



**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

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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

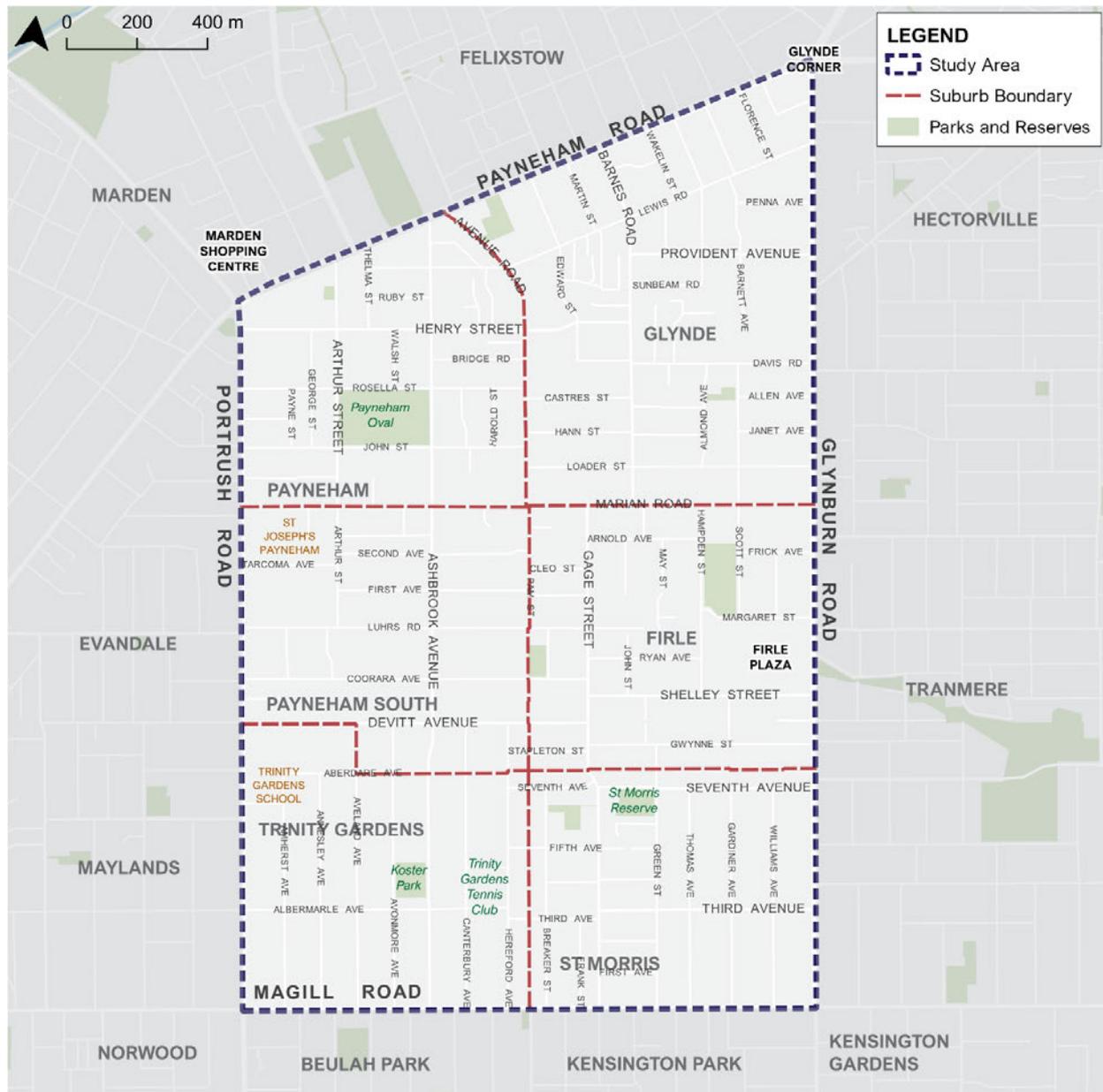


1 Introduction

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.

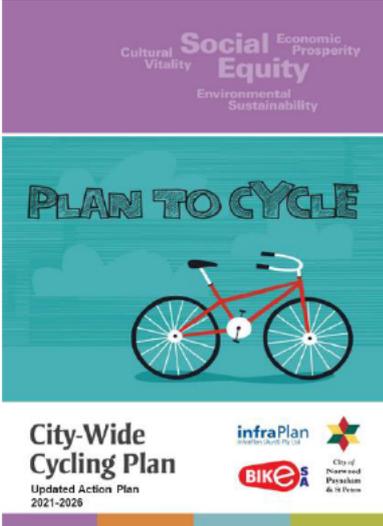
2.1 Relevant planning policies

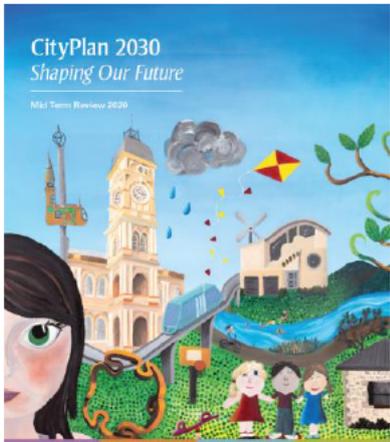
A review of the relevant Council and State Government planning policies that are relevant to traffic management in the study area are provided as follows.

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 data-bbox="193 344 347 398">CityPlan 2030 Shaping Our Future</p> <p data-bbox="193 412 288 425">Mid Term Review 2020</p> <p data-bbox="193 808 464 837">Community Well-being Social Equity Cultural Vitality Economic Prosperity Environmental Sustainability</p> <p data-bbox="501 770 528 837">City of Norwood Payneham & St Peters</p>	<p data-bbox="608 327 1031 495">Cityplan 2030 is underpinned by the four outcomes of Social Equity, Cultural Vitality, Economic Prosperity and Environmental Sustainability.</p> <p data-bbox="608 510 970 542">The relevant objectives are:</p> <ul data-bbox="608 555 1031 797" style="list-style-type: none"> <li data-bbox="608 555 959 620">• Objective 1.2 A people-friendly, <li data-bbox="608 633 1031 797">• integrated and sustainable transport network, and Objective 2.4: Pleasant, well designed and sustainable urban environments. 	<p data-bbox="1059 327 1433 528">The Plan includes actions to improve safety by reducing traffic speeds and volumes, improving residential amenity and encouraging more walking and cycling.</p>
 <p data-bbox="193 1357 384 1384">Tree Strategy 2022–2027</p> <p data-bbox="193 1386 459 1400">Creating a greener, cooler and more livable City to enhance Community Well-being</p> <p data-bbox="501 1330 528 1397">City of Norwood Payneham & St Peters</p>	<p data-bbox="608 887 1031 1055">The Tree Strategy sets out actions to strategically increase the tree canopy cover in the City of Norwood Payneham & St Peters.</p> <p data-bbox="608 1070 1031 1368">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 data-bbox="1059 887 1433 1021">Traffic calming devices such as islands and roundabouts can include opportunities for landscaping.</p>

2.1.2 State Government

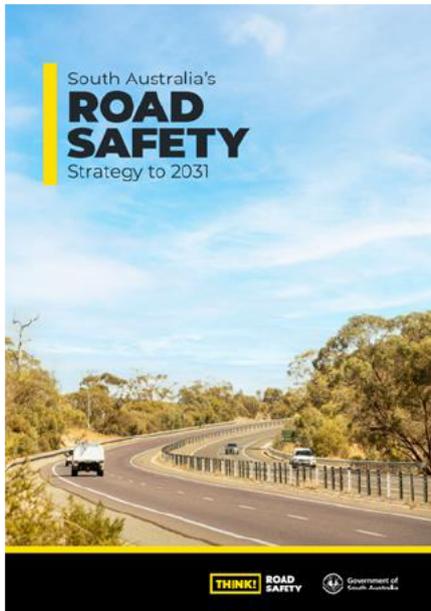
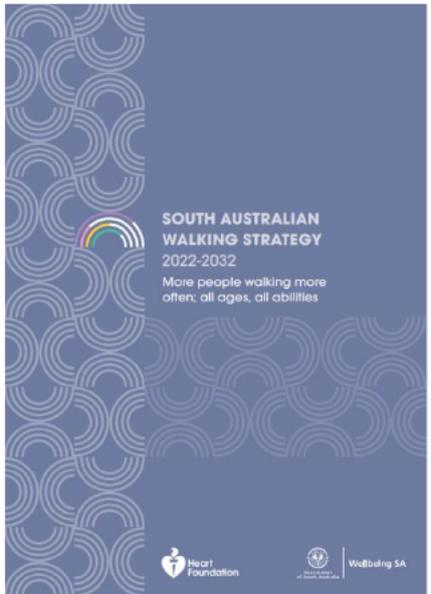
In 2022, the State Government released three relevant transport and safety policies and strategies, namely:

