ease of school pickup.
Payneham	Traffic	Playground is not fenced on this side...accident waiting to happen
Payneham	Traffic	Tree significantly over the road, branches have been hit repeatedly by trucks using John street, in fact have then progressed to hit the stoby pole after impact. Should be trimmed or removed.
Payneham	Traffic	I reside at 28 John St. Every time exit or enter John St the speed of traffic is life threatening. John St is used as a rat run 24/7. There is no impediment to traffic speed between Portrush Rd and Ashover Rd. Our residence is opposite the Payneham Oval entrance. Lack of visibility for Oval users exiting the Oval parking for them and John St traffic magnifies the threat of collision. A much used playground/park creates another serious threat because of the traffic speeds and volumes in John St.
Payneham	Traffic	Seems to be an awful lot cars parked here during the day, I suspect it's become somewhere to leave the car as you commute to the city.
Payneham	Traffic	This intersection desperately requires a round-a-bout. Cars speeding in all directions. Some unsure of who has right of way to turn from Rosella St ends. Seen many high speed accidents with pedestrians in close proximity. HELP!
Payneham	Traffic	Concerns over the volume of traffic using Johns Rd given how narrow this street is. Many motor vehicles travelling at excessive speeds, particularly around the oval / playground precinct in the lead up to Johns Rd / Arthur St intersection. Dangerous intersection of Johns Rd; Arthur St with numerous car accidents observed annually. Overhanging gum tree with trunk impeding traffic movement, car parking; access to street. Parking an ongoing issue when vehicles park on both sides of road.
Payneham	Traffic	When driving from Lower Portrush Road onto Portrush Road, 2 lanes merge into 1 after crossing Payneham Road intersection. Vehicles regularly turn left down Henry Street, causing other vehicles including large semi-trailers to break whilst attempting to merge. It would be safer and easier to merge if access into Henry Street from Portrush Road was not allowed.
Payneham	Traffic	Future traffic implications to the area, particularly contributing to a more congested OG intersection should be very seriously considered in relation to the development site 382 Payneham Road. The intersection is already notorious for crashes and near-misses and already has an unsafe reputation among pedestrians and cyclists. A large format retail development at this site will definitely exacerbate this problem once opened and operational. Additionally, there will be an impact on local streets.

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Payneham	Traffic	This roundabout is frequently driven over. When approaching the roundabout from the west on John St, the view of coming traffic to your right is blocked by the solid wall fence of the house on the corner. Perhaps building up the roundabout and getting house on corner to change fence would help.
Payneham	Traffic	We live on Ashbrook Ave opposite the cemetery. It is very dangerous trying to back out of driveway especially with drop off/pick up school children. Add to that if a funeral is being conducted. Our section of the avenue is very narrow; when cars are parked both sides drivers can't get through; get very impatient. Maybe parking on one side or one way traffic is the answer.
Payneham	Traffic	Impossible to exit Thelma St during peak traffic. Cars queue on Payneham Rd. Consider keep clear road painting like in other states.
Payneham	Traffic	Turning left into Rosella St from Portrush road can be very dangerous as there is parking allowed on the Southern side of the street close to the corner. While the parked cars are not the issue, cars driving along Rosella St towards Portrush Road must be on the wrong side of the street to pass, and then result in a head-on collision situation for people turning left into the street and finding an oncoming car where one would not be expected. A yellow line needs to be extended along this side.
Payneham	Traffic	The changes to parking here have been disastrous, with many parks removed from service as a result. People often park illegally now (on kerbs, where a yellow line exists), and it makes it impossible for wheelchair or pram users to pass by when not parked in a bay as designed. As there doesn't ever appear to be parking/road rule enforcement, especially on weekends, it's just a
Payneham	Traffic	Motorists often U-turn at this intersection and fail to give way to exiting traffic from Ashbrook Avenue. A simple solution may be to install a no U-turn sign at this point in the spirit of reducing the potential for accidents here, even though this is really on motorists to understand the road rules properly...
Payneham	Traffic	Yellow should be made all way on northern side as when a car is parked on each side of road you can barely fit through, especially when oval is in use.
Payneham	Traffic	When oval is in use very difficult to access street, wether it be football training or other
Payneham	Traffic	Removal of parking vehicles directly across from each other on this section as when vehicles are parked across from each other access is vey difficult. Especially bad near roundabouts where cars cannot fit when cars are parked across from each other.
Payneham	Traffic	1. There needs review of how vehicles are forced to dangerously take right turn from Ashbrook Avenue Road to Payneham road especially during Peak hours. 2. Vehicles that want to enter the Avenue Road from Payneham Road move into the right lane before they have crossed Ashbrook Lane and its dangerous for Vehicles trying to take a right turn from Ashbrook Av. 3. Continous traffic from Avenue road onto Payneham Road towards city also makes it difficult for vehicles on Ashbrook Av to take right turn.
Payneham	Traffic	Cars park in/ across driveways particularly in footy season- on weekends and on nights.
Payneham	Traffic	Remove parking near roundabout and directly across from each other. Very poor access when road is busy
Payneham	Traffic	Ashbrook Avenue east side heading south, parking allowed immediately after end of safety bars means you have to drive over safety bars to get through - extend no parking or remove one / two safety bars
Payneham	Traffic	When using pedestrian crossing at OG traffic lights, red turn arrow disappears as soon as red person starts flashing. Cars start turning left from Portrush Road into OG road while pedestrians are still crossing. Should have red arrow for longer until pedestrians have finished crossing.
Payneham	Traffic	Speeding cars along Henry Street is quite common. If traffic is heavy on main roads, it is used as a shortcut. Some cars then miss the 15km sign by the dip at Arthur St. Reduced speed limits, calming devices or some way to reduce cars would be good.
Payneham	Traffic	Similarly provided in other submissions. A no right turn onto Payneham Rd from Avenue road would be beneficial to public safety. It would be reasonable to initially place a ban turn right during peak hours Monday to Friday 7am-10am and 4pm to 7pm (at the very least)
Payneham	Traffic	Traffic can be ridiculous along Avenue Rd, speed limit should be 40km
Payneham	Traffic	Increased parking on both sides of Rosella St between Portrush and George Sts is creating a narrow one-way traffic space. All-day parked cars on the south side of Rosella St near the corner of Portrush Rd make it difficult, and at times, dangerous to manoeuvre in and out of Rosella St. There is often a line of cars waiting to turn in a limited space, and I am fearful of collisions.
Payneham	Traffic	Cars parking all day on the southern side of Rosella St nearest to Portrush Rd is creating a hazard to vehicles turning into Rosella either from a North-easterly direction or South-Easterly direction. At times there can be a car also parked on the Northern side across from the South parked cars creating a significant bottle neck and congestion of cars trying to manoeuvre in a tight space. The best solution would be to prevent vehicles from parking on the Southern side to allow flow of traffic
Payneham	Traffic	Entering and exiting into 5 Rosella St is becoming difficult with cars parking on either side of driveway and opposite the driveway. Exiting is the most difficult at times when car parked on eastern side of driveway and another directly opposite the driveway or directly across from each other. Tight spaces requiring to turn in opposite direction and going around the block to get to destinations. Parking significantly increased the last 12 months.
Payneham	Traffic	In line with other comments made regarding Henry Street and Avenue Road, streets are very narrow and used as a cut through would be good to see speed limits reduced to 40

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Payneham	Traffic	Arthur street is way too narrow to allow parking on both sides of the street. It seems people often park here early in the morning and leave their car parked all day. It's extremely hard to drive through this street.
Payneham	Traffic	Turning left or right onto Portrush Road from Henry Street can be problematic. A right turn should not be allowed and the street is too close to the Payneham road slip lane (cars turning left onto portrush from payneham road) and with the merging of lanes on portrush road, this is a dangerous intersection
Payneham	Traffic	Please note that the intersection of John St; Ashbrook Ave is offset and not as displayed. This offset causes a visual obstruction of Ashbrook Ave for drivers heading east along John St . Closure of northern lane of John St would eliminate the obstruction.
Payneham	Traffic	Arthur street parking should be limited to one side only. The street is way too narrow to allow cars to park on both sides. Often people park here and leave there cars all day and it becomes extremely hard to move through the street.
Payneham	Traffic	Parking in George and Arthur streets is very problematic. I've arrived home again today having to park up the street due to "non residents" parking in the street. Please give residents parking permits applicable during the working week.
Payneham	Traffic	John Street would be much easier to navigate if parking was limited to one side. Because Marian Road isn't a through-road to Glynburn Road, a higher volume of traffic is channelled into John Street. Because cars are parked on both sides of the street, driving along John Street often requires a lot of stopping, hand signalling or light flashing for drivers to negotiate who will give way to who, often with a line of cars backed up behind. It suggests something isn't working.
Payneham	Traffic	Because traffic heading north on Portrush Road can't turn right into Marian Road, vehicles frequently make u-turns at the intersection of John Street, then drive back south to Marian Road. Vehicles making a u-turn in front of traffic waiting to come out of John Street can either create a near miss (they make the u-turn in front of a vehicle expecting them to turn up John Street), or they cause vehicles trying to turn out of John Street to bank up until they can make the u-turn.
Payneham	Traffic	Vehicles park so close to the roundabout on the northern side that's it's often difficult to leave the roundabout, particularly if there's a vehicle approaching the roundabout from the north. (Essentially, a car needs to drive on the right side of the road to get around the cars parked close to the roundabout on the left-hand side.)
Payneham	Traffic	This section of John Street has some of the highest speeds in the area, and is barely wide enough to fit 3 cars across. There's hardly room for a car to drive past when there are cars parked on both sides of the road. In the past year alone we've seen: - 6 parked cars damaged (sideswiped/mirrors taken out/boots crushed) - signs at roundabout knocked over too many times to count - numerous cars cut through roundabout on wrong side of road - cars accelerate off roundabout at very dangerous speeds
Payneham	Traffic	There is a huge amount of traffic rediverted through John Street from Marion Road. This street isn't wide enough to be a major cut through. When sports are on at the oval, cars are parked both sides the whole length of John Street. It's not uncommon to see cars waiting to exit the roundabout or at Portrush Road, since there's no room to drive if a car is coming the other way. Some cars make up for it by 'gunning it' to get through as quick as possible - very dangerous for pedestrians; kids.
Payneham	Traffic	Damaged car been sitting for months needs to be removed
Payneham	Traffic	Really hard to see traffic coming from the right (if you are travelling down Henry to Portrush road) at the roundabout due to fencing. Would be good to have a mirror or similar to see.
Payneham	Traffic	This section of Ashbrook Avenue needs to be blocked off at either John Street or Marian Road. Limiting street parking will not assist, as there are multiple battle-axed blocks and groups of units (therefore with multiple vehicles that cannot be kept off-street). This is used as a way to cut off the Marden corner intersection and to get between Magill and Payneham Roads. This is extremely busy in the mornings, afternoons and evenings. This is also one of the narrowest parts of the street.
Payneham	Traffic	This dip at intersection is severe, however it provides a mechanism to slow traffic down. Too many cars speed down Henry Street.
Payneham	Traffic	This intersection is very busy. Upon exiting 32 Henry Street driveway, with traffic coming from both directions on Henry Street and also ahead on Thelma Street and the addition of cars parked either side of this driveway it is difficult to see any oncoming traffic. Cars speed along Henry Street and it is continually used as a short cut. Some speed restrictions need to be in place.
Payneham	Traffic	Arthur Street parking is horrendous particularly between Payneham Oval and Henry Street. There have been numerous times where you have to dangerously reverse out of the street because you cannot get through due to cars parking either side of the road.
Payneham	Traffic	We live at 32 henry street and its so dangerous at times when trying to exit our driveway especially when there are cars parked on the street preventing a clear view of on coming traffic.Cars speed through this street as a shortcut It would be safer if speed humps were installed
Payneham	Traffic	Arthur street is very narrow and when cars are parked on both sides of the road its almost impossible to drive through especially when a football game is on at Payneham oval. There should be a yellow line on one side or a sign saying dont park opposite another car like in other suburbs such as

Suburb	Comment Type	Comment
Payneham	Traffic	I have to access Payneham Road Mon -Frid and its very difficult tuning left from Thelma street.It would be better if there was a keep clear marking on the road to assist
Payneham	Traffic	Cars are parked on both sides of the road constantly and the street is too narrow to get through. In addition, cars are parked opposite my driveway making it extremely difficult and dangerous to reverse out.
Payneham	Traffic	At John Street near playground a few speed bumps may be required. But again I don't feel the need for the whole area to be reduced to 50. Most good people know to slow down near a playground. It is just common sense.
Payneham	Traffic	Trying to turn into Rosella from your drive way can sometimes be impossible at times as there are so many cars parked in the street. The Council has allowed too many units/ apartments/ townhouses to be developed in Rosella between Portrush Rd and George Street with cars from these dwellings spilling into the street. Mornings are the worst and it is often impossible to pull out of your driveway with cars parked on both sides of the street and right up against driveways.
Payneham	Traffic	I have often been tailgated and (observed other car drivers being tailgated) by Semi trailers and B-Doubles on Portrush Rd. It feels very unsafe especially when travelling South and I indicate to turn left onto Marian Rd. They also change lanes to pass each other, speed over the limit and run red
Payneham	Traffic	Very narrow and busy street, generally avoid driving down unless necessary, particularly when Payneham Oval events are occurring.
Payneham	Traffic	A request for speed bumps along Payne Street as a number of cars speed down this one way street and with families coming to and from the park, people dog walking or exercising this could be an accident waiting to happen...
Payneham	Traffic	Larger "No Entry Signs" at this intersection - John and Payne St.
Payneham	Traffic	Cars often attempt to turn right onto Payneham Rd. from Ashbrook Ave. leaving no room for traffic wishing to turn left. This is particularly problematic during peak hours. There is more than enough room for a right turn and left turn lane to be marked at the exit of Ashbrook that would largely eliminate this problem. Traffic can bank up very heavily waiting for a car to eventually get right onto
Payneham	Traffic	Have lived here for over a decade. Traffic speed and volume has increased along John street in both directions. Multiple crashes have occurred over the last three years involving parked cars. Really recommend speed bumps are installed from Portrush Rd to the Payneham Oval. The units at 6 John Street have many residents/ guest parking on the road instead of onsite, often blocking or limiting visibility for other John Street residents driveways. Yellow lines outside these units would be helpful.
Payneham	Traffic	When heading north, along Arthur Street, it's impossible to see traffic coming from Payneham Road, as you cross the intersection, due to cars parked on the south side of Henry Street. I have to hope nothing is coming as I cross the intersection as traffic speeds along Henry Street. Drivers seem very aggressive at peak times when travelling along Henry Street.
Payneham	Traffic	Cars travel around Avenue and John St corner at high speeds. Street is too narrow and not safe for pedestrians on footpath. Solutions - reduce speed to 40km, Reopen Marian Rd to take the traffic it was designed for, large section is the cemetery and St Joseph's school.
Payneham	Traffic	There is insufficient signage regarding the dip at this intersection which results in cars breaking suddenly when they do realise it is a dip or speeding through the intersection resulting in cars scraping or becoming airborne in some instances. It would be better to have 'DIP' painted on the road.
Payneham	Traffic	It is becoming increasingly difficult to access parking particularly during the day but also at night.
Payneham	Traffic	Arthur Street to Henry Street is very difficult to navigate when cars are parked on both sides of the road. Ideally, only one side of the road would be for parking.
Payneham	Traffic	Car's turning right from Henry Street onto Portrush Road should not be allowed. Cars exiting GoodLife do U-turns in front of you and cars turning left from Payneham Road onto Portrush Road are difficult to see and often travelling at speed.
Payneham	Traffic	Cars travelling from North/South often fail to give way. I have witnessed multiple accidents (and near misses) at this intersection.
Payneham	Traffic	This roundabout is a hazard. People approaching the roundabout from the west have little vision to the right (people approaching from the south) due to the big wall on the property boundary. Some method to slow people / let people see (a mirror?) should be looked at.
Payneham	Traffic	This corner has a surprisingly high volume of traffic. Probably due to the Marian Rd block for West bound traffic - they get diverted this way. Cars park very close to the corner, as well as elevation changes, it causes issues. Needs looking at.
Payneham	Traffic	I get why this roundabout was put in and the Marian Road traffic restricted from going further west. But all it has done is create bigger issues up on Avenue Street and John Street. Some bigger picture thinking required here.
Payneham	Traffic	The Council has made an attempt to widening the road. But it's not the solution. Traffic / parking is still a nightmare during sports events. My solution would be to slightly re-design the oval and look at a bay of off-street parking. Needs a big solution
Payneham	Traffic	This requires bold thinking. Re-orientate the oval, create some space along the western side of Avenue Street, and install a bay of 90 degree parking. Will help enormously in getting cars off the

