

Traffic Management & Road Safety Committee Minutes

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.*

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City of
Norwood
Payneham
& St Peters

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VENUE Mayors Parlour, Norwood Town Hall

HOUR 10.00am

PRESENT

Committee Members Cr Kevin Duke (Presiding Member)
Cr Garry Knoblauch
Cr Hugh Holfeld
Mr Shane Foley (Specialist Independent Member)
Mr Charles Mountain (Specialist Independent Member)

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

APOLOGIES Mr Nick Meredith (Specialist Independent Member)

ABSENT Nil

TERMS OF REFERENCE:

The Traffic Management & Road Safety Committee is established to fulfil the following functions:

- *To make a final determination on traffic management issues which are referred to the Committee in accordance with the requirements of the Council's Local Area Traffic Management Policy ("the Policy"); and*
- *To consider proposals and recommendations regarding traffic and parking which seek to improve traffic management and road safety throughout the City, other than when the Manager has delegation to investigate and determine the matter.*

1. APPOINTMENT OF PRESIDING MEMBER

Cr Knoblauch moved:

That Cr Kevin Duke be appointed Presiding Member of this Committee.

Seconded by Mr Shane Foley and carried unanimously.

2. PRESENTATION

Michael Kelledy of Kelledy Jones Lawyers made a presentation to the Committee regarding the role of the Committee and the *Local Government (Procedures at Meetings) Regulation 2013*.

3A. CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE MEETING HELD ON 15 FEBRUARY 2022

Mr Shane Foley moved that the minutes of the Traffic Management & Road Safety Committee meeting held on 15 February 2022 be taken as read and confirmed. Seconded by Mr Charles Mountain and carried.

3B. DEPUTATIONS

3B.1 Deputation – Mr Brendan Warn

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Brendan Warn was given approval to address the Committee in relation to traffic & safety concerns in St Peters.

At 10.25am Mr Brendan Warn addressed the Committee in relation to this matter.

3B.2 Deputation – Mr David Cree

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr David Cree was given approval to address the Committee in relation to traffic & safety concerns in St Peters.

At 10.34am Mr David Cree addressed the Committee in relation to this matter.

4. PRESIDING MEMBER'S COMMUNICATION

The Presiding Member welcomed all Committee Members to the meeting.

5. STAFF REPORTS

5.1 MARDEN & ROYSTON PARK TRAFFIC MANAGEMENT

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
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.

Cr Knoblauch moved:

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. *The Committee recommends to the Council that Stage 2 traffic control devices set out in Part 3 of the resolution be implemented as a priority and that adequate resources and funding be allocated by the Council to facilitate the implementation of the devices.*
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.*

Seconded by Mr Charles Mountain and carried unanimously.

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 not 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.