- 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

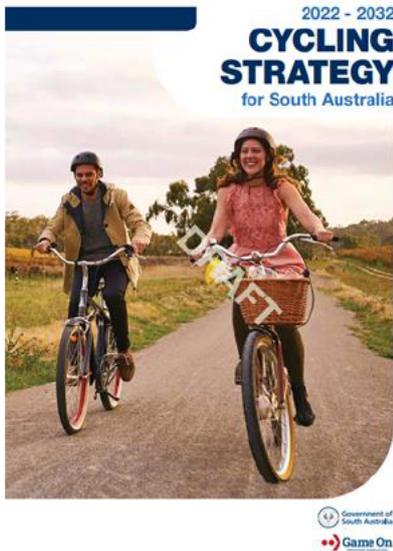
State Government Strategy	Key Findings and Recommendations	Relevance to the Traffic Management Study
	<p>South Australia's Road Safety Strategy to 2031.</p> <ul style="list-style-type: none"> • Promotion of policies for safer cycling and walking infrastructure. • Planning for safer and more connected 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



The Cycling Strategy for South Australia 2022-2032

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.

Riding a bike is good for physical and mental health, the environment and the economy.

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.

The strategy supports safer cycling infrastructure and connected networks, and promotes higher usage of public transport which are objectives for the Council.

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.

2.2 Demographic and transport mode review

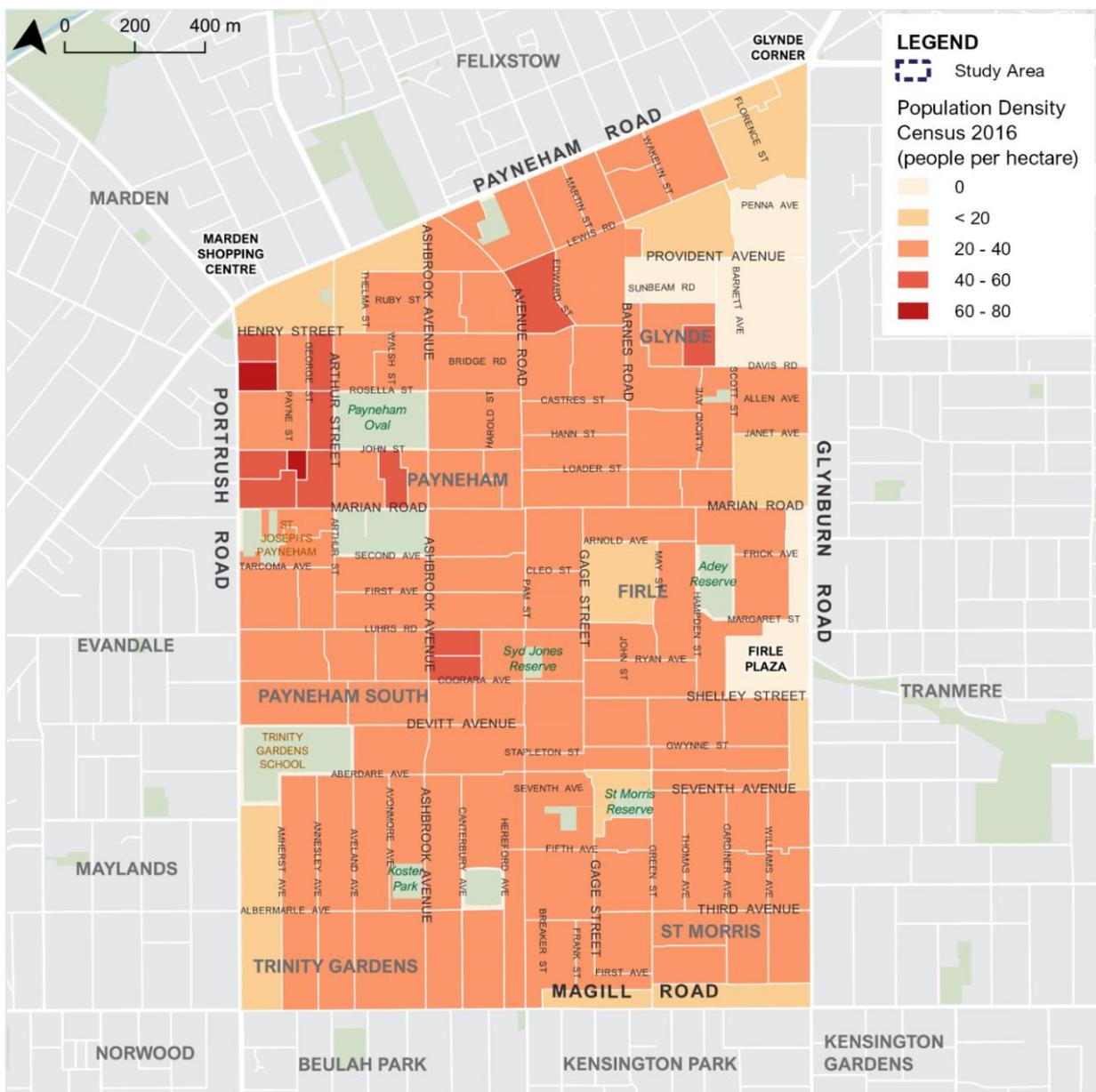
A review of the demographic and transport mode statistics of residents in the study area from the 2016 Australian census data is provided in this section. At the time of preparing this report in 2022, the 2021 data was not available.

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)