Suburb	Comment Type	Comment
Payneham	Traffic	Cars parked too close to intersection of John and Avenue road. Turning left into John street with cars parked on the road close to intersection is unsafe. Too many close calls.
Payneham	Walking	Side walk is uneven and has numerous bricks sticking up. Very dangerous.
Payneham	Walking	The footpath on the southern side of John St., along the oval section, is undulating with many bricks sticking up.
Payneham	Walking	When walking along Payneham Rd crossing the entry to Avenue Rd is dangerous. Cars are unsure of right of way at intersection and the large tree blocks driver's and pedestrian's vision of oncoming traffic. Traffic lights or no right turn from Avenue Rd to Payneham Rd may help.
Payneham	Walking	Impossible to walk alongside all the bins that have been left out at the townhouses, let alone park; get out of the car.
Payneham	Walking	Street trees lifting footpaths causing trip/fall hazards.
Payneham	Walking	When crossing from the Marden Shopping Centre to this intersection (North East corner), vehicles of all sizes do not yield to pedestrians at the slip-lane as is required of them to do. There are no pedestrian lights here, but this shouldn't be an issue. We have had multiple near-misses with vehicles and our young family, including large trucks, and a simple "give way to all vehicles and pedestrians" sign may even be enough to remind people of this basic road rule.
Payneham	Walking	Narrow footpath on Avenue Road from Marian Road to 67 Avenue Road
Payneham	Walking	Marden Shopping Centre does not prioritise pedestrian accessibility from the south. Pedestrian access is poor and requires significant walking through car parks and around the outside of the building. An improved pedestrian southern access point, with some kind of indicated mid-block crossing (doesn't have to be signalised, but some indication would provide feelings of safety and driver recognition) for pedestrians between Portrush and OG intersections would improve pedestrian accessibility.
Payneham	Walking	All of the trees planted along the kerb by the council and low hanging, and create a hazard to people walking, and particularly anyone running along the footpath. To this end, the footpath is inconsistent in level and composition, and very narrow. This is characteristic of the whole Payneham Ward in NPSP. When I go for a run in St Peters Ward or Burnside council, I do not have these issues as the footpaths and verges are much better maintained. It makes the area feel run down.
Payneham	Walking	There are red light cameras at this major junction but none covering the left-turn slip lane from Payneham Road (westbound) to Portrush Road (southbound). Many drivers know this and ignore the red left-turn arrow, looking only for traffic coming from their right and not watching for, or stopping for, pedestrians who are trying to cross on a green 'man'.
Payneham	Cycling	Ashbrook has been painted with Cycling logos, which is excellent. However due to the large amount of traffic, and excessive speed of most vehicles, this road is dangerous for cyclists. Idea: block shorter sections of Ashbrook, add one-way or no through sections, reduce speed to 40 km/h
Payneham	Public Transport	There is no convenient and safe pedestrian crossing to travel from north stop 13 to the study area, back across Payneham Road to Arthur Street. Your options are to walk to the Port Rush intersection and cross 2 slip lanes and wait for traffic lights or walk up to OG Road, wait to cross at lights to cross OG Road and then wait to cross Payneham Road with the lights. This is not sufficient when this is indicated as one of the busiest stops in the study area. Another crossing option is needed.
Payneham South	Traffic	Marian road becomes very 'clogged' at end of school as cars are parked and queuing to collect children. I have not been able to access my home on a couple of occasions as cars have not left room for non school road users.
Payneham South	Traffic	The amount of traffic - in particular, trucks and semi-trailers - along Portrush Road is becoming overwhelming. The noise and air pollution are increasing (I have lived here for nearly 25 years); the potential danger to the many schools, aged care facilities, shopping areas, etc. because of this high density heavy traffic has grown; turning right onto Portrush is a nightmare, so many cars go through residential back streets. An alternate route (ring road?) for commercial vehicles could be a solution.
Payneham South	Traffic	View restricted at roundabout when travelling east along Marian Road. Cemetery fence obstructs clear view of oncoming traffic. Same if turning right into Marian Rd off of Ashbrook, hedge on corner obstructs view of vehicles coming to roundabout who are travelling east.
Payneham South	Traffic	Almost impossible to drive down street 2:30-3:15 on a school day as cars parked in both sides for school pick up. This not only leaves very little room to get through but almost no where to stay to the side to allow cars coming from the other way through.
Payneham South	Traffic	Cars parking on both sides of road leaves minimal room to get through. I don't have a large car and I only just fit through. Worst at school finishing time it when funerals on.
Payneham South	Traffic	When exiting Devitt Avenue and making a right hand turn onto Portrush Road, there is not enough space for vehicles to stop in the medium crossover. Vehicles regularly stick out and obstruct lane traffic. The Keep Left sign is regularly knocked over.
Payneham South	Traffic	I t-boned someone at this intersection, it's really unclear and dangerous. I didn't see the give way/other signs looked like give ways. The family of the driver I hit says it happens all the time there
Payneham South	Traffic	Traffic speeds down Ashbrook as a cut through from Payneham Rd to Magill Rd and as Marian Rd is not open to Portrush Rd then extra cars enter Ashbrook thereby increasing traffic flow.
Payneham South	Traffic	Traffic issues in this street at the end of the school day with cars parked on both sides of the road.

Suburb	Comment Type	Comment
Payneham South	Traffic	Hammer head housing combined with a narrow street means many cars park in street which makes it difficult for cars to navigate and, at times, near impossible to reverse out of driveways safely. Rentees at 8 First Ave have multiple cars plus house guests which they park for weeks on end in front of other peoples houses. Despite plentiful room they park hard up against and opposite driveways making it hard to impossible to get in or out and restricts the flow of traffic.
Payneham South	Traffic	Cars parked on eastern side of Arthur Street, particularly opposite Tarcoma Avenue make it difficult to see approaching cars and make it difficult to turn
Payneham South	Traffic	Cars speed from Portrush Road down to the roundabout on Ashbrook and Luhrs Road - it is not safe to turn into driveways or reverse out. Often views are impacted by parked cars and massive tree trucks. Many near misses at the start of this part of the road with people cutting the corner to enter Luhrs Road, or failing to give way correctly when entering Portrush Rd. Traffic lights should be
Payneham South	Traffic	Carparking - cars are parked both sides of the road along Arthur Street and Tarcoma - making it almost impossible to pass. School pick up and drop off is worst, people leaving cars there all day to catch buses to city. Rubbish bin pickup often not done as trucks cant fit down the streets. Parents pickup also parking across residents driveways and in driveways on occasions. Limit this whole block to Luhrs Road and Marian Road to Residents only carparking.
Payneham South	Traffic	When you come the roundabout heading West, and try to give way to the right, vision is blocked by an incorrectly erected fence on the house on the corner making it difficult to see on coming traffic. Numerous accidents at this roundabout because of this lack of visibility.
Payneham South	Traffic	Trucks, including the trucks owned by the Norwood Council use Luhrs Road to cut through, even though trucks were meant to be restricted on this road. These are not trucks delivering items or working on construction sites, these are trucks regularly using the road for a short cut and often, especially the council trucks are doing more than the speed limit
Payneham South	Traffic	cars should only be parked on one side of the street. Residents of newly built properties seem to be parking on the street instead of inside their property
Payneham South	Traffic	We need a safe way to turn onto Portrush Rd, somewhere along this stretch. It is incredibly dangerous. Removing a pedestrian crossing and having a set of lights at the closest side street would help. This will double as a pedestrian crossing.
Payneham South	Traffic	Too many trucks on Portrush Rd. It's progressively getting worse.
Payneham South	Traffic	Do not allow any more subdivisions in this entire zone, without adequate off street parking for at least 3 vehicles per dwelling. Due to subdivisions, multiple driveways are created, removing street parking, then homes are built without adequate parking, forcing cars to park on the street.... which has minimal parking due to too many drive ways. The problem with continue to get worse.
Payneham South	Traffic	I live on this street. The street is considered a through road between Glyburn road and Portrush road. People consistently drive over the limit and treat the road in a manner similar to portrush road. The street is an avenue in name but anything but in nature. In the evenings cars consistently accelerate out of the roundabout often waking me up. One went through my neighbours fence not so long ago. Why are speed humps, 40 km/h zones and no through roads not implemented on this side of Portrush Road?
Payneham South	Traffic	Marian road at the school end is ridiculous at school pick up and drop off I am unable to get in or out of my driveway. I have been verbally abused several times just trying to get home after a full days work! School pick up should be in Tarcoma Avenue which is double the width of Marian road and able to accomodate parking as well as pick up! The school and church need to allow off street parking or build a car park for funerals as they build new facilities however never put in car parking.
Payneham South	Traffic	I See drivers regularly driving over the kerb area here even though the roundabout is blocked for West bound traffic. Tells you something about the mentality of rat running drivers around here.
Payneham South	Traffic	Many cars drive down Luhrs Road from the Cage Street corner at speeds over the limit. Perhaps the speed limit needs be reduced from 50 km to 40 kilometres an hour on this and Coorara Avenue.
Payneham South	Traffic	Very difficult trying to drive to my home when there is both school pick up and funerals. Almost impossible to get through and hard to find alternate routes. Think there needs need to be parking allowed on only one side of some of these streets
Payneham South	Traffic	I dont believe lowering the speed limit on Luhrs Road will change anything. Law abiding citizens do the right thing. The others will do what ever speed they want and they are in the minority. I see it as a punishment to the law abiding citizens. And it is not policed so the speeders will speed
Payneham South	Traffic	The parking on both sides of Arthur street and Ashbrook Avenue (especially near the Payneham Oval) is ridiculous. The other Saturday when the football is on a fire truck was trying to get to a house and it was basically impossible. Lucky it didn't seem to be a huge fire but something needs to be done. We need emergency vehicles to be able to get where they are needed.
Payneham South	Traffic	I also think that people dont really speed along Ashbrook and Arthur streets as they are so congested with parked cars you hardly can travel over about 30km/h at the best of times.
Payneham South	Traffic	Ashbrook Ave is a traffic nightmare, between 8am, 9.30, 2.45 and 6.00. Particularly affected by school pickups etc, funerals and through traffic shortcutting between Magill; portrush. Sometimes we can hardly get out of drive. Vision impaired by parked cars and cars turning left from Marian into Ashbrook speed around corner. Funerals block street, but for short times! School drivers much worse problem. 2 primary schools in the vicinity! no kids walk! Nearly had many accidents! Luckily quiet at

Suburb	Comment Type	Comment
Payneham South	Traffic	Luhrs Rd being quite wide seems to entice speeding. Quite often cars over 60 km/h are seeing careering from Gage Street toward Portrush Rd. More speed checking and lowering speed limit would help. BTW: reducing speed limit to 40 km/h over the entire area (except double lane roads) should be a priority, providing blanket increase in safety.
Payneham South	Traffic	Heavy traffic of enormous trucks is not just a nuisance but a veritable threat to all road users. It is high time for truck traffic to be diverted outside town!!! At the very least it should be restricted to hours of low level traffic. This is DEFINITELY the worst traffic problem in the area.
Payneham South	Traffic	I live opposite Douglas Place, its very difficult to get in and out of my driveway at school pickup/dropoff and funerals. There is minimal space between the parked cars on one side and pickup line on the other. Pickup should be on Tarcoma Ave, which is wider. I also feel parking should be restricted to one side of Marian Rd only. People do not adhere to the traffic signs.
Payneham South	Traffic	Constant cars and trucks cut through McCormack Ave. Excessive noise from Luhrs road, traffic needs to be slowed down. Luhrs Road and Coorara Ave obviously used as a short cut very dangerous partially in mornings and evening. Is the council aware koalas are in this area? I had to one evening make traffic aware one was crossing the road on Coorara Ave. I can't see any evidence of signage to look out for koalas. Traffic needs to slow down. It's taking away the residential feel of
Payneham South	Traffic	The corner of Hereford and Stapleton is noisy, congested and dangerous!! The amount of traffic is unbelievable, anyone would think it's a main road. To reverse out of our driveway and join the traffic is a nightmare mornings and afternoons with a constant stream of racing cars. Block off this intersection, or the other end at the Gage Street intersection and put speed humps along Seventh Avenue, or roads one way only to encourage motorists to slow down or use arterial roads.
Payneham South	Traffic	Very busy thoroughfare with many people using Abadare/Stapleton Ave as a cut through from Glynburn to Portrush/Magill Rd. There have been many instances where this has been used as a racetrack with people turning from and into these streets at high speed. Just waiting for a major accident to occur. There have been some near misses already. Reckless driving and burnouts occur all hours of the day/night.
Payneham South	Traffic	Traffic speeds down Coorara Avenue well beyond 50kms. Very dangerous for pedestrians. Speed restrictions ie speed humps to reduce volume of traffic are required to deter many using as a shortcut through suburb.
Payneham South	Traffic	Greatly increased volume of traffic. Cars parking both sides of the road by people catching the bus. Trucks and buses who go the wrong way use this road.
Payneham South	Traffic	Luhrs Road has traffic like a main road not a residential street. Very loud with speeding cars.
Payneham South	Traffic	Due to traffic, it's almost impossible to turn right from Coorara Ave on to Portrush Rd.
Payneham South	Traffic	As a resident of Coorara Ave Payneham South for 22 years we have been dismayed at the increased traffic and deterioration of the road and traffic conditions. Coorara Avenue has always been a cut through, or rat run, and this has only increased over the last 20 years, Dramatically. Speeding and overtaking are a dangerous problem. The Magill Road intersection upgrade has increased the problem over the last few years with even more traffic using Coorara Avenue as a short cut.
Payneham South	Traffic	Parking in both sides of the road often means I cannot fit my car through the remaining gap. If I turn left off of Second, and then realise this, it is dangerous and sometime impossible to back out and turn around. Parking should be restricted to one side of the road only.
Payneham South	Traffic	I get why this roundabout was put in and the Marian Road traffic restricted from going further west. But all it has done is create bigger issues up on Avenue Street and John Street. Some bigger picture thinking required here.
Payneham South	Walking	Street lighting is very dim. If walking after dark or early morning I don't feel safe on some stretches of this road. Better street lighting needed.
Payneham South	Walking	I am upset that this is the only pedestrian crossing (lights) near a school on Portrush Road that does not have a speed camera. Every other crossing with a school nearby had a camera to discourage speeding/running red lights and improve safety for school children.
Payneham South	Cycling	The bicycle lanes along Portrush Road southbound are discontinuous and not safe. Cycling along Portrush Road is only for the fearless. The 60 km/h speed limit makes cycling along Portrush Road dangerous.
Payneham South	Public Transport	There was a time when the H30 and the H33 reached Coorara Ave approx 15 minutes apart. These days they seem to arrive one after the other and then follow each other along Magill Rd to the city. Any possibility the timetables could be re-written to space the buses out please?
Payneham South	Public Transport	Coorara ave is too narrow for buses to pass each other safely when there is even one parked car
Firle	Walking	Dangerous intersection due to lack of crossing points, multiple vehicle movements due to coffee shop, high vehicle speeds and volume. Suggest a reduction to speed limit to 40km/h as well as some design changes to slow vehicles along Gage road and protect pedestrians.
Firle	Traffic	Rat running along Loader St. Cars speeding along Loader st morning and afternoon peak hours.