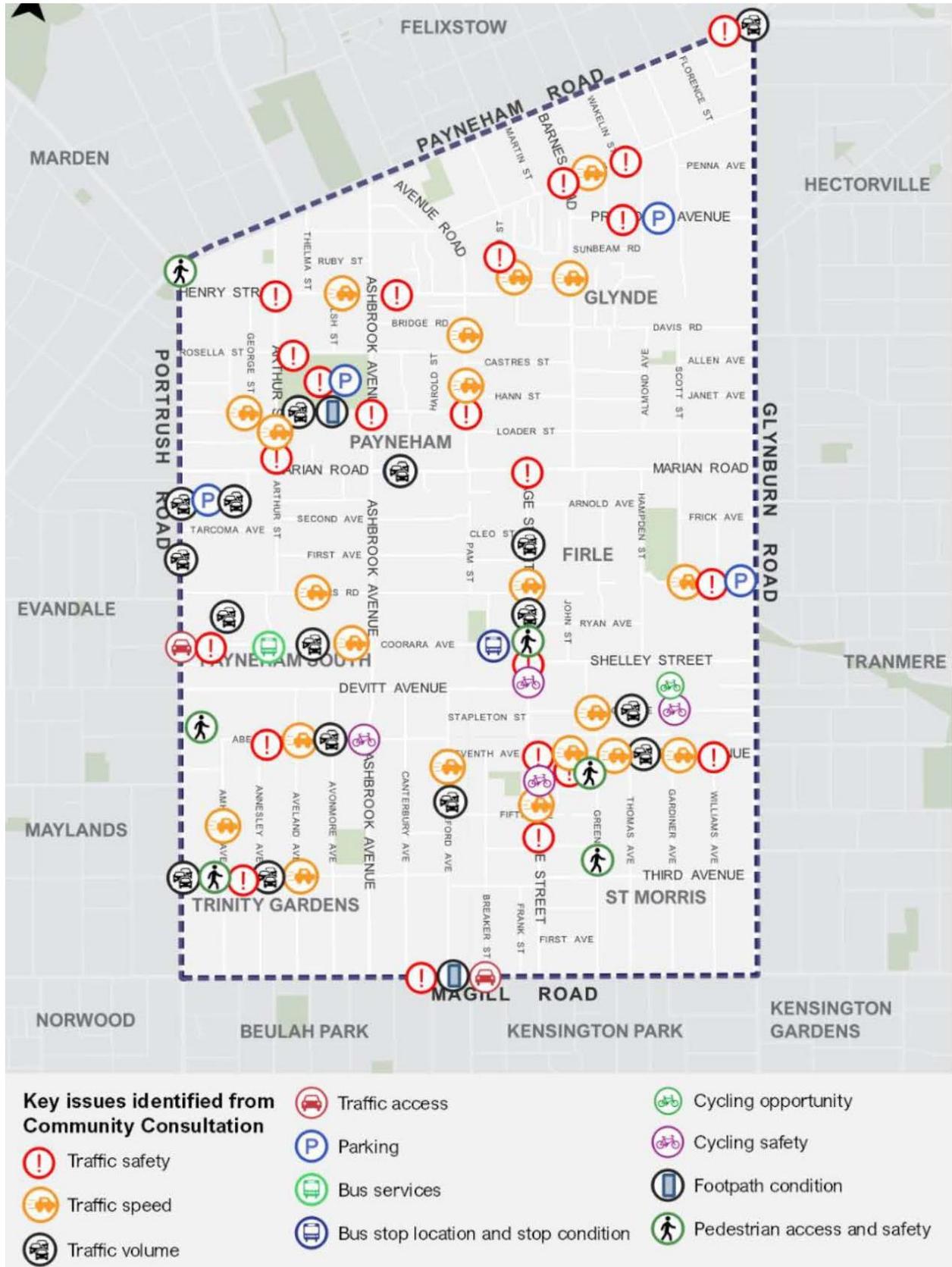
Stage 1 Consultation

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.