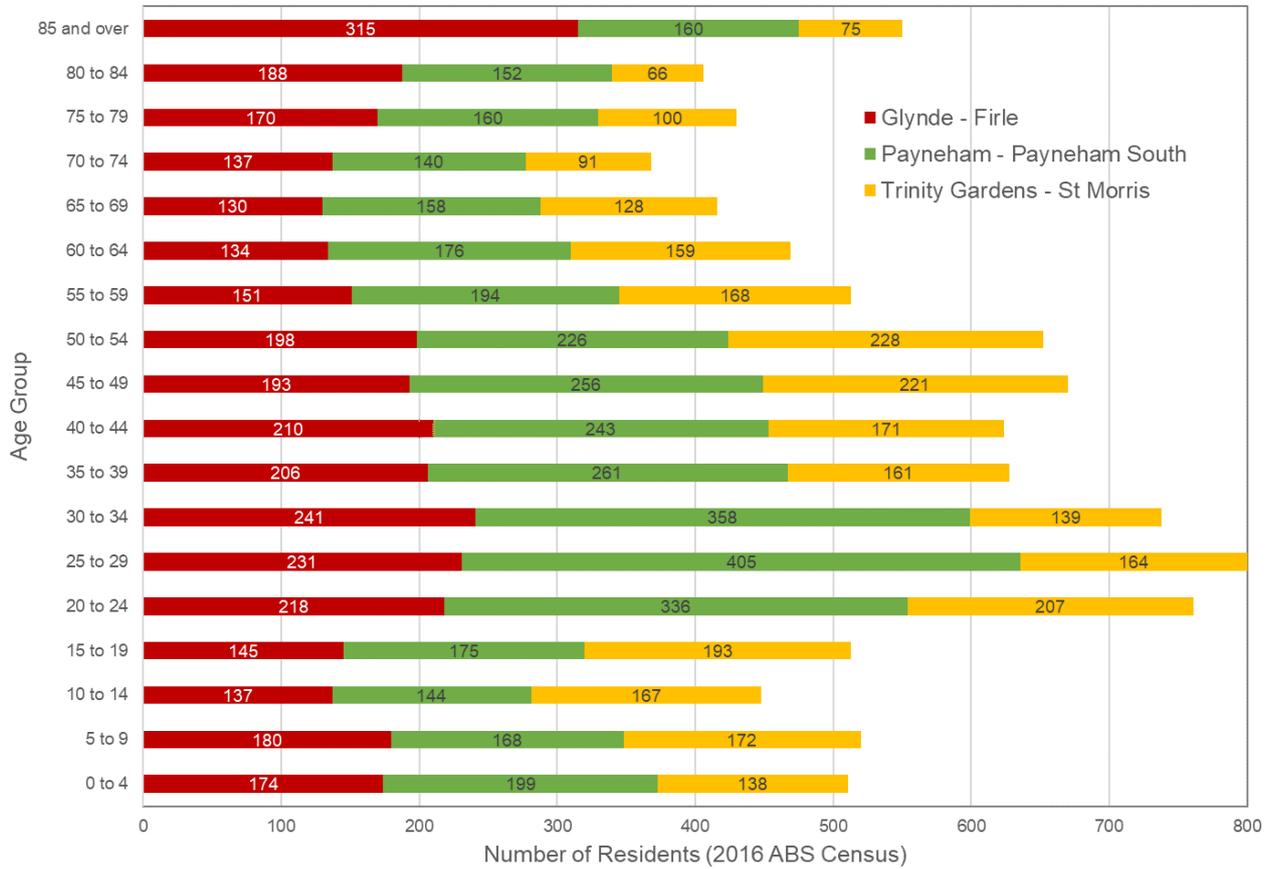
Source: 2016 ABS Census statistics



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)



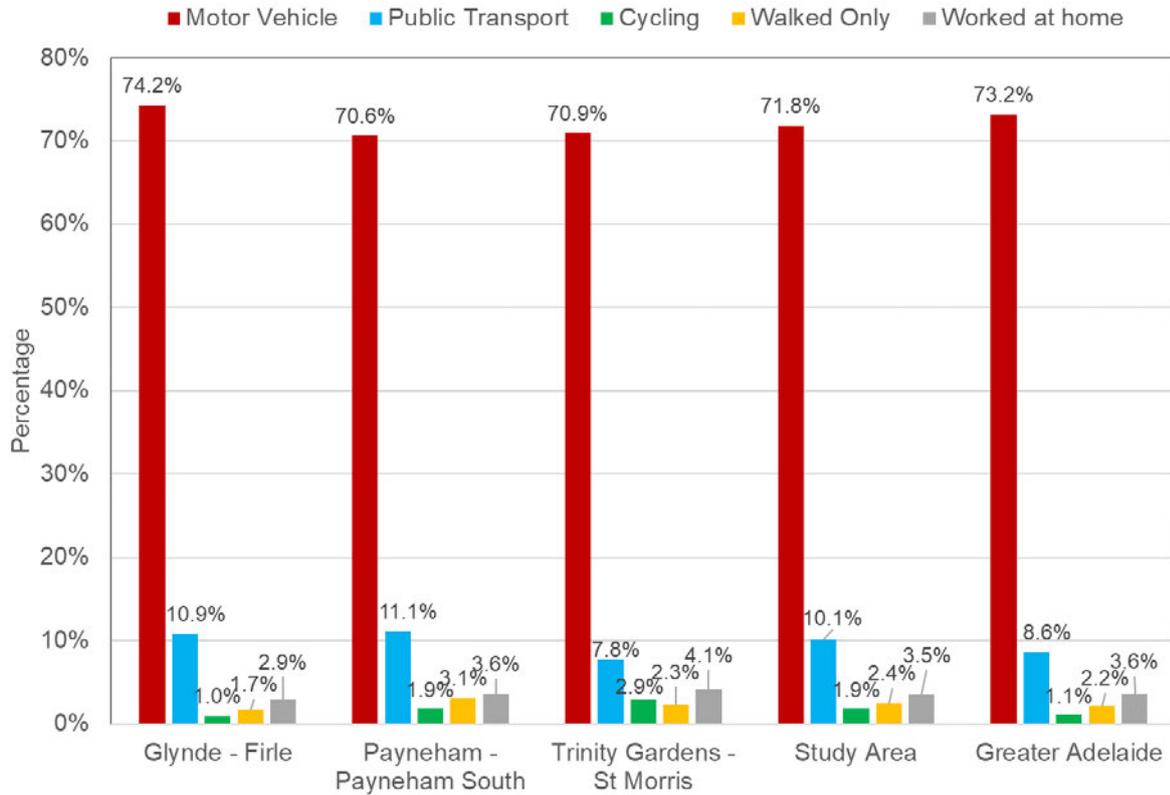
Source: 2016 ABS Census statistics



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.

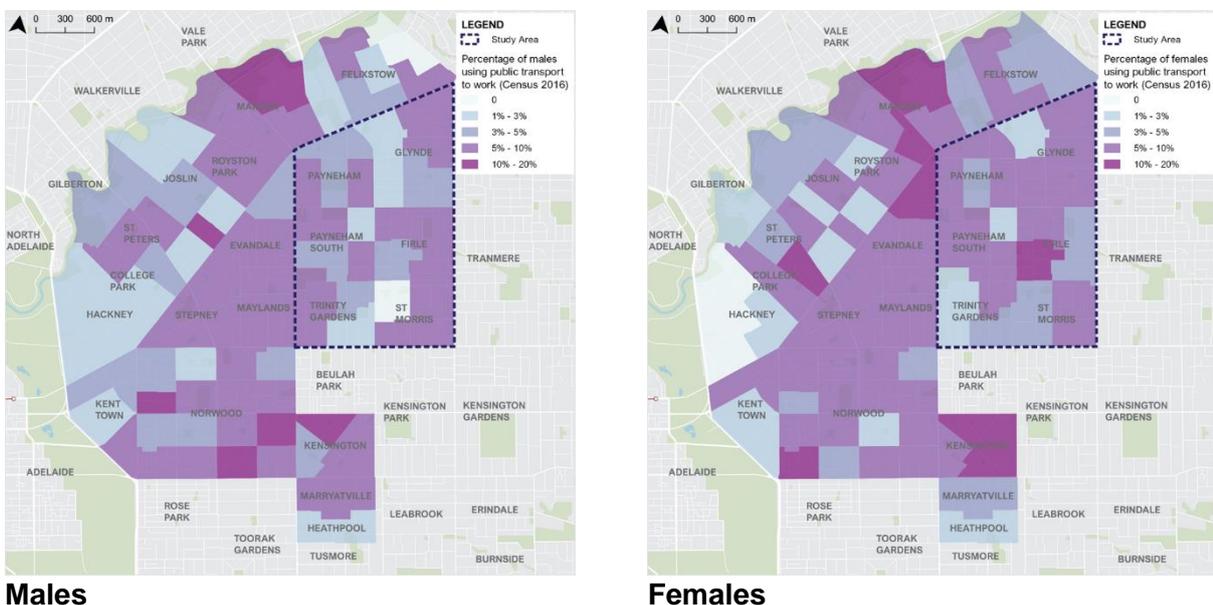
Figure 2.3: Travel Mode to Work by Suburb Groupings in the Study Area (2016)



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)