Suburb	Comment Type	Comment
Firle	Traffic	Vehicle volume and speeds along Gwynne Street are just ridiculous. A combination of rat running traffic to cut out more arterial roads and increasing density of living within NPSP as well as surrounding areas has further exacerbated this issue. The street is supposed to be limited to 50km/h, however given there are no passive measures to encourage adherence to this rule, speeding is common. Without exaggeration, vehicles travel up and down Gwynne st in excess of 100km/h on a weekly basis.
Firle	Traffic	High volumes of morning and evening traffic down Gage st almost every day. it is difficult for an adult to cross the road and worse still for children returning to school and needing to catch the bus. with the Speeds and volume of vehicle traffic along Gage St and no safe to cross, i am concerned someone will be stuck by a vehicle. This is of particular concern around the Gwynne st. / Shelley St intersections and local corner store area.
Firle	Traffic	Every day without fail, vehicles travel at high speeds along Gwynne St. well in excess of the posted 50km/h. Already there have been major collisions and the traffic noise as a result is terrible. My observations are that the majority of this traffic is due to persons who are not residents, therefore have no regard for community livability nor public safety. Repeated complaints to SAPOL have fallen on deaf ears and despite daily traffic watch reports i have not once seen a mobile speed camera.
Firle	Traffic	Shelley St has become a cut through road for speeding motorists to short cut to Portrush Rd to avoid lights. It's a hazard for children/pedestrians. Negotiating traffic reversing from 1 Shelley St: cars speed around corner from Gage St onto Shelley St: have had a number of near misses. Traffic banks up at Intersection of Shelley St/Gage St/Coorara Ave. Difficult for pedestrians to cross over Gage St. All Streets in area choked with speeding motorist avoiding main arterial Rds- safety issues.
Firle	Traffic	Almost every day cars are speeding along Frick Ave as a shortcut to Marian Road. There is constant congestion with cars coming in and out of both the Glynburn Gourmet and Glynburn Plaza. Cars often fail to give way coming off Dunkley Street onto Frick Ave.
Firle	Traffic	Have previously had a car accident here. Where a car failed to give way coming off Coorara onto Gage St.
Firle	Traffic	There are always a few cars and a boat parked almost on the left corner of Ryan Ave, along with some cars on the right-hand side. It makes it difficult to turn onto Ryan Ave from Gage when the traffic is busy. It also becomes difficult when there are a number of cars also coming from Ryan ave
Firle	Traffic	There are a lot of cars speeding along Margaret St. Along with a number of cars that are being parked along one or both sides of the road near Adey Reserve and further up before Dunkley has made it somewhat dangerous.
Firle	Traffic	Drivers often failing to give way when driving from Frick Ave onto Scott St. Had become increasingly dangerous over the last 5 years.
Firle	Traffic	Ryan Ave has the highest volume of traffic of any of the East-West streets other than the wide roads for buses. Cars are using it as a rat-run between KMart/Coles, Hampden Ave and Portrush road, trying to avoid Shelley st and take a "short-cut". Ryan Ave has an increase in cars parked in the street (due to units/townhouses). As a narrow road it is very dangerous with so much traffic, often speeding over 50kmh. Needs to be a 40k zone or have speed humps to deter motorists just passing
Firle	Traffic	Traffic coming from Margaret St and turning onto Hampden St often accelerate quickly and without looking properly for traffic and particularly pedestrians. Anyone walking with children or dogs to Adey Reserve and attempting to cross Hampden St, especially from 4pm onwards is taking a great risk! Most of this traffic is not local and using it as a rat run. Suggest putting a roundabout at this intersection to slow the traffic and a safety island for pedestrians crossing to the park.
Firle	Traffic	Intersection of Gage St and Marian Rd. High traffic area, would benefit in having a roundabout. Waits can take several minutes particularly with buses. Further consideration should be made to speed bumps on Arnold, Loader, Hann, and Castries to reduce increase movement through those corresponding streets
Firle	Traffic	The corner of Shelley and Gage street is really dangerous especially during peak periods. I have witnessed on daily occasions children trying to cross there, including my own, and motorists not looking properly. Or elderly trying to cross and near misses. Children walking to school find it difficult to cross on that corner as of the influx of traffic. Sometimes speeding occurs. At night particularly. I worry I'm going to hear a crash one day.
Firle	Traffic	A roundabout would be useful here as a lot of traffic make turns in all directions and it is particularly busy in peak times.
Firle	Traffic	Residents park on both sides of the street making this intersection perilous to turn into. One resident parks their boat on the street. There is ample off street parking on Gage street for them to use. Miraculously on Bin day the cars are gone so the rubbish truck can get through. Maybe allow parking on only one side of the street, and further away from the intersection with Gage.
Firle	Traffic	Issues with cars travelling too fast down Marian road and the intersection. We live on the corner of gage and Marian and notice a lot of issues with cars doing burn outs and car crashes
Firle	Traffic	Hampden Street has become a thoroughfare for trucks and vehicles going to and from nearby shops. The speed should be reduced to 40km/h as there is a playground and reserve. I have lived in Hampden Street for over 35 years and I would not oppose speed humps or even blocking off the direct route from Marian Road to Margaret Street. At "tradie" knock off time it is a nightmare!

Suburb	Comment Type	Comment
Firle	Traffic	We have lived at Gwynne ST Fire since 1991 and traffic has increased to ridiculous levels and its becoming a danger zone where cars speed down Gwynne st to speeds up to 130 km/h. Hoons regularly tests their cars at night to see how fast they can go to the point where windows rattle from wide open throttles and screeches from brakes tests which have been reported to police.
Firle	Traffic	The worst of it is trying to get out of your driveway and your vision being blocked from excessive cars parked on the road which has seen too many close calls for our family. Most residents agree that Gwynne st has become a shortcut bypassing the Glynburn and Magill Intersection to provide a corridor between Portrush and Glynburn Roads. Some morning I've lost count of cars going down the street before I can get out. Why are we the poor cousin when it comes to making our street a safer
Firle	Traffic	Other councils all over Adelaide have introduced 40 km/h zones and the likes of Beulah Road gets nice speed humps to slow traffic down. We need Traffic control now. We need enforced Parking
Firle	Traffic	I have been using Firle shopping centre for over 7 years now, and the traffic congestion down Margaret St, between Hampden St and Glynburn Rd is the worst it's ever been. New houses (3 or more crammed into blocks that used to have one) and more people parking their car to go shopping is the cause. Parking should be restricted to one side of the road.
Firle	Traffic	Cars parked in street which makes it hard at times to get out. and property owner of 2 scarratt ave firle has a lot of cars and they think they own the street and park all over the place and make it hard to get in or out and restricts the flow of traffic
Firle	Traffic	Cars often parked illegally at reserve and street
Firle	Traffic	Cars leaving the shopping centre park assume all vehicles are turning in and often keep coming out when you are trying to drive ahead. Better signage and wider access to car park. There is always one single car parked just outside the carpark drive way. It should be a no parking zone along the length of Margaret Street
Firle	Traffic	With cars entering/exiting shopping plaza car park as well as to/from Glynburn Road, this is a congested zone. Add to it cars parked on both sides of the road adding further anguish. Frick St should be a no parking zone at least from Dunkley to Glynburn
Firle	Traffic	resident parks their boat right on the curb, it creates a lot of congestion and traffic hazards. i am a learner driver and so getting stuck in congestion on this corner is quite stressful as there isn't much room when the boat is there. there is plenty of other parking space on gage street that would be a more appropriate place to park the boat away from the corner.
Firle	Traffic	Parking on Gwynne street congested both ends of the street due to barber shop (glynburn road junction) and cafe at the Gage street, Gwynne St intersection. Turning into Gwynne street from Glynburn Road serious accident risk due to parked traffic both sides of the road.
Firle	Traffic	Constant speed cameras here suggest this is a speeding zone which may make the council think of reducing the speed limit/speed humps etc. Do not alter any speed limits or slow down measures anywhere in this council area. The problem is not people going 52km/h, the problem are people doing in excess of 60 km/h and reducing speed limits will not deter these people. Leave the limits at 50 km/h.
Firle	Traffic	There are a lot of people that complain about using this area for shortcuts to skip the busy main roads. I don't have a problem with that and I do not want streets blocked off/speed humps/reduced speed limits to counteract this. people take short cuts because in Adelaide, traffic lights give North-South Traffic more green time than East-West traffic. Fix the problem properly by better stoplight management for East-West traffic to reduce congestion on the main roads.
Firle	Traffic	Firle shopping centre driveways are dangerous because people park along the street hindering visibility. All because they are too lazy to park in the always empty north east area of the car park because its too far away from shops! Put no parking zones 50 metres from shopping centre
Firle	Traffic	This is a dangerous intersection. too may crashes due to people pulling out onto Glynburn Rd without looking properly.
Firle	Traffic	A lot of people complain about the increased traffic and congestion over the years. Although true about the traffic, what is making it more congested is the alarming increase of cars parking on the street, And this is because the council is allowing builders to build multiple homes on large blocks and don' allocate sufficient off street Parking! And if they do, because these town houses are so cramped together it is to hard for residents to access them so they say stuff it, and park on the street instead. The council should legislate that new dwellings must from now on provide a minimum of easy accessible off street car parking for a minimum of 3 cars!
Firle	Traffic	This boat in Ryan Ave at Gage St needs to go.
Firle	Traffic	There was an old grey Mercedes station wagon parked here for a very long time. Dust build up, cobwebs and permanent street sweeper edge line around it are dead giveaways it hasnt moved. You can tell it has no engine in it as the front end is higher than the rear. Probably not registered which is illegal to have an unregistered car on the road. The last I saw it, it was pushed around the corner onto (I think) Morris Street.

Suburb	Comment Type	Comment
Firle	Traffic	This intersection allowing cars to turn right from Margaret St to Glynburn Rd has become very dangerous due to the increased traffic. I have witnessed many near misses as drivers don't realise cars can turn Right on to Glynburn Rd from Arthur St! Furthermore delays to turn create a long line of traffic down Margaret St blocking entrance to the Glynburn plaza and also stops cars from exiting the Firle Plaza car park. Maybe only allow the Right turn on to Glynburn Rd between 7 pm- 7am? Thanks
Firle	Traffic	This area is a dangerous black spot. Many Cars exiting the Firle Plaza assume I am turning into the car park and pull out in front of me on a weekly basis when I am actually driving head! This entrance and exit point should only be an entry and cars should use the existing exit on to Margaret st that is currently 15 meters down the same road. This will avoid accidents and congestion, especially when a car is parked opposite the exit/entryway. This should be a no parking area. Thanks
Firle	Traffic	This intersection is now becoming dangerous due to the increase traffic and no give way or stop sign. Cars zoom up; down Hampden street well over 50km/hr, and some cars turn left from Margaret St in to it without looking to their right! A stop ● sign or at least a give- way sign would limit the risks of accidents.
Firle	Traffic	Almost every day (and especially on weekends) cars speed down Margaret St to get to the shopping centre or as a short cut to reach Shelley St or Marion Rd. In addition the traffic in Margaret street has increased enormously with accessing the Firle and the Glynburn Plaza. Parking on Margaret St has become an issue due to many newly built houses and the Firle Plaza parking overflow, which creates traffic delays and hazards.
Firle	Traffic	east end of gage street is too narrow to have cars parked either side of the street, It is dangerous especially having a school so close,
Firle	Traffic	This entry into the Hungry Jacks car park is far too narrow for 2 cars. if a vehicle is exiting while another is trying to enter, it cant be done. The stobie pole needs to be moved and the entry/exit widened. Cars then stop on the road, causing a hazard for cars turning in from Glynburn Rd
Firle	Traffic	The ability to parallel park directly across from the Firle shopping center exit, should be removed for 20m each way, during peak times. extremely difficult to exit turning right onto Shelley St.
Firle	Traffic	I am convinced that Gwynne street is the next track on the Formula One program. This street has become a hoon hotspot and tradies high speed rat run, action is needed.
Firle	Traffic	This end of Gwynne St. should be blocked. The amount of idiots from the Barber shop and those racing through from Magill/Rostrevor is ridiculous for a suburban st.
Firle	Traffic	The bottom of Gwynne St. has become the parking lot of the corner store from as early as 7am in a residential area. Obviously this means more traffic and difficulty in for residents in negotiating this corner with Gage St. Worse still, the patrons picking up their weak soy Frappuccino's proceed to drive like complete idiots to and from the store with no regard for residents.
Firle	Traffic	Would love to sleep in past 5am one morning, however the constant flow of tradies driving at warp speed down Gwynne st. cutting through from glynburn rd to portrush rd. ensures this won't ever happen :(
Firle	Traffic	I notice that some people find the vehicles parked on the side of the road in Ryan Ave a nuisance. I suspect many of these people do not live on Ryan Ave but are using it as a rat-run to avoid the main roads. Or perhaps some driving instructors taking learners down Ryan Ave to park. As a resident I want to see something down to prevent this small street being used as a short-cut - they should use Shelley Ave.
Firle	Traffic	Traffic busier in the mornings and at the afternoon drive home as motorists short track from Glynburn avenue, down Gwynne street and then into Stapleton and then down to Portrush road, reverse in the afternoon. Also number of cars parked on the road as planning approvals allowed multiple dwelling. Cafe on corner has increased flow and parked cars. Solutions: Single access drive thru like on 7th Ave and Williams Ave, Shut off Gwynne at Green St, and shut off Stapleton at Gage St.
Firle	Traffic	The traffic speed and volume needs to be sorted here on Gwynne St. Almost none of the traffic is residential, just seem to be using Gwynne to cut through the suburbs. This area could be so much more livable but it is ruined by the danger and noise of speeding vehicles including trucks.
Firle	Traffic	So many times drivers from outside this area race around the corner of Gwynne st and Gage St almost hitting my car. Parking isnt so much the problem as traffic volume and inconsiderate drivers not willing to slow. I even seen a child almost hit by a car there the other day, didnt even bother stopping just drove off :(
Firle	Traffic	Sick and tired of tailgating drivers speeding up and down Gwynne St. to the point where they have to take evasive action when i turn into a driveway. They drive like it is a highway, then blow their horns like you had no right to slow down, very annoying. These people don't even live in this area!!!
Firle	Traffic	Stapleton rd. one of the many cut through roads of choice for traffic every morning and evening.
Firle	Traffic	Traffic calming/speed deterrent measures are definitely required on Gwynne St. much like on Seventh Ave. Not wanting to use arterial roads is no excuse to drive through residential areas at high
Firle	Traffic	Huge amount of heavy vehicles now deciding to use Gwynne St. as a corridor. this includes industrial sized delivery trucks and food transportation trucks. This is becoming a joke, the main roads arent that bad that one needs to cut through and Magill/Portrush intersection is almost complete.
Firle	Traffic	Just block Gwynne St off. Terrible traffic and never any police or cameras to enforce these idiots.