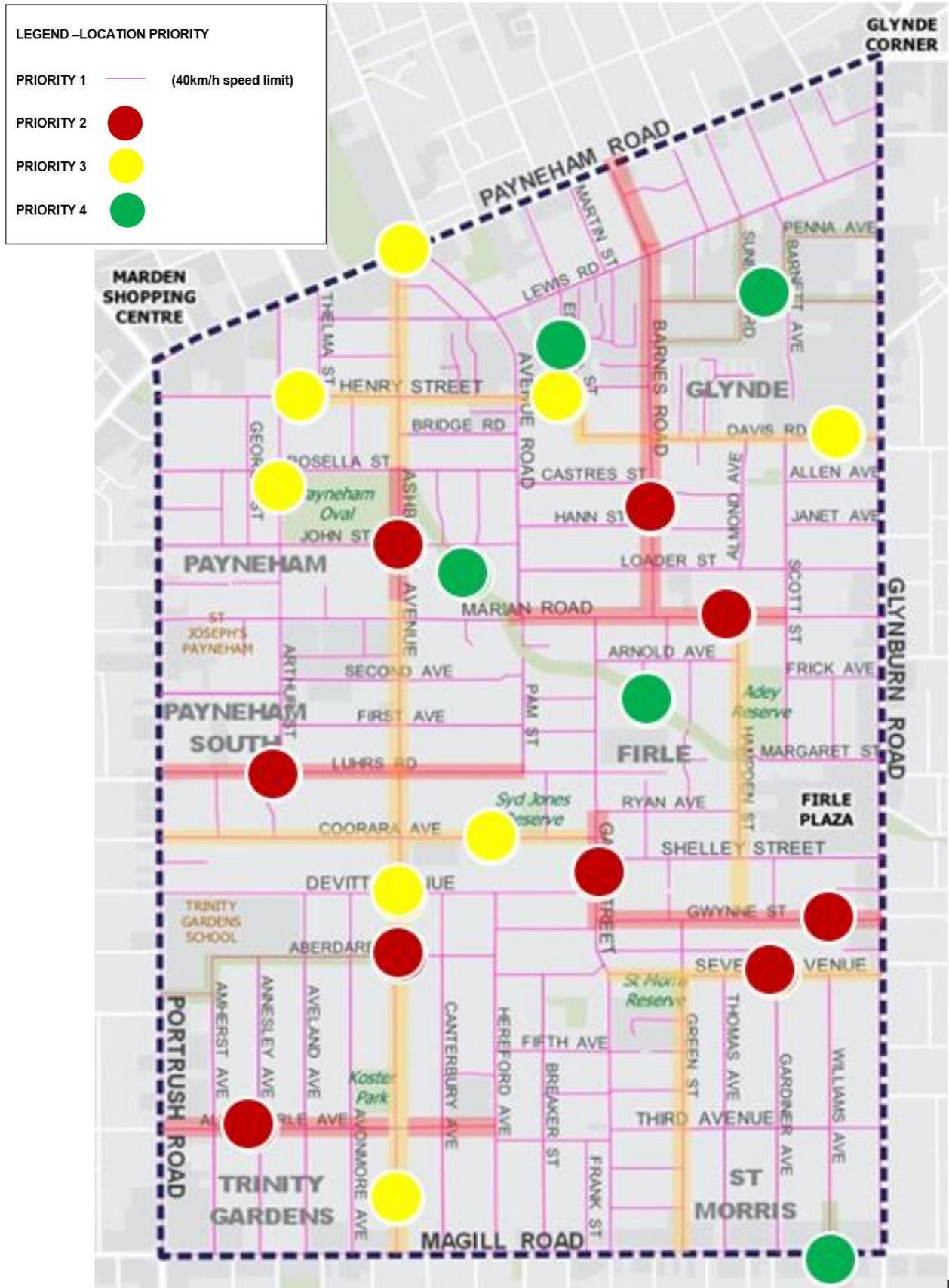
The recommendations are summarised in order of priority in Table 4, below.

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.
-

Cr Holfeld moved:

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;
 - Payneham Road and Ashbrook Avenue Junction; and
 - investigation of traffic control devices on Davis Road, Coorara Avenue and Avenue Road.
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. The Committee recommends to the Council that the Priority 2 projects be implemented as a priority and that adequate resources and funding be allocated by the Council to facilitate implementation of the devices.
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.
8. That staff liaise with the Department for Infrastructure and Transport (DIT) to request the re-routing of buses from Coorara Avenue to Luhrs Road.

Seconded by Cr Knoblauch and carried unanimously.

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/>)

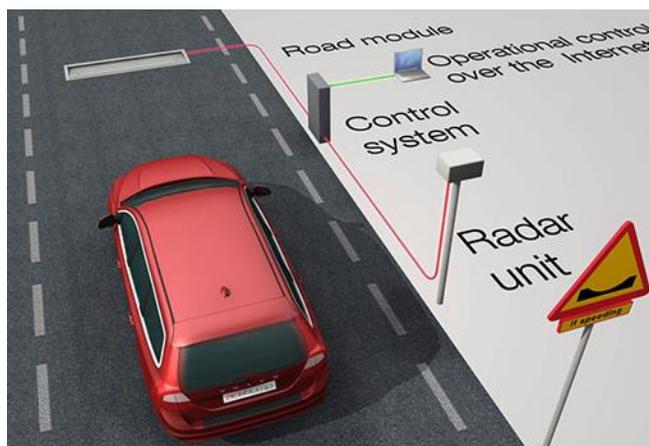


Figure 2. Technical controls of the Actibump system (Gustafson 2016, Actibump, A speed bump only for speeders, <http://www.unpressablebuttons.com/>)

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*.

Mr Shane Foley moved:

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.

Seconded by Cr Knoblauch and carried unanimously.

6. OTHER BUSINESS
Nil

7. NEXT MEETING

Tuesday 18 April 2023

8. CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 11.35am.

Cr Kevin Duke
PRESIDING MEMBER

Minutes Confirmed on _____
(date)