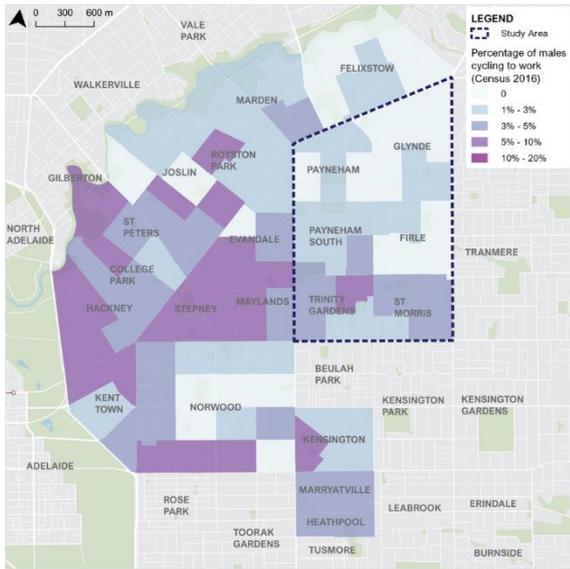


Source: 2016 ABS Census statistics

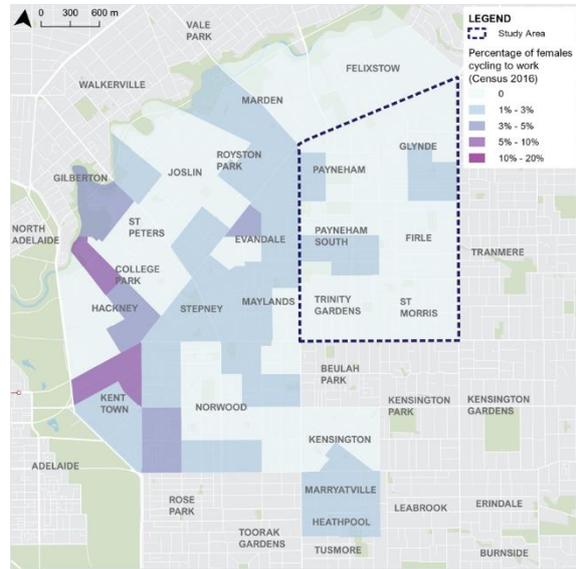


The cycling mode share to work by gender is shown in Figure 2.5. It indicates a significantly higher proportion of males cycling to work from the study area than females.

Figure 2.5: Cycling Mode Share to Work by Gender in the Study Area (2016)



Males

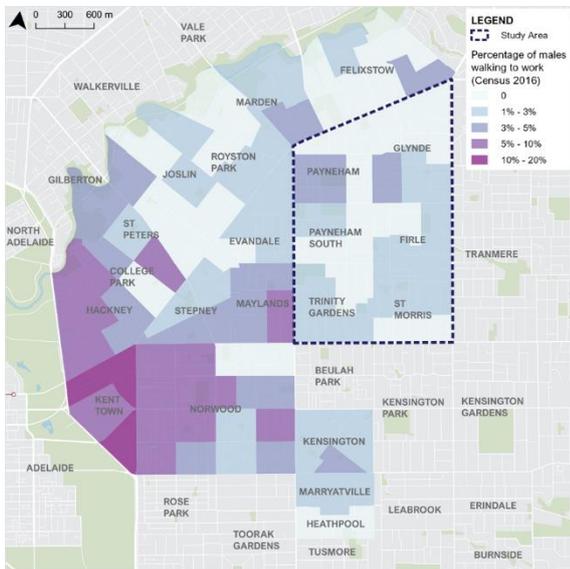


Females

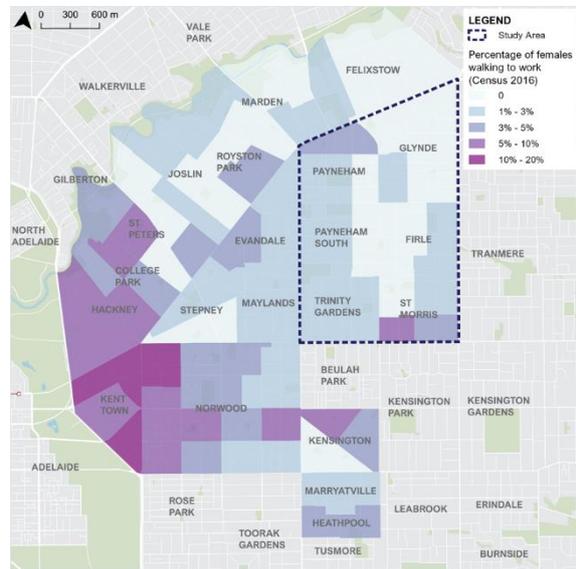
Source: 2016 ABS Census statistics

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

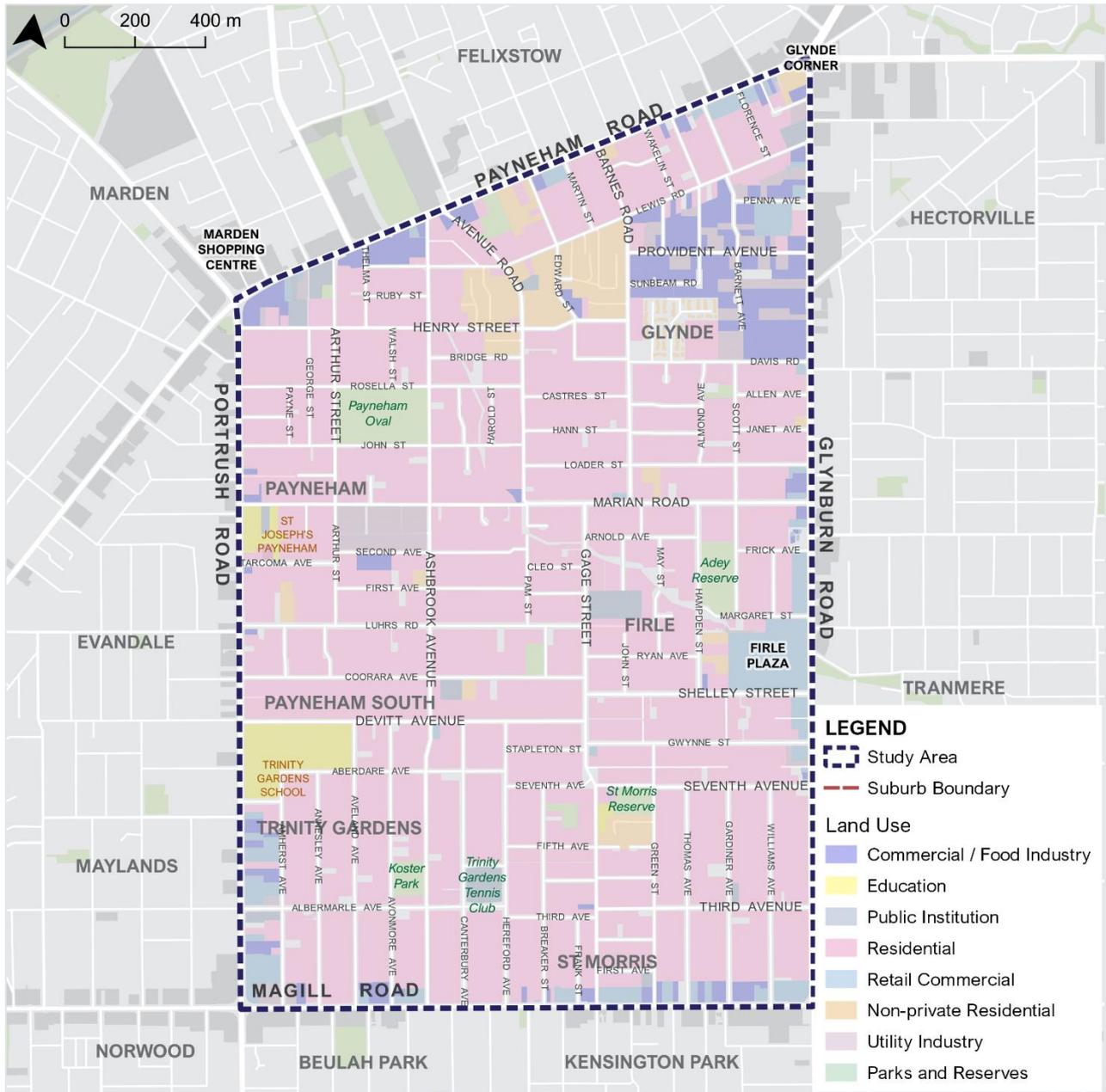
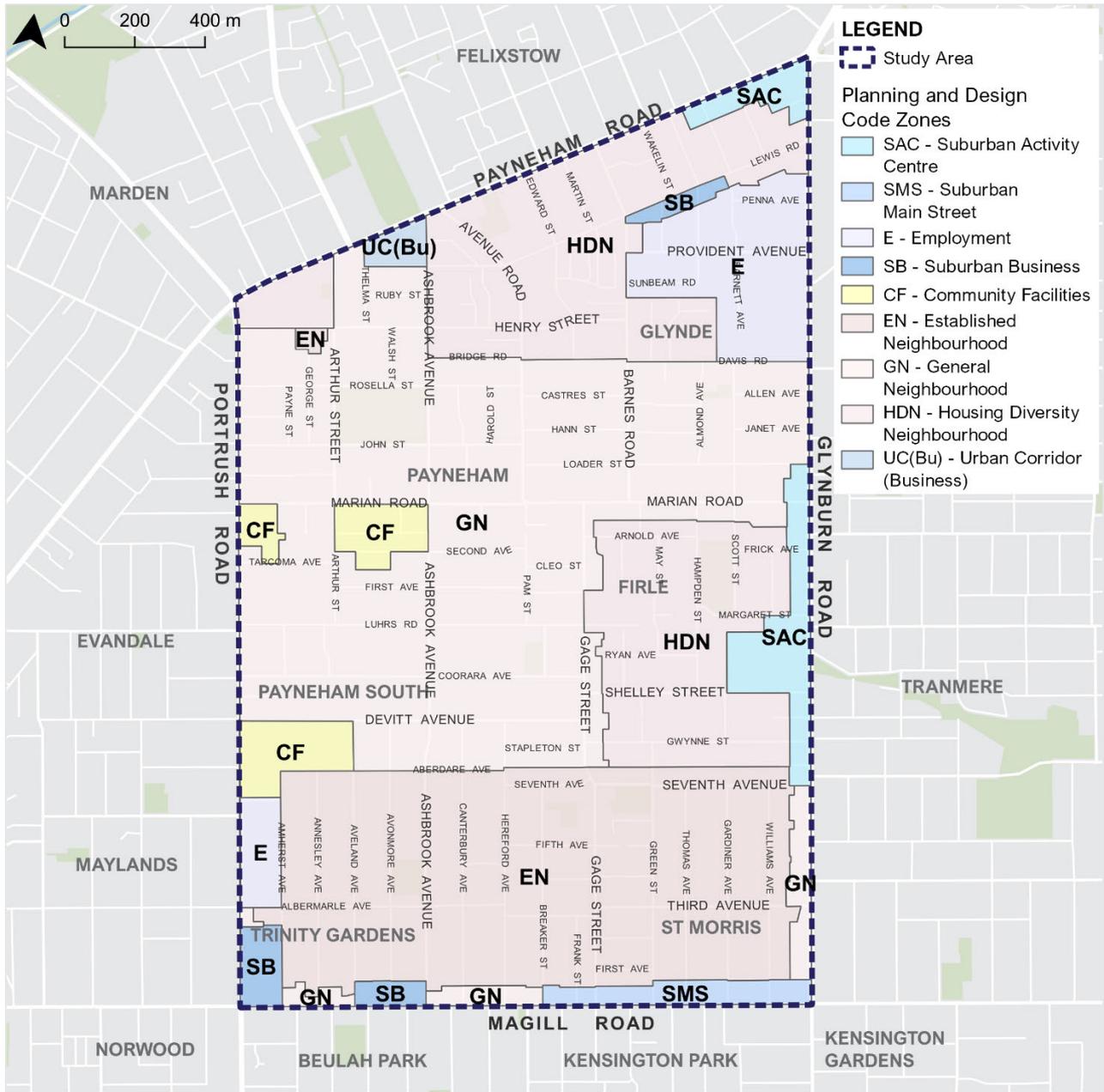