Suburb	Comment Type	Comment
Firle	Traffic	Sick of the speeding traffic every day! The council is quick to take when it comes to rates and revenue, but this study and hopefully infrastructure to deter rat running is well overdue.
Firle	Traffic	Some time ago we had counters in the street for Gwynne but that was during lockdown when there was no traffic. 12 new townhouses going up in Gwynne which means another 24 cars at least parked on the road. Difficult even reversing out of the driveway during the "rush hours". Have lived here for nearly 30 years and Gwynne st has gone from being a quiet suburban street to a busy thoroughfare for cars cutting through our suburb.
Firle	Traffic	Traffic has increased big time and cars travel at high speeds. something needs to be done to deter this problem .also intersection Gage and Gwynne since coffee shop opened with cars parking on yellow lines and difficult to enter into gage when Coffee shop is busy.may be Close Gwynne st at Green st so traffic goes into Green st..I am a long term resident in Gwynne st
Firle	Traffic	Fed up with traffic noise! Gwynne St is so busy it's ridiculous.
Firle	Traffic	Turning from Glynburn into Gwynne when there is lots of customers at the barbers is dangerous. Customers are parked on both sides of road and it is easy not to see moving cars coming up Gwynne towards Glynburn. It also gets blocked at times as it becomes single file. Suggestion would be to extend yellow line on International Ceramics side at least to the driveway so customers need to park a little further from intersection.
Firle	Traffic	A boat and other vehicles are illegally parked partially on the footpath and across driveway openings almost permanently at the west end of Ryan Ave. Further to Ryan ave problems is the ever increasing amount of cars parked semi-permanently in the street. Personally I would not object to Ryan Ave being blocked just west of the John street intersection. Is there any reason why Coorara ave continues to be used as a bus route when Luhrs Rd would be a far safer option?
Firle	Traffic	The intersection of Glynburn Road and Frick avenue gets dangerous and impractical when cars are parked in the street between the exits of the two shopping centres and Glynburn Road. It would be good if a no parking zone was set up there. Thanks
Firle	Traffic	New homes were built and are currently being built on Margaret Street between the exit of the Coles car park and Adey Reserve. Cars park on both sides of Margaret street which makes the traffic dangerous and sometimes impracticable. More no parking zone would be good, especially in parts where the road is not wide enough for two cars are parked facing each other.
Firle	Traffic	Since living on Gwynne St and in the area now for some number of years, there has been a huge increase in traffic throughput. The increase noise and volume of traffic detracts from what could be a much more peaceful and livable neighborhood.
Firle	Traffic	About time that Council is looking to manage traffic in this area, Gwynne St is a total racetrack and despite regular complaints the problem continues to worsen.
Firle	Traffic	It's time for the NPSP councilors to get in the face of elected MP's and lobby for some form of policing in this area. According to SAPOL they are just too busy and under resourced to deal with hoon drivers. Not good enough.
Firle	Traffic	Just block off Gwynne at Glynburn Rd.
Firle	Traffic	Coles opening hours too long. Draws large volumes of traffic over extended periods, longer than many other residential shopping centers.
Firle	Traffic	Gwynne street could really use some traffic calming/speed reduction controls. This would physically limit the high speed driving that seems to occur on a daily basis in this area, adding to undue noise and risk. suggest placement of such infrastructure in vicinity of laneway entry point .
Firle	Traffic	So glad the council is finally undertaking a study. I echo the comments of others on here, particularly around speed and volume of vehicle movements along Gwynne St. Green St. Stapleton St. And Gage St. The problem is clearly worsening, affecting the livability of the area.
Firle	Traffic	Concerned that the urban infill is contributing high traffic volumes. One property on Gwynne st. Situated behind existing properties has approval for a further 6 x dwellings. The council infrastructure simply has not kept pace with this increase. Surrounding areas are just as populated. drivers are looking to cut through suburbs to race against main road light sequences causing a lot of traffic/road noise.
Firle	Traffic	Basically a drag strip :(
Firle	Traffic	Gwynne St. is super busy. Definitely a lot of traffic trying to cut through from arterial roads.
Firle	Traffic	Cars speed dangerously fast along Hampden St, council should introduce slow points, ie speed humps or introduce 40km zone especially next to the playground.
Firle	Traffic	If you opened up the continuation of Arthur street into Firle shopping centre it would avoid many of the other traffic issues around the surrounding streets where cars are needing to use Shelley or Margaret Street to access the shops - creating more traffic issue for those streets. Especially Shelley
Firle	Traffic	With the welcome of the new café, traffic has become even more congested at this intersection, and with too many cars using it as a cut through is now very dangerous. Block off Stapleton altogether, this will stop the speeding cars cutting through on a very tight, left off Gwynne and right into Stapleton, which is out of control at the moment making it a very dangerous and potentially fatal

Suburb	Comment Type	Comment
Firle	Traffic	It is concerning the amount of traffic that drives down gwynne st. The majority of this traffic is non residential, people cutting through either from portrush rd or glynburn rd. Quite often cars drive at alarming speeds that endangers the lives of other drivers and pedestrians. Add to the fact that the council has allowed the density limit to medium thus increasing the potential for even more traffic with nil infrastructure to control traffic
Firle	Traffic	I am greatly concerned with the volume of cars and the speed at which they drive down Gage Street. They seemingly have disregard for other persons safety including children that are getting to and from school. Is it going to take a fatality, child or adult before the council or SAPOL take action.
Firle	Traffic	It is great to have local businesses to support, however what is not great is when people are ignorant and have a blatant disregard for the already established and obvious yellow lines by parking over them, making it dangerous to turn in or out of gwynne st. The council need to step in and enforce the marked yellow lines otherwise they are pointless colourful pieces of decoration.
Firle	Traffic	I am convinced that unless action is taken to reduce speed on Gwynne St. someone will have a car through the front of their house, it is THAT bad! Many hoons, and if the guy in the black Mercedes sees this, good! i have your number and a special surprise for you moron!
Firle	Traffic	Constructed a new house for the long term on Gwynne St, Increase traffic and speeding (Excessive) is a concern with two young children. Altercations have been witnessed between motorist not giving way to each other. Congestion at Gwynne St; Gage Street intersection with traffic and park cars. Increasing risk when turning right from Gwynne Street. Like to see measures implemented for safety reasons.
Firle	Traffic	I feel like the best solution to the high volumes of out of zone traffic is to close off the Eastern end of Gwynne St. This would be of little inconvenience to residents and prevent a high number of rat run vehicles using Green St and Gage St via Gwynne St.
Firle	Traffic	Road noise along Gwynne is terrible due to constant traffic. It's not peaceful like it used to be and isn't a pleasant place to live currently, very disappointing.
Firle	Traffic	The Gwynne st Gage st corner has become increasingly dangerous with cars park on both sides of Gwynne st. The Cafe patrons park right on the corner, the yellow line is completely ignored. I have also had to negotiate people standing in the middle of the road car door open and having a good chat as if they own the road.
Firle	Traffic	So many Hoons up and down Gwynne, about time action was taken so let's hope the council funds some change.
Firle	Traffic	Vehicles use this corner to accelerate extremely fast turning left out of Barnes Road into Marian Road. Vehicles also complete burnouts; very hard acceleration drag lines on this intersection
Firle	Traffic	Traffic heading east or west along Margaret Street are in DANGER consistently of an accident due to the fact that the road is not wide enough to allow traffic flow and vehicles parked on either the North or South side of this road in between Scott Street and Hampden street. An easy fix to this problem would be to continue the Yellow non parking lines on both the North; South sides of Margaret street between both Scott; hampden streets.
Firle	Traffic	The road surface of Morris Street and Arnold Avenue have been substantially damaged due to the Heavy Vehicles; Diverted traffic that was sent along both of these roads whilst the upgrade was taking place on the roundabout on the corner of Marian Road; Hampden Street back through late 2021. an easy fix to this issue would be to TOTALLY resurface; asphalt all of Morris Street; Arnold Avenue.
Firle	Traffic	speed of vehicles on this stretch of road is very dangerous
Firle	Traffic	oOstreet you are confronted with overhanging tree branches that are falling directly into the path of the oncoming vehicle which could cause and result in a vehicle accident.
Firle	Traffic	I get why this roundabout was put in and the Marian Road traffic restricted from going further west. But all it has done is create bigger issues up on Avenue Street and John Street. Some bigger picture thinking required here.
Firle	Walking	Poor street lighting for pedestrian and cyclist safety alike. Gwynne and Green St very dark particularly during winter.
Firle	Walking	Walking along the footpath on the West side of Hampden St (outside No 10) is very unpleasant and unsanitary due to the seemingly abandoned car which has been parked in the street there for 2 years - WITHOUT MOVING at all. The car has grass and weeds growing out if it and the Verge next to the car has not been mowed or weeded at all in 2 years. In fact it is a mound of dirt covered in weeds. Council needs to get the car moved and tend to the Verge.
Firle	Walking	Crossing Gage St to get to or from the bus stop on Coorara Ave is very dangerous/difficult. This is due to the amount of cars on Gage St, often speeding or accelerating quickly after turning out of Shelley Ave or Coorara Ave. Suggest a pedestrian island be placed on Gage st to assist crossing safely.
Firle	Walking	I live independently at the Lutheran Home complex as do I think, over 300 people - and growing. Unfortunately many of us are either on walking frames or scooters. The footpath surface is quite awful as we move along. The footpaths are made of small, interlocking pavers; it feels like moving over corrugated iron. You would have no idea just walking - you would need to experience it this way yourself. Having travelled over surfaces with larger pavers in some suburbs, the effect is much smoother

Suburb	Comment Type	Comment
Firle	Walking	Very difficult time I cross Marian road particularly with children near gage road intersection. Footpaths are also very difficult to get bikes and prams from road to path
Firle	Walking	Dangerous corner here for pedestrians. Recent work has improved this but there are still drivers who turn off of Glynburn Road (from both directions) into Shelley Street at speed
Firle	Walking	Lighting required along path adjacent Third Creek
Firle	Walking	This laneway is a great short-cut between Gwynne Street and Firle Plaza. It is littered with shopping trolleys and feels unsafe at night. How did the Norwood Foodland trolley get here?
Firle	Walking	Agree with the other comment, this laneway is filthy, littered and dangerous. Why you might ask? jagged steel fence components sticking out of falling down fences and the broken pieces of asbestos fence which should be removed. This is a serious health risk and the council know about this. There is simply no way this would be tolerated in St Peters...!
Firle	Walking	Nearly hit by a speeding car turning up Gwynne st this morning. The driver lost control on the wet road sliding sideways. People simply drive far too fast in this area, for the density and amount of foot traffic particularly during work start and finishing hours.
Firle	Walking	Very dangerous area to try and cross the road, mainly due to speeding and high volumes of traffic. Problem appears to have gotten worse over the last few years of growth in the area as well as increase in vehicles cutting through back streets.
Firle	Walking	A fair bit of pedestrian traffic in this area due to the bus stops and shops, would benefit from some controls given the large volume of vehicle traffic around the intersection.
Firle	Walking	Constant traffic during morning and afternoons makes difficult/dangerous to cross here
Firle	Cycling	Dangerous to ride this street due the high amount of on street parking. Every time an old property is knocked down 2 or more are replace it and the problem is more than doubled. Occupants in unit blocks are often too lazy to use dedicated parking so simply park on the street.
Firle	Cycling	This is a dangerous roundabout for bicycles as vehicles do not slow down and give way, leading to numerous close calls and near serious crashes. Forcing vehicles to slow down at this intersection would provide more safety for bicycle users, as would clear bike paths on this road, with highlighted bike use near the intersection, so drivers are more aware of bikes on the road.
Firle	Cycling	The bike lanes down Glynburn Rd are in poor condition and not safe for bicycles when travelling at speed. They are uneven and not well highlighted.
Firle	Cycling	Suggest creating a bike lane on Gage St as the main road conduit for bike users riding to the CBD from these suburbs. It will direct users to Magill Rd; Beulah Rd, with dedicated bike lanes, and highlight to vehicles that bikes are in the area, as I have several near misses due to inattentive driving and speeding through this area as a cut through for cars and small-medium trucks.
Firle	Cycling	This is laneway is a great short-cut for walkers to Firle Plaza. Could it be reconfigured to allow cyclists to use it too? It is littered with shopping trolleys.
Firle	Cycling	Uneven surface near manholes dangerous for cyclists.
Firle	Cycling	The kerb extensions with the gutters in Gage Street are dangerous for cyclists. Do you really expect me as a cyclist to follow the kerb?
Firle	Public Transport	The bus stops on Coorara are badly located for other traffic. They are placed where there are yellow humps in the centre of the road to prevent cars from crossing over the centre of the road. However when buses stop for passengers, most cars will not wait behind the bus and many do not think their car will fit on the same side of the road, so they straddle the yellow centre humps and cross onto the wrong side of the road - very dangerous! Especially near an intersection ie Gage st. Move the stops
Firle	Public Transport	Relocate stop 13 Coorara ave nth side to Infront of Syd Jones reserve
Firle	Public Transport	Sunday services on Route H33 start too late to attend early church services in the City
Firle	Public Transport	The bus stop sign at Stop #14 is worn with the old bus symbol and information. The stops in Coorara Avenue were upgraded with fresh new Go Zone green signs. Can the non-GO zone signs be updated to the same standard?
Firle	Public Transport	The bus shelter and sign are not a high standard to the Go Zone bus stops on Route H33. Can they be upgraded to a higher quality by the State Government? The bus stop sign is not straight and is worn and old. The shelter seats are cold in the winter. Would a shelter with wooden seats be better for customer comfort?
Firle	Public Transport	Busses use stops 13, north; south side as a time point, where they stop for an extended period of time if they are running early. It is quite dangerous so close to an intersection and I have seen many close calls sue to this.
Firle	Public Transport	Bus stop 13 is too close to the corner of Gage Street and buses block cars. Trolleys are left at the stop from Firle Plaza as this is the end of the Go Zone frequency bus services where Routes H30 and H33 merge heading to the City.
Firle	Public Transport	Route H21 from the City does not operate on weekends. I have to walk to the Norwood Parade on the weekend. It would be good to have a 7 day / week service to The Parade.
Firle	Public Transport	Already there is a bus that comes down marian road, do we really need one that comes down shelley street at the same frequency. There were 3 busses at the Coorara Ave stop the other day at the same time, seems like overkill for the area.