Figure 2.8: Planning and Design Code Zones in the Study Area



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, Firlle and Glynde;
- Shelley Street, Hampden Street and Margaret Street, Firlle; and
- Gage Street, Firlle and St Morris.

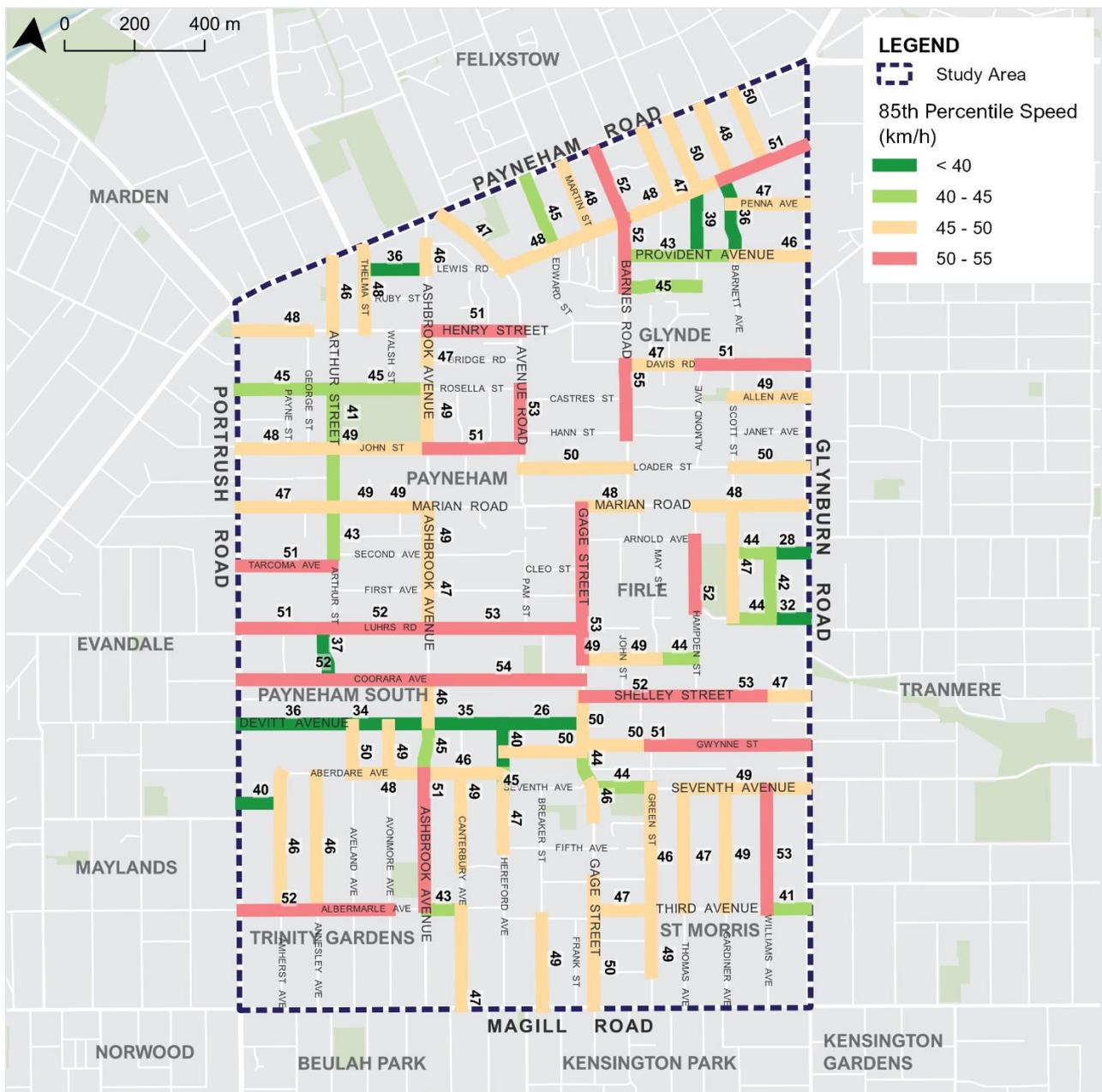
Figure 3.2: Recent Traffic Volumes in the Study Area



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, Firle;
- 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