Suburb	Comment Type	Comment
Firle	Public Transport	stop 15 Southside is a dangerous bus stop as vehicles turning out of Morris street literally drive straight into the back of the bus as it pulls up to stop at number 15. You cannot safely drive out of Morris Street if a bus is parked at this stop, nor can you safely overtake this bus if it is at this stop anytime during the day. Also the rear of the bus is extremely close to the corner. I suggest the stop should have been moved further down Marian Road totally away from the intersection of Barnes
Trinity Gardens	Traffic	Street parking on Hereford Ave means that traffic often banks up, and despite the dip near the tennis courts, there are close calls due to speed. This is particularly near Fifth, Seventh and Aberdare Avenues, and Stapleton Street. Traffic flow often disrupted and visibility is poor due to both parked vehicles and the topography.
Trinity Gardens	Traffic	The bottom half of Albarmarle Avenue from Herford Avenue down to Portrush Road needs some more traffic calming devices. There are often cars travelling at high speed along this short section of road. There are also a number of young families with children living in this part of Trinity Gardens who deserve to feel safe on the footpaths and crossing or using the road.
Trinity Gardens	Traffic	Current traffic volume during peak hours and weekends on Hereford ave and surrounding streets create a likeness to a race track. Cars acceleration trying to beat incoming traffic to bottle necks due to parked cars. Consideration to speed reduction and measures that would discourage traffic volume particularly rat runners would be most welcome. One way streets, single direction entry into key roads, maybe a solution
Trinity Gardens	Traffic	At the end of school day there are lots of cars parked on both sides. Cars get stuck driving down the street as there is very little room to get through and not many gaps to pull into to allow cars coming from the other way through.
Trinity Gardens	Traffic	I would like to see speed restrictions at all times on Magill Rd
Trinity Gardens	Traffic	Cars are often speeding down Avonmore make it unsafe for children/families who frequent lthe park
Trinity Gardens	Traffic	Pedestrian crossing at McDonald's to improve school students safety, walking to school, particularly with secondary school zoning changing which will require families from Payneham, Trinity Gardens to cross over to access the zoned high school
Trinity Gardens	Traffic	School drop off in morning spills out from Jones Avenue onto Portrush Road causing queues and risk of rear end crashes
Trinity Gardens	Traffic	Fix the two dips to allow for smoother and safer drive. Consider also placing stop signs at this intersection on Aberdare avenue (change from the current give way sign).
Trinity Gardens	Traffic	Fix the two dips to allow for smoother and safer drive. Consider also placing stop signs at this intersection on Aberdare avenue (change from the current give way sign).
Trinity Gardens	Traffic	The green time for Magill Rd traffic is not long enough during peak times. Congestion is excessive.
Trinity Gardens	Traffic	Why are you not allowed to exit out of McDonalds driveway onto Ashbrook Ave? This would decrease Magill Rd traffic if you allowed it.
Trinity Gardens	Traffic	Allowing both entry and exit of spotlight rear driveway will decrease congestion on Migall and Portrush Roads. Us locals wouldn't have to go on those 2 main roads to access the venue.
Trinity Gardens	Traffic	he main speed offenders in the Area are the Jarvis Ford Mechanics. I have seen them several times speeding up Albermarle and blasting up Third avenue to Gage St. I know its them because you can see a seat cover on the drivers headrest. The cars were FPV Falcons and now Mustangs - some brand new with a Trade Plate on the back. If you want to curb the problem - put a cop car on the top of Albermarle Ave for a day.
Trinity Gardens	Traffic	The volume on the street far exceeds a small suburban st. Forsters landscaping/Trinity Gardens crash repairs, Trinity gardens School, Ford and Spotlight (although not allowed) all use the street to get in and out of these locations. The issue is, on top of these Amherst is the most used cut through street from Portrush to Magil rd. Speed humps would keep the necessary business and school traffic, but reduce the cut through traffic. This would also help reduce speeding, another problem.
Trinity Gardens	Traffic	Traffic light only allow approx 6 cars to turn onto Magill Rd leadings to a lot of congestion.
Trinity Gardens	Traffic	Traffic around iccream shop and down road very congested . Very difficult to turn into street from Magill Rd when cars parked incorrectly and all down street having to weave in and out of cars parked on road. Lots of families cross road without looking !!
Trinity Gardens	Traffic	Reducing the speed limit in certain areas may help to direct non residents to use the main roads. The traffic noise from Portrush Road can be heard back to Aveland Avenue. Through traffic using cross streets to Magill and PR Road at times is a noise issue, along with motor bikes. Traffic around the schools is an ongoing issue, particularly bank up of traffic from PRRoad.
Trinity Gardens	Traffic	Hereford Ave is used as a short cut from Glynburn Road. to Gage, Stapleton, Hereford, and then either to Aberdare for the school or Albermarle to Portrush Road. The increase in traffic during the peak hours is very noticeable. It could be resolved with humps along Hereford, or closed streets.
Trinity Gardens	Traffic	Cars often cut the corner here leading to near misses with head on cars. Suggest bumps in the middle of seventh ave to keep cars on the right side of the road.
Trinity Gardens	Traffic	i believe that portrush road is in need of more pedestrian crossing lights, the amount of aged residents in the area and for young families, trying to cross over to the childcare facility is ridiculous. Specifically in the afternoon from 3.30pm traffic is at a high volume.

Suburb	Comment Type	Comment
Trinity Gardens	Traffic	Devitt Avenue becomes a bottle neck during school time, cars turning into Devitt from Portrush often have limited space to get around the corner, creating unexpected stoppage for Portrush road traffic, creating an accident zone. Cars travelling East on Devitt to school pick up then have limited space to collect students safely with cars weaving in and out of spaces between parked cars. The left hand side of Devitt avenue when travelling east should be kiss and drop zone, right limiting parking
Trinity Gardens	Traffic	Speeding cars Along Avonmore ~ the safety is not around families and kids but animals being killed by cars.
Trinity Gardens	Traffic	Idiotic money spent on this intersection has not improved road traffic use. And delayed Turing due to adding a second lane. It has also pushed congestion in either direction.
Trinity Gardens	Traffic	There is a high volume of traffic using Hereford Avenue and often at speed due to the wide, straight alignment of the road. It is used widely as a cut through for rat runners during morning, afternoon and evening peaks to schools, shops and other main roads. Creates noise and safety issues. A big contributor to traffic volumes is from motorists turning left from Hereford Ave onto Magill Road and then right onto Gurus Road, Beulah Park and vice versa due to the ease of being a short cut.
Trinity Gardens	Traffic	Two-hour parking in the area, but Jervis Ford and their staff are taking no restrictions. They (many of the staff) claim that they have exemptions and they park there all day in the two-hour zone. Most of the problems we have in the area come from that. These two streets are like a parking lot. Council should police the restrictions more. When police come, staff move slightly within the same zone. Suggestion is to put a roundabout at Albermarle Ave and Annesley Ave to slow down traffic speed.
Trinity Gardens	Traffic	Speed of traffic and volume, traffic control devices required along with 40kmh
Trinity Gardens	Traffic	Two main things of concerns: speed and volume, and the proximity of the tennis court. During summer time and school times there are children everywhere. We are concerned about the safety of the children. Our street has become a shortcut between Glenburn and Portrush. Suggest 40km/h and speed hump.
Trinity Gardens	Traffic	My preferred way to get to the ring route is to do quick left here from Jones to Portrush then right onto Clifton St and rat-run through Maylands; Stepney to Nelson St. Magill Rd is a more appropriate option but is choked up and painful to turn right onto from St Morris.
Trinity Gardens	Traffic	Consider roundabout at Aberdare/Ashbrook intersection to slow very fast traffic and consider local traffic only in peak hour times
Trinity Gardens	Traffic	Speeding cars, volume of cars, rat run behaviour. speed control devices and 40kmh
Trinity Gardens	Traffic	This intersection has high traffic volumes especially in the morning as vehicles snake-thru the suburbs seeking a shortcut onto Portrush road.
Trinity Gardens	Traffic	Canterbury / Albermarle Intersection is a car-accident prone intersections.... it has been, for as long as I can remember. The over-accumulation of street signs and road-markings (including give-way signs in the middle of the road) is a manifestation of this concern, however the problem is yet to be adequately resolved.
Trinity Gardens	Traffic	This Canterbury/Albermarle intersection has high traffic-volumes especially in the morning as drivers try to snake-thru the suburbs and short-cut onto Portrush Road via the Albermarle avenue.
Trinity Gardens	Traffic	The traffic down Aberdare is unruly at best and dangerous at its worst. The drag strip from the Hereford T - junction to Ashbrook Give Way sign is a danger to school children during weekdays and a drag strip for young drivers on weekends. this traffic has to be slowed down as a duty of care to pedestrians and noise pollution to locals. Solution: Speed humps or give way signs at every junction down to school.
Trinity Gardens	Traffic	Hereford like many of the streets in Trinity Gardens are used as a cut through to avoid Magill road and or Portrush. As a result drivers maximise speed to get through well in excess of 50Km/hr we have witnessed cars doing 60km/h plus. More signage as to 50km/h limit and the occasional unmarked speed camera would help.
Trinity Gardens	Traffic	Drivers turn left at Hereford from Aberdare without even looking left and our driveway is a Russian roulette exit. Solution: Signage required to alert traffic or else just ban the left turn.
Trinity Gardens	Traffic	Drag strip ends here (Ashbrook; Aberdare) on weekends hot rods like to scream down to Give Way sign. Solution: Police it or apply humps, Hoon driving does not belong in this Council district !!!
Trinity Gardens	Traffic	Canterbury Ave/Abermarle Ave is a dangerous intersection with a blind spot from a tree. The Give Way sign is confusing and makes access to a driveway on the northwest corner property difficult. Would a 4-way stop be safer?
Trinity Gardens	Traffic	I live at 8 Aveland Avenue, Magill Rd end. The number of long term parked cars here has increased due to: 1. AEM car yard has excessive cars for their premises, parking cars for days/weeks in this and nearby streets and test drive cars 2. Bus travellers 3. 48 Flavours ice cream shop More cars use this street as a cut through during/after the traffic light upgrade. With cars parked on both sides some through traffic speed to get thru before oncoming cars. Some Jarvis Ford sometimes test
Trinity Gardens	Traffic	Excessive number of cars turning into Albemarle doing u-turns, some right on the intersection w Portrush Rd.

Suburb	Comment Type	Comment
Trinity Gardens	Traffic	Fast traffic in Albemarle, some is from Jarvis Ford testing cars. Needs to be 40km zone with other traffic calming measures such as a roundabout at Annesley Ave. Lots of large vehicles and trucks park in Albemarle making it hard to see the oncoming traffic without going out into the road.
Trinity Gardens	Traffic	Suggest left turn only from John St onto Portrush Rd. Use some of the corner of the oval at Ashbrook/ John St intersection to increase the round about size Undulating road at eastern end of Payneham oval dangerous, recent car write-off. 3 tonne limit of large vehicles. Careful traffic diversion away from Ashbrook Ave from development planned on old woodies factory site. Large truck diversion on ring road away from PRR, lobby state and federal traffic infrastructure depts. long streets need chicane.
Trinity Gardens	Traffic	The whole study area would benefit from being a 40km/h zone. It is well known that speed is a major cause of injury and fatalities. Whatever the speed limit, it is common behaviour to go over that. AEM car yard using it as a parking lot (previously commented on) and slow the traffic coming through at speed.
Trinity Gardens	Traffic	Hereford Avenue is unsafe due to volume and speed of traffic especially in morning and afternoon rush hours. Our worry is the number of children in our neighbourhood attending the local primary school which services almost 1000 students. There is nothing to deter traffic using our road as a thoroughfare from Glynburn Rd to Portrush to avoid the traffic lights. It is deplorable.
Trinity Gardens	Traffic	Speeding vehicles in excess of 80km/h in Albermarle Avenue in the morning; again from 5.30pm to 11.00pm most days. Local residents; the Residents Association have previously asked Council to install a Roundabout at the intersection of Albermarle; Annesley Ave's to slow the traffic down; try to avoid accidents that are close to happening most days. The electricity pole near the intersection can't be an excuse because there are 3 such similar poles in Ashbrook Ave, Payneham at a roundabout.
Trinity Gardens	Traffic	Amherst; Albermarle Aves are basically a permanent Car Park (Mon-Fri) with a very heavy load of cars; trucks travelling along the street. 2 days last week I counted 44 cars parked between Magill Rd; Albermarle Ave on 1 day; 45 cars parked on day 2. Several were parked illegally. In a 3 hour period on 1 day 145 vehicles travelled along the street; on the second day there were 141 vehicles with some vehicles having to wait at one point for oncoming cars to pass for waiting cars to go.
Trinity Gardens	Traffic	Many drivers use Albermarle Ave. to bypass the Magill Rd.-Portrush Rd. intersection and travel at excessive speed principally during the morning "rush period" as they race to Portrush Rd. Those wanting to turn right on to Portrush Rd. have a very difficult task and often cause congestion and a long line of traffic in Albermarle Ave.
Trinity Gardens	Traffic	With a very large volume of traffic using Albermarle Ave. al day, principally in the morning, lunchtime; at end of the business day AND the number of vehicles, mainly from Jarvis Ford parking all day in 2 Hr. Parking Zones it is extremely difficult for residents to exit their property in their vehicles with cars parked right up to; in some cases partly over driveways. We need the "no parking yellow lines" moved further away as has occurred for the resident on the corner of Annesley Ave. .
Trinity Gardens	Traffic	Safe street vision obstructed at this intersection (Albermarle and Amherst) for all vehicles, bikes and pedestrians due to parked cars. Parking lines need to be taken further back so not to have to nudge out in to the middle of the intersection to check for oncoming traffic. In action examples: Left turn on to Albermarle Ave. from Amherst Ave. Amherst Ave turning right onto Albermarle.
Trinity Gardens	Traffic	Portrush and Albermarle intersection has become a 'U turn' point for cars visiting Officeworks, Spotlight, Medical Centre etc.. Have witnessed numerous accident and near misses with both vehicles, pedestrians and cyclists here. It needs to be made clear that conducting a U turn at the very beginning of Albermarle Ave where it meets Portrush Rd is unsafe! People should know, but they don't, or chose to make unsafe turns anyway.
Trinity Gardens	Traffic	Increase in traffic using Amherst, Albermarle and surrounds as a 'short cut' between Magill and Portrush Roads. This traffic typically move at speed making their 'rat runs' very unsafe. Couple this with the times this cars are travelling these roads, which are school pick up and drop off times, peak hour and the area is destined for serious accidents.
Trinity Gardens	Traffic	Road quality (Amherst Avenue and surrounding roads are often covered with soil, loam and other landscaping supplies from vehicles 'spilling dirt, sand etc' as they exit from Foresters Landscaping supplies). Road condition especially with cars travelling at speed, raises safety issues.
Trinity Gardens	Traffic	Concern over increase of road vehicle use by heavy vehicles with pending development of a Timber Yard across road from Trinity Gardens PS.
Trinity Gardens	Traffic	Vehicle speed (cars and heavier vehicles) using Amherst Avenue as 'short cut' to access Magill Road.
Trinity Gardens	Traffic	It must be made clearer (bigger than the current sign) that vehicles are not able to exit the Spotlight carpark onto Amherst Avenue. Perhaps a boom gate?
Trinity Gardens	Traffic	Right turn at Albermarle Ave to Portrush Road has become more difficult since the work on the Magill Road and Portrush Road intersection. Cars going South on Portrush Rd tend to stick to the right lines regardless if they are going straight or turning on to Magill, mainly because Portrush Road doesn't 'fan out' to 3 lanes until after Albermarle (and only for a short distance) thus cars are hesitant to 'spread out', enabling people to turn on to Portrush and into Magill turn lane. Increase rat run cars + local traffic = serious buildup at peak times.

Suburb	Comment Type	Comment
Trinity Gardens	Traffic	Bluntly speaking the number of trucks and heavy vehicles using this road (even as a major arterial) is inappropriate and too high for a suburb. What happened to train freight?
Trinity Gardens	Traffic	Delivery truck parked for most of the day very close to the Albermarle/Aveland intersection blocks the view of traffic crossing the intersection.
Trinity Gardens	Traffic	Heavy vehicles using Amherst Avenue and turning onto Jones also exiting Jones onto Amherst any time of the day. School Safety crossing on Jones has been taken out several times by heavy vehicles.
Trinity Gardens	Traffic	Turning into Canterbury Avenue from Magill presents a problem as the on-street car-parking on Canterbury Avenue begins too close to the intersection. So if there is a (or two) car waiting to enter onto Magill Road and a parked on Canterbury then the turn in is compromised and a risk emerges that you may either collide with the two cars or that the car behind you on Magill Road may hit you from behind as you do not complete the turn as expected.
Trinity Gardens	Walking	In the morning we walk to Trinity Gardens School along Aveland Avenue from Devitt Avenue and the lack of footpath on the oval side of Aberdare Avenue means we need to cross to the other side from Aveland Avenue. Lots of cars make the crossing difficult. A pedestrian crossing here would give pedestrians priority rather than cars.
Trinity Gardens	Walking	There is no safe way to cross this area of Magill Road, especially during peak traffic, and a pedestrian crossing would be helpful. Particularly given high school students as young as 11 will soon be crossing from here to travel to Marrayville high school.
Trinity Gardens	Walking	This intersection is too busy, small and dangerous for children to negotiate safely on either foot or bike resulting in the need to drive to and from school - safe crossings and bike ways for children to get to school might reduce traffic use
Trinity Gardens	Walking	I am concerned there is a risk to pedestrians crossing at the lights over Magill/Portrush Road intersection. The green walk light comes on (near the OTR service station) while cars are still turning right from port rush road to go up Magill road. (these cars are going on the amber signal however I think the delay for walk for pedestrians needs to be increased).
Trinity Gardens	Walking	I am very concerned with the speed of traffic in Albermarle Avenue, both ways but particularly heading to Portrush Road, both before and after school, as parents walk their children to school along Amherst Avenue crossing Albermarle Avenue. Many vehicles are travelling at least at 80km/h with no care for the pedestrians. There is a major accident or death waiting to happen.
Trinity Gardens	Walking	Child and other pedestrian and resident safety relating to the speed and parking of vehicular traffic along Jones, Amherst and Aberdare.
Trinity Gardens	Walking	No safe footpath on on Northern side of Aberdare Avenue running along school.
Trinity Gardens	Cycling	It as become very dangerous to cross Magill road for all bike riders from Ashbrook Avenue. An instalment of road crossing traffic lights for both bike riders and pedestrians is needed.
Trinity Gardens	Cycling	Aberbare Avenue is a designated cycling route, but it does not "feel" like it is. The pavement is uneven and the sharrows are worn. It would be great if this cycling route was upgraded.
Trinity Gardens	Cycling	difficult crossing magill road for pedestrians and cyclists, no refuse
Trinity Gardens	Cycling	Just outside the vet: water doesn't drain properly, leaving a pool in the bike lane after heavy rains. Dangerous for cyclists and drivers trying to avoid the water.
Trinity Gardens	Cycling	Cycling down this street is done mainly by school kids and it is matter of time before a speeding hoon will collect one and then there will be blood on our hands for not doing something about it sooner. Solution: Speed humps of 40km/hr speed limit introduced with a 90 day speed camera blitz
Trinity Gardens	Cycling	Cyclists have a tricky crossing of Portrush Road south of the PAC. Thankfully, the median and right turn lanes provide some protection from the heavy traffic when cycling from Jones Ave to Clifton St.
Trinity Gardens	Cycling	The bike sharrows along Aberdare Avenue are worn and it does not "feel" like a bikeway. Can the sharrows be replaced with more weather and road wear resistant material? Can the bikeway be signed more clearly with destinations and times to the City or to Firlie or Magill?
Trinity Gardens	Public Transport	Public Transport has become less favourable since COVID. The government need to look at this and provide a better system to achieve less cars on the road. People should also be encouraged to use public transport.
St Morris	Traffic	Rat running between Magill Rd and Glynburn Rd. is completely frustrating. This adds to the congestion of the area and impacts livability of the area due to higher noise, given the drivers are racing the clock and themselves.
St Morris	Traffic	Many vehicles speed through this area, which is highly populated with elderly people.
St Morris	Traffic	Many vehicles speed through this area at times of drop off and pick up of children at daycare
St Morris	Traffic	The last two or three years the traffic has increased heaps and the speed the cars has also increased. Due to new houses been built in our area, there are cars parked on both sides of the road which are narrow as is, you have to weave to get around them.
St Morris	Traffic	In the past few years the traffic in our street has increased and the speed the cars travel through street also has increased. Due to new houses been built in our area, there are workmen vehicles parked on both sides of street, you have to weave in and out to avoid them
St Morris	Traffic	Have recently had a car accident driving along Third Ave with a car failing to give way coming off Frank St.
St Morris	Traffic	The street sign is missing on Frank St.

Suburb	Comment Type	Comment
St Morris	Traffic	id like to request speed humps all along seventh ave past the roundabout heading past breaker street as we have kids under 5 living in the street ..The have been numerous cars speeding through the street and quite a few near misses with cars driving on the opposite side of the road...Im praying we dont have a fatality before we finally get some speed humps put in...otherwise one day there might be a tragic accident ...Prevention is better than cure.
St Morris	Traffic	The Williams Ave/Magill Rd intersection needs improvement. Traffic traveling east on Magill Rd and turning into Aldi banks up and cars traveling west on Magill Rd and turning right into Williams Ave also bank up and no one can move. The walking Lights should be relocated and become a traffic light intersection for Williams Ave/Magill Rd/Aldi car park
St Morris	Traffic	Parking on both sides of Seventh Ave., adjacent to the St Morris reserve after 5 pm causes significant disruption to residents attempting to access their own homes. Recommend Parking be restricted to the "house side" of the narrow road only.
St Morris	Traffic	This section of the street is too narrow to have parking on both sides of the street.
St Morris	Traffic	Gardiner Ave, William and Thomas Ave are used during peak hours as a cut through with cars often speeding down to Seventh Ave. Third Ave has a similar problem. Perhaps more round abouts would slow the traffic and discourage cut throughs.
St Morris	Traffic	Turning left into Seventh Ave from Gage St. is very dangerous with cars parked on both sides of Seventh Ave making visibility and access difficult with the problem worse on weekends. One way access would be great and car parking on one side of the road only. Turning right onto Gage St from Seventh Ave is also dangerous as you have to edge out to see cars on the left. This is worse if cars are parked on Gage St. The round about has improved the situation but perhaps one way access to Seventh Ave.
St Morris	Traffic	Cars should only be able to park on one side of the street on the Gage end of Third Avenue, and not too close to the corner
St Morris	Traffic	There needs to be some kind of solution to slow traffic (eg. A couple of speed humps) on Seventh Ave between the Gage St roundabout and Hereford Ave. I have young children and am home a lot and there is a significant number of cars using the street as a thoroughfare (I assume to avoid the speed humps on Devitt Ave?) and many of those speed through extremely quickly. I don't feel comfortable with my children in the front yard as I fear there could easily be an accident.
St Morris	Traffic	Visibility is poor at the Gage St, Seventh Ave roundabout. Poor choice of plants for the roundabout as they often grow so tall you can't see oncoming traffic. Many people speed through the intersection and many don't seem to slow down/give way as necessary. This has been an issue both when driving through and as a pedestrian.
St Morris	Traffic	Drivers use Seventh Ave as a 'rat run' to avoid main arterial roads/intersections.
St Morris	Traffic	Cars have been parked by the property owner out in the street(I know there are times where they need to) people who drive and have a car parked don't wait and stop and there has bee near misses and are abusive if you flash or honk you horn saying they could have waited
St Morris	Traffic	Cars are often parked on Magill Rd even when prevented by "rush hour" restrictions.it is too narrow to have two lanes a bike lane and also parked cars.
St Morris	Traffic	There are often cars parked on both sides of first avenue and in Green st It has become dangerous to into first ave from green st or visa versa and I have had several ner misses as there I only room for one car to drive in the street when cars are parked on both sides
St Morris	Traffic	Gage St (between Magill Rd and Seventh Ave) is too narrow to have vehicles parked on both sides of the street. This is also exacerbated by overgrown trees on nature strips encroaching onto the road - suggest major pruning along this stretch. Also Suggest to make one side of Gage Street a no parking zone.
St Morris	Traffic	The upgrade of this intersection, introducing the round-about was a great improvement and the recent recent resurfacing is greatly appreciated.
St Morris	Traffic	The one lane and speed hump was not a good idea. Should have just been one or the other.
St Morris	Traffic	dangerous intersection. poor visibility for 3rd Ave traffic trying to enter Gage St. Was a big accident there last year because 3rd Ave traffic dont pull up, stick their nose out and get collected. Put a Stop sign there so 3rd Ave traffic actually stop and have a good look before trying to enter Gage St.
St Morris	Traffic	Constantly 2 cars parked here. the residents of the units on the corner. Little red Hatchback and a Silver Nissan Coupe. They encroach the yellow no parking lines so visibility and intersection access is always hindered. Waiting for the day that someone actually collects those vehicles.
St Morris	Traffic	Cars are parking too close to the intersection - encroaching the yellow lines and creating poor visibility
St Morris	Traffic	If you remove the pedestrian crossing near Frank St and replace it with stoplights at Gage St intersection, you will reduce accidents at that intersection whilst also providing a pedestrian crossing. Same goes if you do the same with the pedestrian crossings up the road near Green St and Williams Ave.
St Morris	Traffic	Third ave is used by RAT-runners trying to dodge the intersection of Glynburn and Magill Roads in the morning and late afternoon. A quiets residential street has been turned into a major thoroughfare by the number of cars etc using Third Ave. Between 8.00 am and 9.00 am it is difficult to get my car out of my driveway and in the late afternoon there is another constant stream of cars in the opposite direction. Third ave needs Stop signs or barriers before Gage Street.

Suburb	Comment Type	Comment
St Morris	Traffic	Yellow lines on 1 side of the St - Very narrow, regularly having to turn around and go another way as 2 cars parked opposite each other make it impossible to get through the gap. Unable to get out of my driveway due to cars parked opposite and adjacent to my driveway. Speed humps - Used as a cut-through between Glynburn rd and Magill Rd. Cars regularly speed through at greater than 60km/hr speed.
St Morris	Traffic	Green St is a relatively narrow street that sees significant through traffic, with many drivers exceeding the 50km/h speed limit and driving dangerously past St Morris Reserve (no gates), parked cars and cyclists, as well as the numerous driveways and intersections. Yellow lines on one side of the street and along the Reserve would stop people from parking their cars opposite other cars (difficult to pass through) and residents' driveways (difficult to get in and out of).
St Morris	Traffic	The island on the roundabout on Gage St near Seventh Avenue is a traffic hazard because of the vegetation planted there. It is impossible to see whether oncoming traffic is signaling to turn and at times it has been impossible to see cyclists at all. The island is raised up and the plants grow to about 2 meters in height. I phone the Council twice a year to request that it be cut back. It is very dangerous indeed at times.
St Morris	Traffic	Third avenue that runs off Gardiner Ave, Williams, Thomas and Green Street needs roundabouts as cars scream through these intersections day and night. It is also a cut through area from Magill Road to get to Glynburn quickly
St Morris	Traffic	Parking around Green Street and First Avenue due to gym patrons and local business staff, is creating a bottleneck for traffic and is very dangerous when trying to reverse from driveways. Parked cars often block view of oncoming traffic as parked too close to driveways. Parking for local business in the residential streets, limits off street parking for residents on sides of the street already limited to parking on one side only. This section of green street is an accident waiting to happen.
St Morris	Traffic	Barnes Rd to have 40k speed limit enforced because entering into Barnes Rd from driveways is stressful.
St Morris	Traffic	current speed limit to high. too many cars parked on adjacent streets.
St Morris	Traffic	The road needs speed humps to slow traffic along the straight section near magill road because rat racers use the road as a quick detour between major roads and it is unsafe near daycare and play areas
St Morris	Traffic	The street is narrow and parking on both sides means cars are zig zagging their way down and often at higher than ideal speeds. Dangerous for crossing the road. Sometimes cars park nearly opposite each other and it becomes difficult to drive along. Suggestion would be to allow parking on one side only.
St Morris	Traffic	Traffic in Green St has increased substantially since the opening of the gym which has very few carparks; speeding has become a big issue. Staff; customers from nearby businesses park on the street all the time, leaving no parks for residents or their visitors. What was once a very quiet street, has now become a thoroughfare; a cut through in peak hour traffic. Parking on the edge of driveways makes it difficult to see; dangerous to when reversing out. It has become a serious problem.
St Morris	Traffic	The last few blocks of Gage St approaching Magill Road are too narrow to allow parking on both sides of the street. This, compounded with high traffic volume and speeding makes this section of the road quite treacherous.
St Morris	Traffic	For drivers travelling north on Thomas Ave, the hedges which grow right to the curb are an obstruction and danger to visibility. This affects drivers in ordinary cars which are lower than most SUVs and trucks. Please cut back or remove the plants.
St Morris	Traffic	These plants block my view when turning onto 7th ave from Thomas Ave. It's dangerous because I can't see cars travelling east on 7th Ave.
St Morris	Traffic	I avoid this section of road as it's almost always blocked. I am surprised parking is allowed both sides at the western end.
St Morris	Traffic	Increased traffic has been a major issue in Green Street since the opening of Anytime Fitness. The premises has 8 allocated parks which means the majority of parking is on the street, leaving residents and their visitors with no where to park. Other nearby businesses have also opted to use the road since the gym opened. There has been many occasions where people park on the edge of our driveways making it near impossible to reverse out. The solution would be to relocate Anytime
St Morris	Traffic	The Driveway Entry at this point, creates a lot of confusion as to 'who gives way to who' if neither party has yet entered the area, which often creates other hazards, compounded when there are multiple cars parked on the road (from retail) on eastern end of this Entry. A traffic control mechanism based on etiquette does not work. It does not discourage traffic or slow cars down past this point. Get rid of it, as it brings more issues than problems solved. Better alternatives to slow
St Morris	Traffic	Bus stop on Magill road blocks view of oncoming traffic for those exiting Green Street
St Morris	Traffic	This road is way too narrow to allow cars to be parked on the road. Impossible to get through especially with the Large truck which resides here. Once i saw a garbage truck have to reverse back out of the street as it could not get through.
St Morris	Traffic	Cars are too fast and need speed humps to slow them down or make road one way only