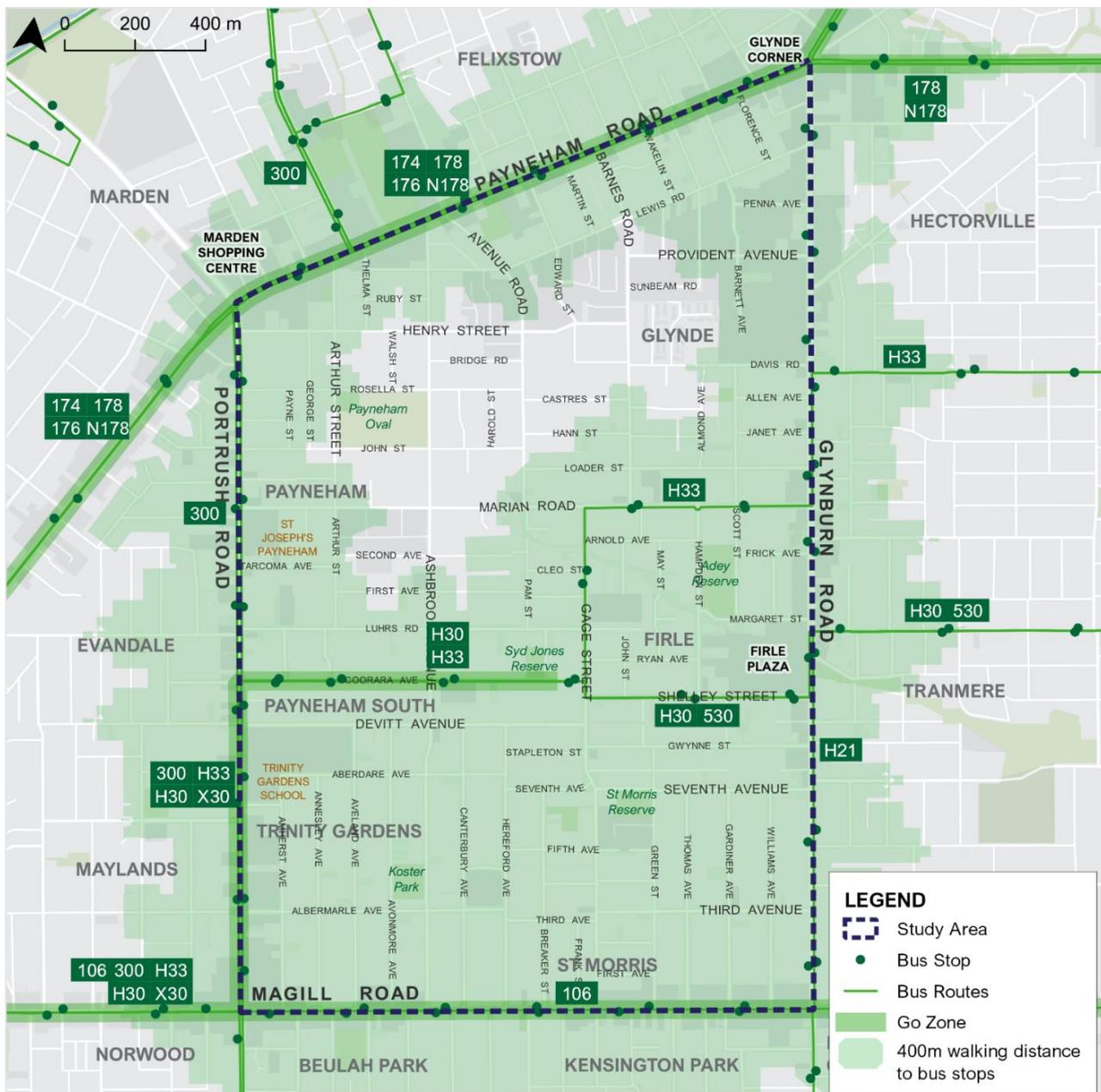
The local Adelaide Metro bus network and the 5-minute (400m) walkable catchments to bus stops is shown in Figure 3.5.

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

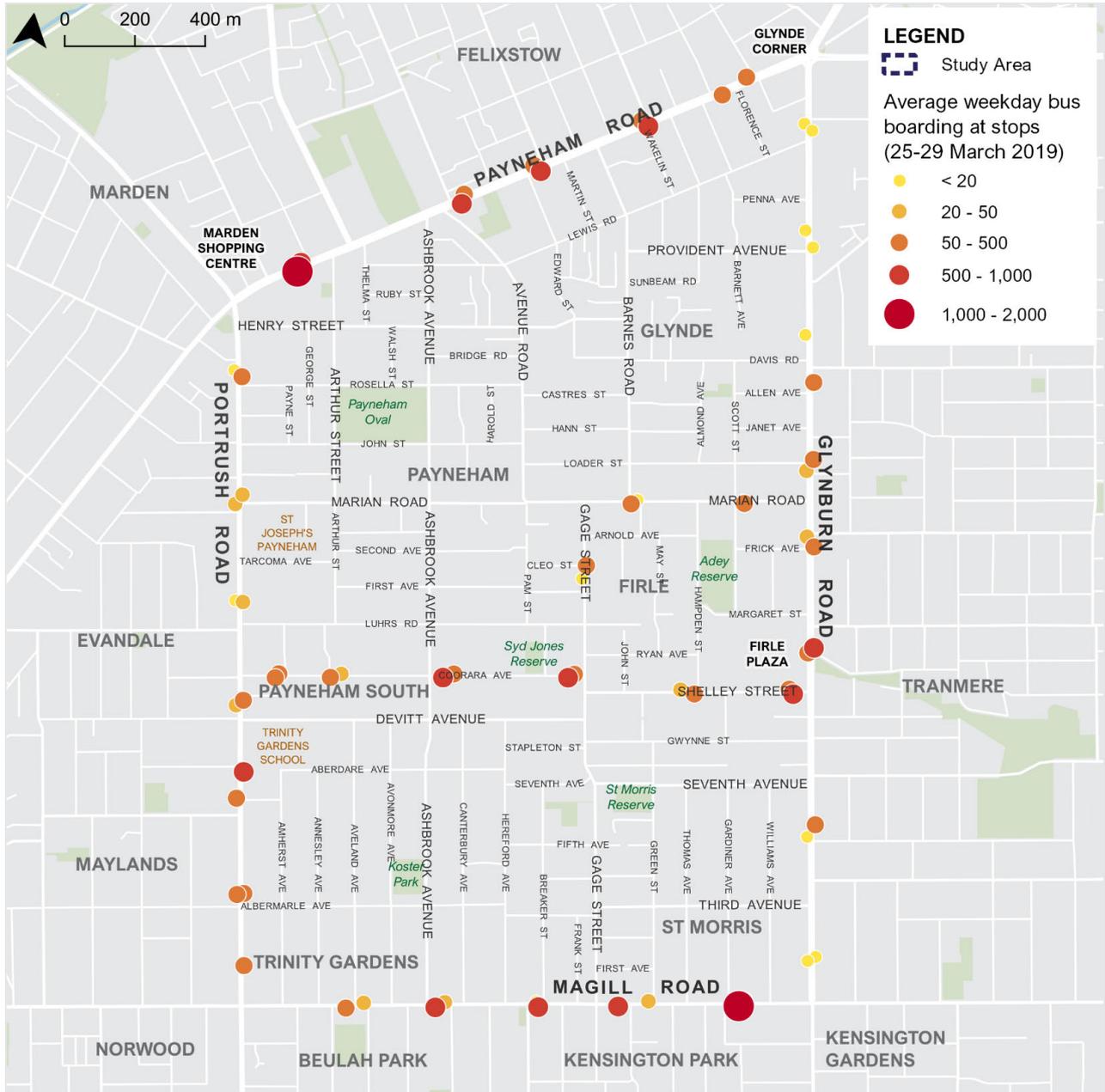


Source: Adelaide Metro bus network, May 2022



The bus patronage from March 2019 is shown in Figure 3.6. The busiest bus stops are at the Marden shopping centre, Firlé Plaza and near the Aldi supermarket on Magill Road. Most of the other bus stops in the study area have relatively low daily boardings.