Suburb	Comment Type	Comment
St Morris	Traffic	Green St is dangerous to drive down at the current posted speed limit of 50km/h. The st is narrow, and quite often busy due to the increased volume of cars using the street to cut through. People speed down this street making it dangerous for not only the elderly residents in this street but also dangerous when dropping off and picking up your child from the daycare.
St Morris	Traffic	I've lived in Green St for 30 years, traffic; speeding has become dangerous. I've attached some photos which are from first thing in the morning and these cars still there until end of day all from the corner businesses. Since the gym opening Dulux staff now park on the street, gym patrons speed, loud music very early in the mornings; leave car engines running for long periods; the way some people park their vehicles is unsafe in such a narrow street; residents have no street parking.
St Morris	Traffic	The entrance to the ALDI carpark now aligns with the exact spot cars heading W use to turn into Williams Ave. In addition people park in Williams Ave and run across Magill Rd to ALDI - in the midst of busy traffic. Suggest closing Williams Ave off to Magill Rd - someone is going to get killed parking in Williams Ave and running across the busy area into ALDI
St Morris	Traffic	The new ALDI entrance is directly/exactly where the right turn (for westbound) comes into Williams Ave - presenting a safety risk for pedestrians and traffic. Suggest closing off Williams avenue - also cutting down rat-running
St Morris	Traffic	vegetation on this roundabout is the wrong choice as it grows very quick and impacts on visibility looking through this roundabout in any direction of travel. needs to be addressed urgently. All for beautifying the local area but unfortunately the wrong choice of plant was used in this instance.
St Morris	Traffic	The exit out of the childcare is dangerous as there is all vegetation along the boundary so visibility of drivers to see cars coming from North is heavily reduced and this is typically compounded with cars parked on eastern side of Gage Street
St Morris	Traffic	There are numerous cars speeding down the street and with lots of young children in the street playing or riding there bike this is a catastrophe waiting to happen. Also with cars parked it becomes even more dangerous as cars swerved between parked cars either side. There has been several accidental car swipes witnessed
St Morris	Walking	This corner of Magill Rd and Glynburn Rd (Creative Home Renovations store corner) is very dangerous as the footpath is very narrow and you cannot see what is approaching around the corner ie. bike, person. There should be curved safety mirror installed immediately.
St Morris	Walking	on Frank St at the corner of Third Ave there is a lavender tree that leans towards the footpath causing an obstruction when walking and running, you have to duck your head to miss it, very
St Morris	Walking	Cars often go through the pedestrian crossing controlled by a traffic light,(Magill Rd and close to William Street.intersection).
St Morris	Walking	E-scooters and bikes get discarded along Third Avenue which is both ugly and also a dangerous for people with mobility issues or using mobility aids
St Morris	Walking	no spoon drain for footpath
St Morris	Walking	Footpaths along sections of Green Street are in poor condition, due to the abundance of aged and unsuitable banksia trees which also make walking in poor lighting/at night a significant hazard - numerous tree trunks overhang/partially block the footpath (e.g. outside No 56) at head height and also extend into the street (i.e. traffic hazard); tree branches also regularly snap off and block the footpath.
St Morris	Walking	Footpaths are in ill repair. Many uneven and irregular surfaces. Have to walk on the road or watch every single step I make, as I have nearly fallen a number of times. Tree limbs over foot paths and jutting into road.
St Morris	Walking	Street contains a large number of Banksia Bottlebrush trees that provide minimal shade (walking down the street is uncomfortable in summer), root system has damaged the footpaths causing tripping hazards and the trunks are not straight meaning they a danger when walking down with not much lighting. Suggest removal and replacement with trees that provide a canopy (shade), do not have an invasive root system and a straight trunk (eg ornamental pear). Requires significant attention.
St Morris	Walking	Bottlebrush trees are a hazard to pedestrians. The root systems are causing cracking in concrete which are a tripping hazard. The distorted tree trunks cause difficulty to walk on the narrow footpath, especially with a frame, wheelchair or pram, making them dangerous and inaccessible to minority groups. The lack of grass or greenery on the verge is unsightly and contributes to global warming. Fake grass and rock gardens are not the answer.
St Morris	Walking	The St Morris Reserve would benefit from the installation of lighting. Particularly in winter, when day light is limited lighting would enable the park to be used and walked through safely past 6pm. i.e. Automatic lighting between 6pm-10pm could be installed in the park.
St Morris	Walking	Lower speed limits would assist in pedestrian and dog walker, pram pusher safety. 30 to 40 km/h speeds would be the most acceptable. The almost ubiquitous automatic car driver is in many, many cases reluctant to slow down when approaching street corners, traffic lights or even pedestrians daring to cross a fair way away from an oncoming car.
St Morris	Cycling	Seventh Ave is a 'rat-run' for drivers attempting to avoid busy intersections. Part of the cycling network, sharrows marked on the road give no protection for cyclists. These cycling routes need better protection from through traffic to encourage more people to cycle/walk.

Suburb	Comment Type	Comment
St Morris	Cycling	Getting access to the Beulah Road bikeway from St Morris is very difficult as you have to get across major roads.
St Morris	Cycling	Always cars parked in the cycling lane here. Cyclists have to move into car lanes, avoid potential for 'dooring' and hope traffic gives you space. Need to encourage off street parking.
St Morris	Cycling	some streets need to e reserved for cyclists. Therefore lower speed limits need to be considered. More advertising needed via local radio, newspaper, television to promote patience, consideration, kindness and respect for cyclists sharing suburban and other streets and roads.
St Morris	Cycling	The section of gage street (between round about and Magill Road dramatically narrows and with cars two ways and cars parked on one side it is very dangerous for cyclists. There is also Childcare cars parked in the morning and evening which congrats traffic and is dangerous.
St Morris	Public Transport	More use of bus and cycle only east-west access through minor cross roads, such as Coorara Ave and Ashbrook Ave.
St Morris	Public Transport	Bus stops too close to side streets, such as this location make it very hard for cars who want to enter Magill road and turn right, have visibility over oncoming traffic
Glynde	Walking	Dangerous crossing when travelling across Avenue Road. Idea: reduce car travel and ability to turn-left from Payneham or Right onto Payneham Rd.
Glynde	Walking	Footpaths along Lewis are uneven and broken in many places. Trees have lifted sections and paver edges are protruding.
Glynde	Walking	Naroor footpath.
Glynde	Walking	Footpath on the corner of Provident Ave and Sunbeam Road is uneven and lifting which is a huge tripping hazard. I myself have tripped over numerous times. Cars also park on the footpath. This is a safety hazard as it means pedestrians need to walk on the road and cars coming around the corner do not look.
Glynde	Walking	The footpath along this stretch of Avenue Rd is way too narrow, and gets completely blocked on bin days. It's really difficult for pedestrians and cyclists to get along to get to the pedestrian crossing to cross avenue rd. The footpath needs widening, and a ramp installed close to the Payneham rd end. It's currently very dangerous for myself and my small children to navigate on bikes. I imagine it would also be very difficult for the elderly residents nearby to get through that section too.
Glynde	Walking	Walking along the footpath on Payneham Road north or south side is not pleasant with uneven footpaths and limited locations for safe crossing.
Glynde	Walking	Maybe my eyes are not good enough or my feet are too big, but I tripped over this water main device that is the northern footpath in Davis Road on my walk around Glynde today.
Glynde	Walking	Footpaths along Provident Avenue are not well-maintained. In addition, businesses are parking their cars on the footpath. Pedestrians are forced to walk on the road which can be dangerous even if you are mobile. I hate to think what might happen if someone with mobility issues tried to navigate this street as a pedestrian.
Glynde	Walking	Footpaths on Barnes Road are in terrible condition. Tree roots have caused the concrete to break and lift, causing dangerous trip hazards. Particularly of concern with such a large retirement village on the street, and elderly citizens with mobility aids trying to navigate the paths.

5.3 INVESTIGATION INTO THE USE OF 'ACTIBUMP' FOR TRAFFIC MANAGEMENT ON COUNCIL ROADS

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA97147
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee") the findings of an investigation into an innovative traffic calming technology, *Actibump*, for use on Council roads.

BACKGROUND

At its meeting held on 7 February 2022, the Council moved the following motion.

'That a report investigating the viability of the Council installing Actibump smart speed management technology on Council roads, be presented to the Traffic Management & Road Safety Committee for the Committee's consideration'.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Not Applicable

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Elected Members**
The Council considered the Notice of Motion at its meeting held on 7 February 2021, and as such all Elected Members are aware of this investigation.
- **Staff**
General Manager, Urban Planning & Environment.
- **Community**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

It is a requirement of the Road Traffic Act 1961, that traffic control devices on all roads and road-related areas shall be used only in accordance with the Department for Infrastructure & Transport (DIT), *Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2, Code of Technical Requirements* (the Code). However, in some situations, the traffic control options available are limited due to various factors and constraints such as road width, car parking, driveways and the function of the road.

Actibump is not a traffic management device that is approved by DIT. As such, if the Council were to consider its installation, the Council would be required to prepare a methodology for an *Actibump* case-study and apply to DIT for approval to undertake a trial.

The council engaged Traffic Consultants *Intermethod*, to investigate the feasibility of *Actibump* as part of the traffic management study for Marden & Royston Park, in March 2022. The key findings of this investigation are discussed below and the full report is contained in **Attachment A**.

Actibump was developed in Sweden in 2010, and is being increasingly deployed across Scandinavia with global interest and trials. The device is currently being trialled in Australia at the Curtin University in Perth.

Actibump is a 'smart technology' speed bump that is activated only if a vehicle exceeds the speed limit. It comprises a metal frame and hatch embedded into the road surface that when activated, lowers one side of the hatch several centimetres below the road surface creating a 'dip', as shown in Figure 1. This slight 'dip' is intended to remind a driver to drive at the appropriate speed.

Actibump detects the traffic speed by a post-mounted radar unit installed at each device. The layout of the metal hatch, radar unit, control system and signage is depicted in Figure 2. The operational characteristics would be managed by the Council via an internet connection.



Figure 1. Actibump in action
(<https://highways.today/2021/12/08/actibump-2021/>)

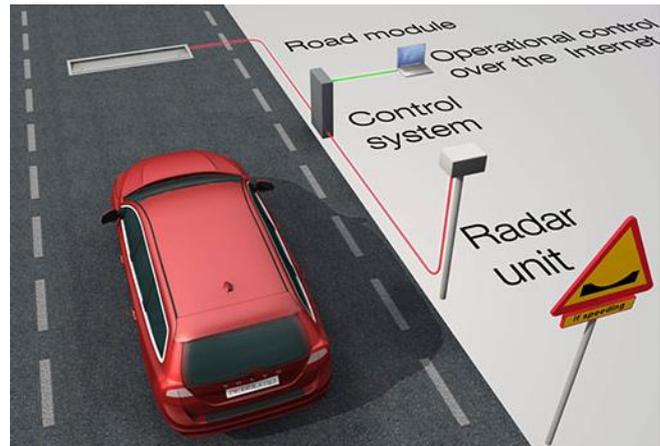


Figure 2. Technical controls of the Actibump system (Gustafson 2016, Actibump, A speed bump only for speeders, <http://www.unpressablebuttons.com/>)

A number of trial evaluations identified that *Actibump* is effective in significantly reducing speed and these results are provided in the Report contained in **Attachment A**.

The Australian distributor of *Actibump* advised that the indicative installation cost for a single *Actibump* is between \$80,000 and \$90,000. This cost does not include on-going maintenance, monitoring or reporting of data.

To reduce speed along a length of road, and ensure that motorists do not speed in between devices, an *Actibump* device would need to be installed every 80 to 100 metres the road. In addition, a separate *Actibump* would be required on each side of the road because they operate in a single direction. For example, if *Actibump* was considered for installation in Langman Grove, 16 devices would be required (8 on each side of the road), and would be in the order of \$1.5m.

The key points of the *Actibump* investigation includes the following:

- *Actibump* is effective in reducing vehicle speeds does not impact on vehicles driving at or below the speed limit, and allows for buses, emergency vehicles or other larger vehicles.
- The installation cost of each device is significantly high (\$80,000-90,000k), particularly when considering that in most cases, they would need located in a series
- There would be ongoing maintenance and operational costs that are not known;
- The metallic surface of the feature may introduce a slipping hazard to motorcyclists and cyclists, especially in wet conditions;
- The safety impact of a motor cyclist negotiating the *Actibump* is not known;
- The impact of the potential collection of leaf matter and debris in the device is not known;
- The software would need to detect SA emergency vehicles. The SA police and medical fleets are diverse and would require adjustments to AI software to recognise South Australian vehicles, as well as updating when new vehicles are released;
- There is no data available on whether traffic volumes are reduced after installation of *Actibump*; and
- The associated infrastructure (radar unit and control system) would increase footpath clutter.

CONCLUSION

Based on the evidence reviewed, *Actibump* is an innovative, Smart technology that has proved to successfully reduce speed. However, there are concerns given the high cost of installation and a lack of data on the full impacts of the device mean a trial of *Actibump* is not feasible.

COMMENTS

Given the investigations of the report contained in **Attachment A**, as summarised in this report, it is considered impractical to consider a trial of *Actibump* in the foreseeable future.

OPTIONS

Option 1

The Committee can recommend to the Council that in light of the investigations set out in this report, in particular the high cost, that there is no justification to undertake a trial of *Actibump*.

This approach is recommended.

Option 2

The Committee can recommend to the Council that a report be submitted to the Department for Infrastructure and Transport requesting that the Council undertake a trial of *Actibump* at a location to be determined.

This approach is not recommended because of the high cost required, and that the investigation identified a number of gaps in the evaluation data.

RECOMMENDATION

That the Traffic Management and Road Safety Committee recommend to the Council that in light of the investigations detailed in this report, there is no justification to undertake a trial of *Actibump*.

Attachment A

Investigation into the Use of 'Actibump' For Traffic Management on Council Roads

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

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Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

Marden and Royston Park LATM

Actibump: technology and considerations

1. What is Actibump?

Actibump is a relatively new 'smart technology' speed bump that is activated by vehicles exceeding the speed limit. It comprises a metal frame and hatch embedded into the road surface. When a car exceeds the speed limit the Actibump is triggered. It works by lowering the hatch in the road a few centimetres from the road surface as shown in Figure 1. The slight 'dip' in the road surface is intended to remind a driver to slow down and drive at the appropriate speed.