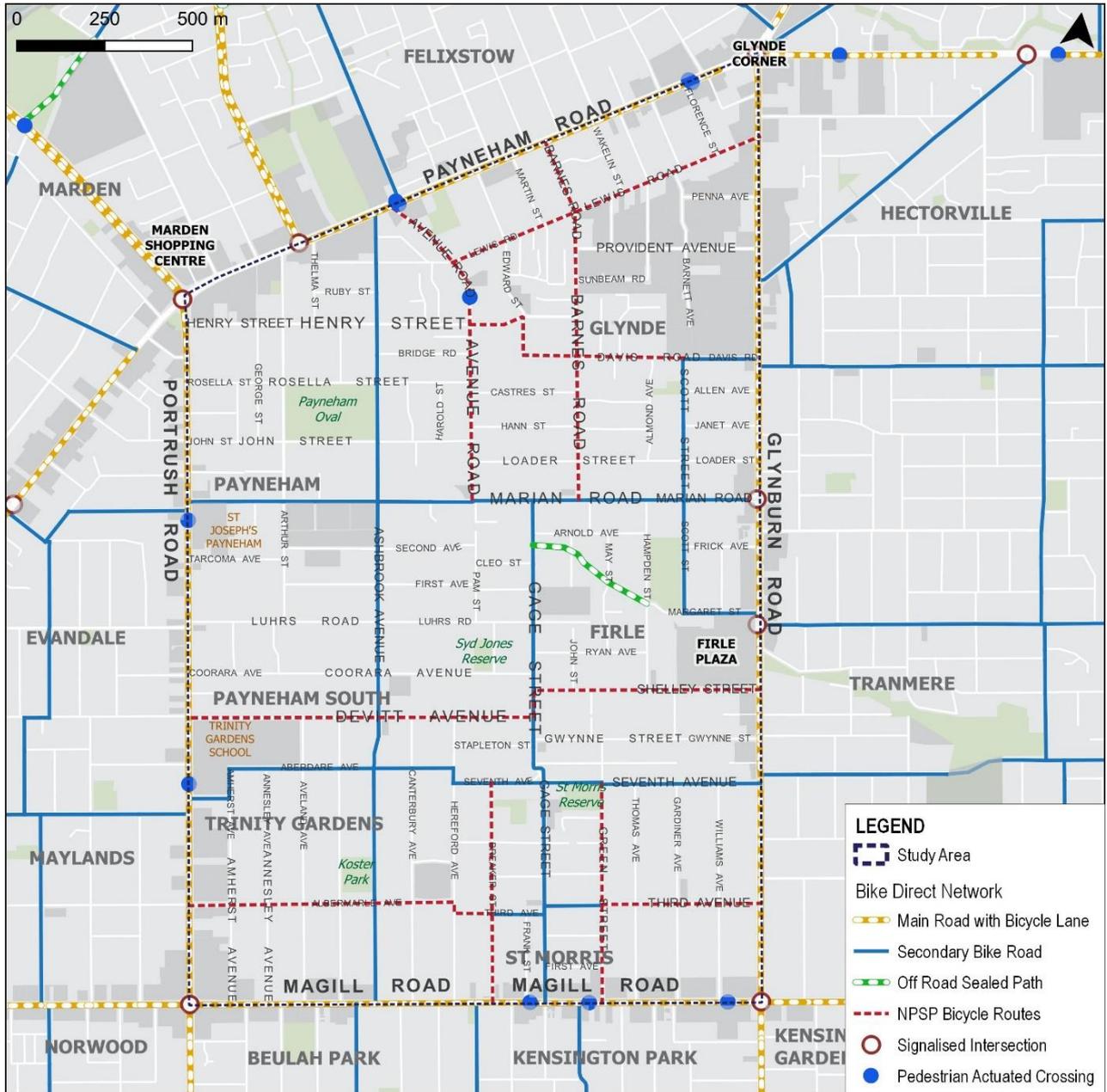
Figure 3.6: Boarding Activity at Bus Stops in the Study Area (March 2019)



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.

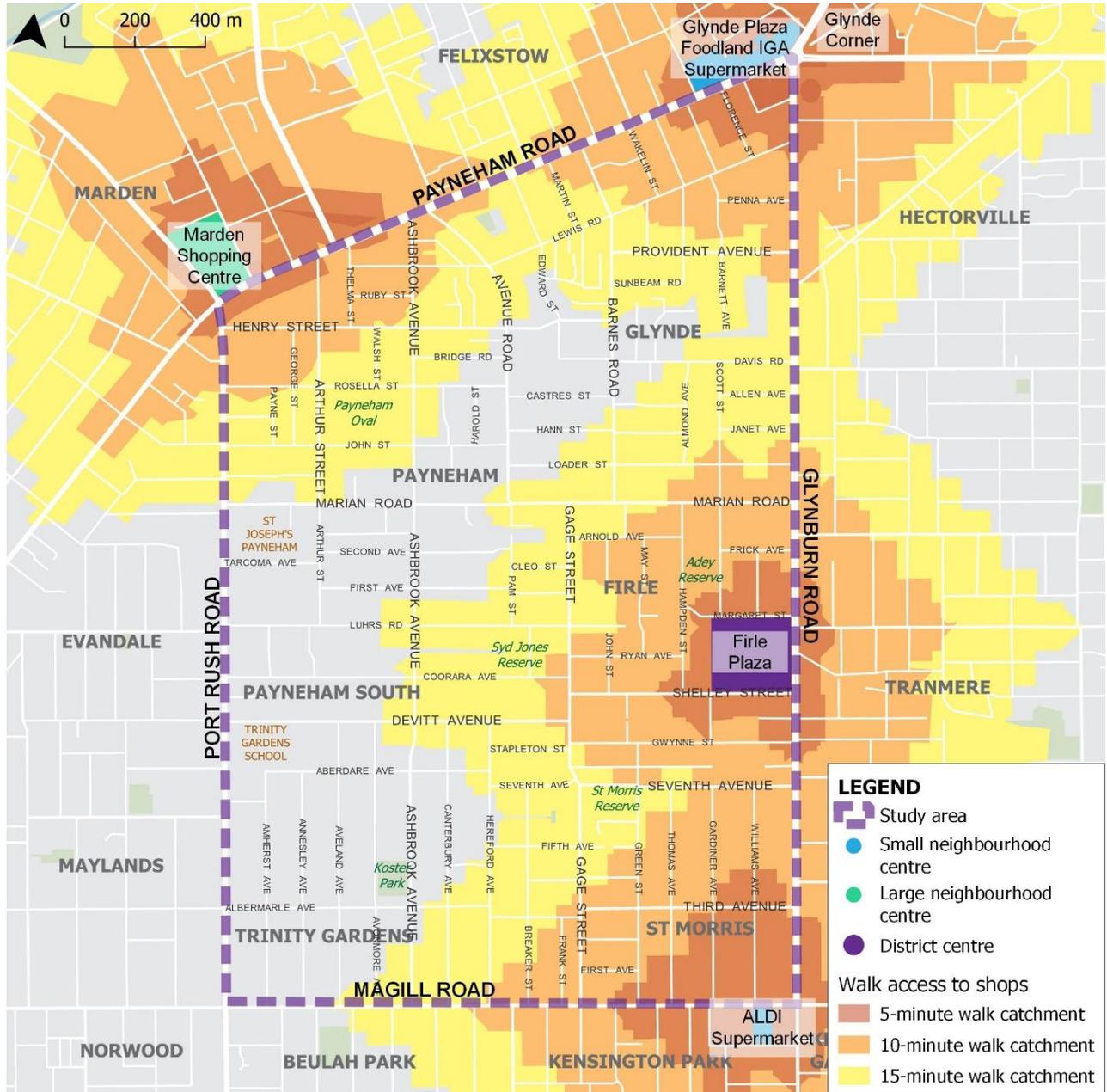
Figure 3.7: Existing Bicycle Network in the Study Area