Figure 1. Actibump in action (<https://highways.today/2021/12/08/actibump-2021/>)

Actibump was created by a Swedish company Edeva (<https://www.edeva.se/en/>). The system is being increasingly deployed across Scandinavia with global interest and trials. It has been trialled in Australia by the Curtin University in Perth.



Figure 2. Actibump installed at Curtin University in Perth (Image source: <https://highways.today/2019/01/14/actibump-success-australia/>)

Actibump technology is recommended for use on roads where the speed limit is 50 km/h or less. It allows for flexibility, tailoring response to the problem.

2. Actibump technology

Actibump uses speed detection technology by employing pole-mounted detectors (see

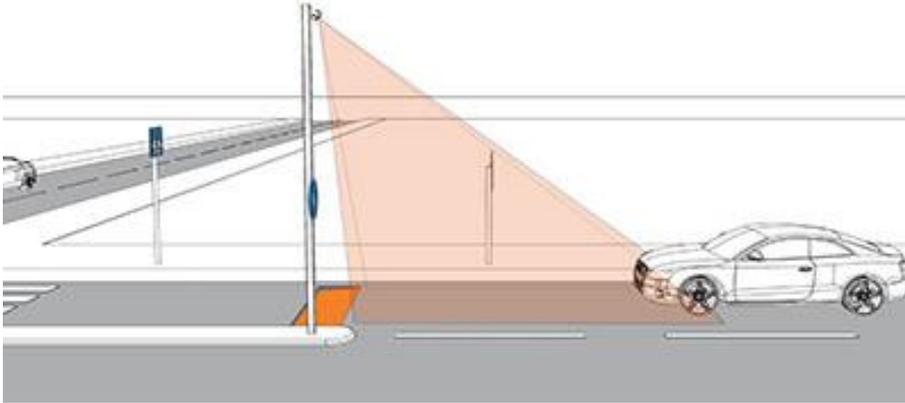


Figure 3), determining if an oncoming vehicle is above the set speed limit. Once the radar detects a speeding vehicle, a signal is sent to the control system, lowering the hatch, creating a temporary road dip. Vehicles that drive at a legal speed (or less) do not trigger lowering of the hatch.

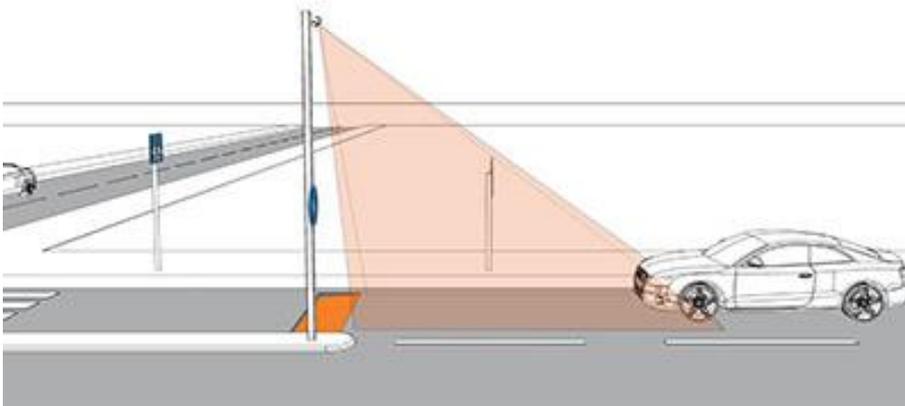


Figure 3. A detector monitoring the speed of the approaching vehicle (Edeva)

Installation of Actibump involves a number of components, including a pole-mounted radar unit, a control system and a metal hatch control system (see Figure 4). It also requires on-going operational control managed via the Internet.



Figure 4. Technical controls of the Actibump system (Gustafson 2016, Actibump, A speed bump only for speeders, <http://www.unpressablebuttons.com/>)

3. Actibump evaluation from Perth, Australia

Actibump has been trialed in Curtin University in Perth. In 2017 four Actibumps were installed at the Bentley campus of Curtin University in Perth, Australia. The speed limit on the relevant roads was 40 km/h. Initial measurements showed that up to 75% of drivers were speeding before Actibump was installed. This percentage decreased quickly after the bumps became operational as shown in chart (Figure 5).

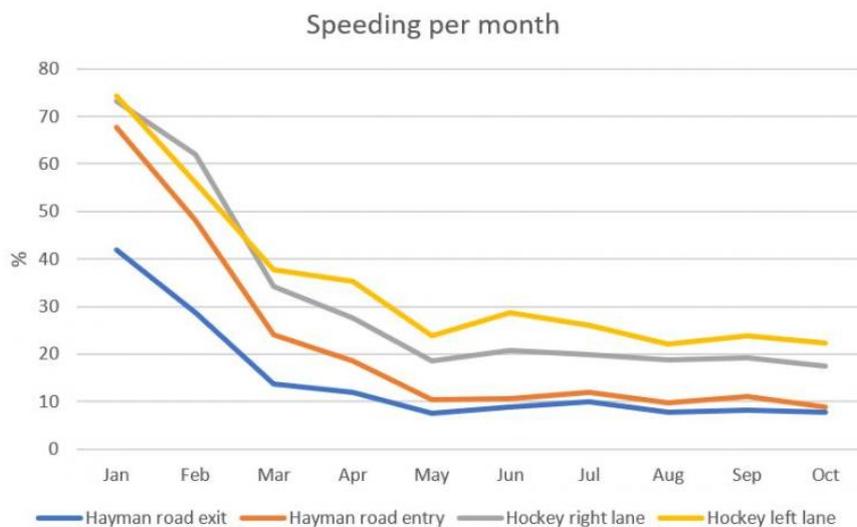


Figure 5. Proportion of vehicles speeding before (January) and after (post January) Actibump installation in Hayman Road (Edeva 2018, Evaluation Curtin University)

In addition, there were notable changes to the 85th-percentile speed and speed distribution as shown in Figure 6. 85th-percentile speed means that 85% of all passing vehicles are driving at or below that speed. A traffic safety measure is considered a success when the 85th-percentile is the same as the speed limit ± 3 km/h. Other evaluations of the Actibump system have shown that this is reached within six months (Edeva 2018, Evaluation Curtin University).

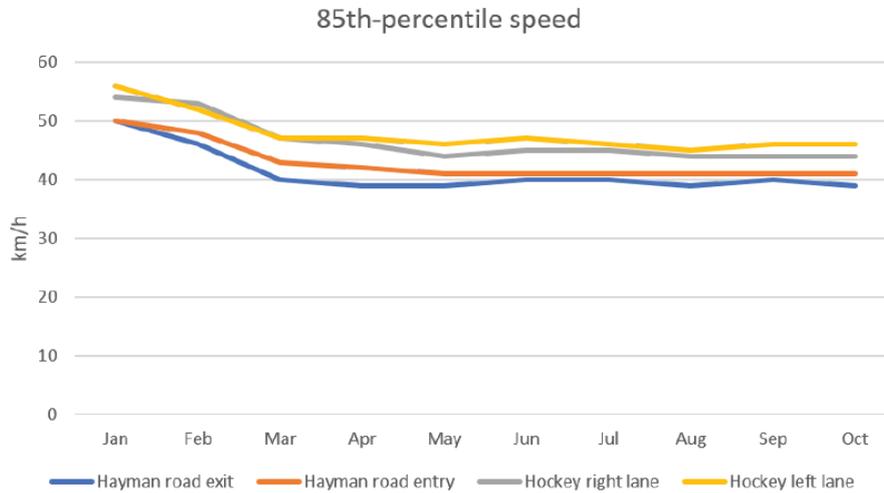


Figure 6. Changes to the 85% percentile vehicle speeds, noting the February installation of Actibump (Edeva, Actibump evaluation Curtin University 2018)

Whilst the speed reduction results have been overwhelmingly successful, there was social media discussion on the usefulness of this system and how to 'target' Actibump to render it useless, indicating community dislike of the installation. Suggestions included hacking the electronic system, cementing/welding the plate, placing boards over the plate, speeding up behind a car so that the second vehicle immediately behind the first avoids impacts of the bump. No actual vandalism or other actions have been reported or published to our knowledge.

4. Actibump evaluation from Linköping and Uppsala, Sweden

Actibump was installed on approaches to priority pedestrian crossings in Linköping, Sweden, and Uppsala, Sweden. An independent study undertaken by Trivecta Traffic comparing before and after changes determined:

- The average speeds and 85th-percentile speeds of free vehicles were reduced as a result of Actibump installations
- Drivers became more considerate of vulnerable road users crossing the street
- Noise levels did not increase with Actibump installations
- A post implementation study review (see Figure 7) demonstrated that most people were driving slower after the installation of Actibump (Nilsson, 2015, Evaluation of Actibump in Uppsala, Sweden).

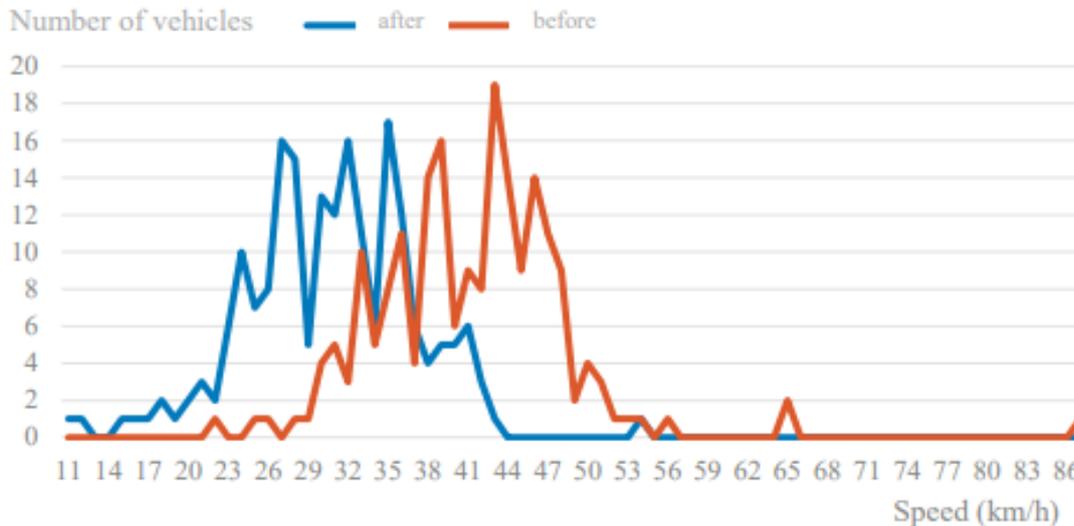


Figure 7. Number of vehicles and their speed before and after installation of the Actibump. (Nilsson, Börefelt 2015, Evaluation of Actibump in Linköping, Sweden)

5. Maintenance and monitoring

Edevalive is the software associated with Actibump and can be installed with Actibump to collate data that can inform future evidence-based transport decisions. Edevalive:

- Monitors the hardware
- Collects continuous full-time traffic data
- Presents real-time data
- Stores data over the entire lifespan of the system.

This results in:

- Easier maintenance planning
- Allows instantaneous follow-up of any changes
- Changes can be evaluated using real data instead of calculations
- Shows trends over the lifetime of the system.

6. Indicative costs

Civcon (<https://www.civconwa.com.au/>) is the Australian distributor of the Actibump. Civcon is located in Perth WA. Civcon advised in March 2002 that indicative installation cost for a single Actibump is between \$80,000 and \$90,000. This cost does not include on-going maintenance, monitoring or reporting of data from Actibump devices. Civcon indicated that maintenance of the devices is not a significant consideration.

7. Overall considerations

Key operational advantages:

- Actibump is effective for its purpose, as established by the evaluation studies, effective in reducing vehicle speeds

- Actibump can accurately shape the desired vehicle speeds, only affecting vehicles that are speeding, avoiding impacts on others
- Actibump creates a continuous traffic flow unimpeded by raised objects in the road
- It allows full access for buses, emergency vehicles or other larger vehicles.

Likely outcomes:

- Increased safety for all mode users
- Decreased emissions (compared to raised speed bumps or where cars are accelerating quicker)
- No impact on noise (and decreased noise when compared with traditional speed bumps)
- More comfortable bus ride (and less affected travel time) compared to raised speed bumps
- Results in less braking and acceleration and less queue formation compared with typical raised speed bumps
- Collects associated traffic data and enables immediate control over the internet
- Ability to change configuration if changed road operation is desired, without changes to physical infrastructure.

Potential drawbacks:

- Installation (\$80,000-90,000k), maintenance and operation costs are significantly higher than traditional speed bumps (installation of traditional speed bumps is \$3,000-\$5,000)
- The metallic surface of the feature may introduce a slipping hazard to motorcyclists and cyclists, especially in wet conditions (albeit this has not been raised with European analysis in a typically wetter environment). It is recommended to confirm safety with manufacturers.
- More research (or review of evidence) needs to be conducted into effect on motorcyclists, crash risk and management of leaf matter.
- Requires training of Actibump software to detect SA emergency vehicles. The SA police and medical fleets are diverse and would require adjustments to AI software to train the Actibump software to recognise SA based vehicles, as well as updating when new vehicles are released
- The mechanical nature of the system creates the need for regular maintenance checks
- Aesthetically, radar unit and control system add to the street clutter, while other speed management options (e.g. landscaped islands) can improve street amenity.

8. Conclusion

Based on the evidence reviewed, Actibump is a modern example of how smart technology can be utilised to successfully calm traffic without introducing noise or impeding issues many traditional traffic calming measures bring. Technology can bring benefit in new ways of addressing a historical problem. Actibump is leading edge technology that brings more complexities in installation and operation that traditional raised speed bumps or other traffic calming measures do not.

There are no studies showing leaf litter being an issue, and it should be noted that the Swedish example is located on a very leafy, deciduous tree-lined street. When the bump is inactive, it lies flush with the road and therefore no leaves/debris have a chance to build up. Actibump does not necessarily reduce traffic volumes or rat-running, however it does provide a quieter, slower and safer street for everyone.

The major drawback to considering installation of Actibumps in low-trafficked residential streets is the associated cost. Marden and Royston Park study identified speeding is an issue in several streets. Traffic management options consider installation of at least 20 speed reducing devices. If Actibumps were installed in these locations, the installation cost alone would be \$1.8M. Additional maintenance and on-going monitoring budget, as well as professional time involved in addressing the interface with emergency vehicles is a further financial consideration. Also, there is evidence based on the Perth study that there could be a community dislike for this type of a device.

It is recommended that Actibump be considered for locations of higher traffic volumes, such as around schools or employment hubs, where numbers of vehicles may justify higher associated installation costs. It is also recommended that local South Australian trial of Actibump system is funded in conjunction with such organisations as DIT, universities, Centre for Automotive Safety Research and/or RAA, which may ease introduction of Actibumps in SA, spreading the costs between multiple stakeholders.

6. **OTHER BUSINESS**
(Of an urgent nature only)

7. **NEXT MEETING**
Tuesday 18 April 2023

8. **CLOSURE**