3.4 Walking

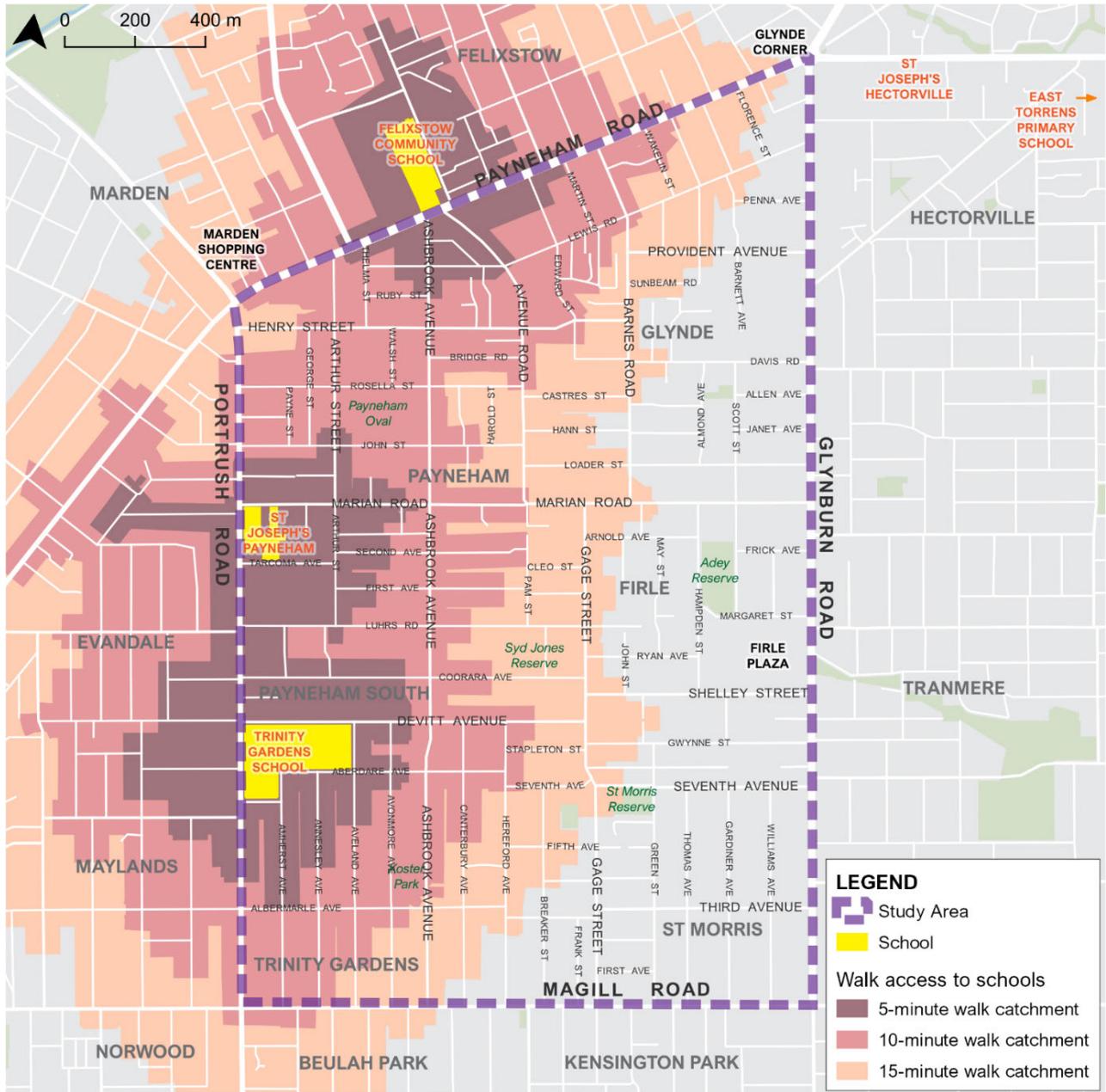
The walking access to the local shopping centres in the study area is shown on the 5, 10 and 15-minute walkable catchment map in Figure 3.8. This map demonstrates that the south-east corner of the study area in Trinity Gardens and parts of Payneham and Payneham South are not within a convenient walking 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, Firlé 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

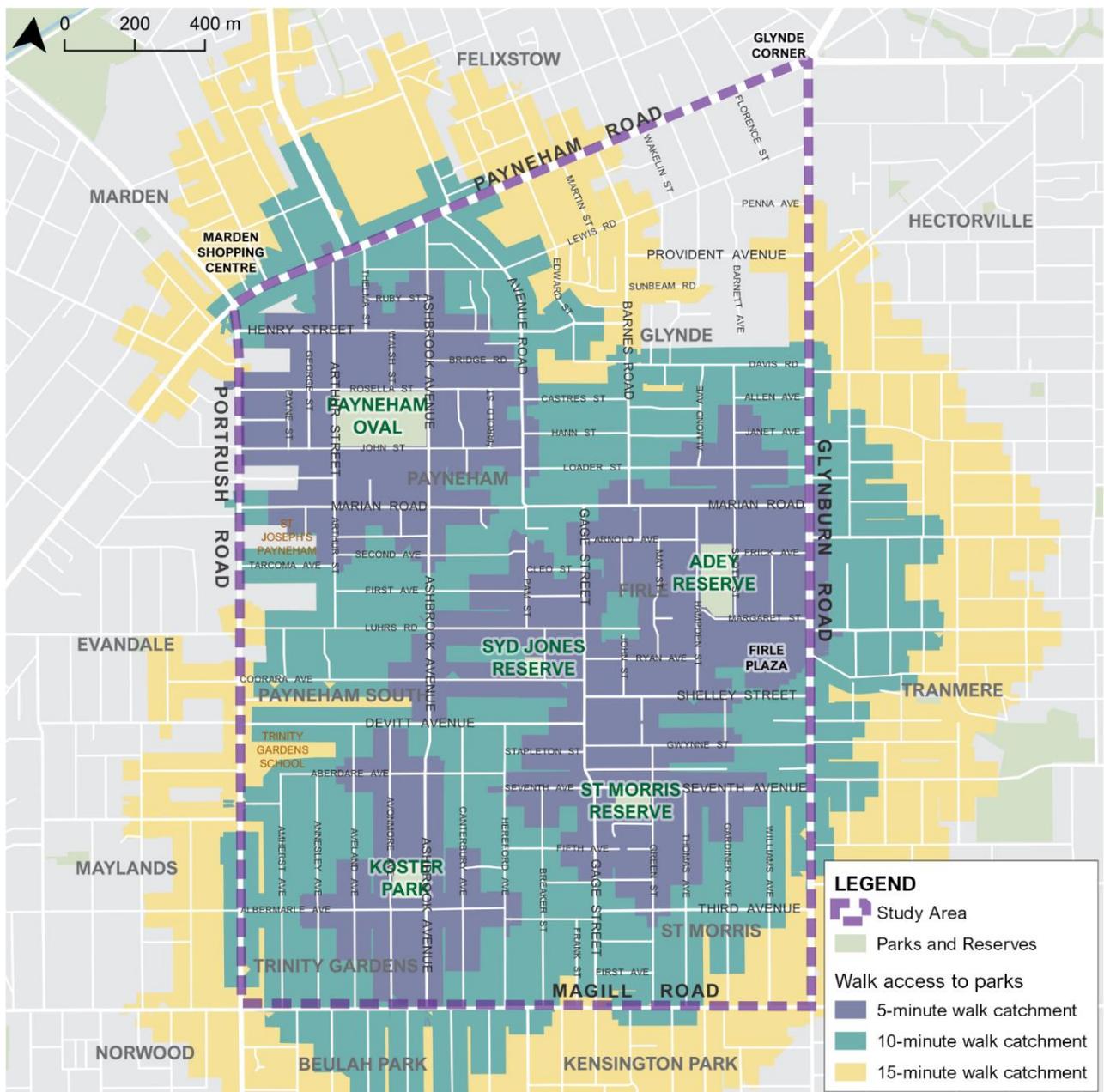


The walking access to parks and reserves in the study area is shown in Figure 3.10. Most residents in study area are within a 5-minute (400m) walk distance to a park or reserve that includes:

- 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



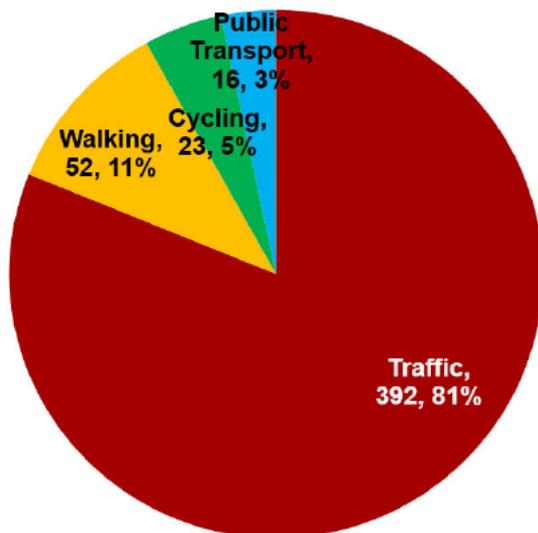
Consultation feedback

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

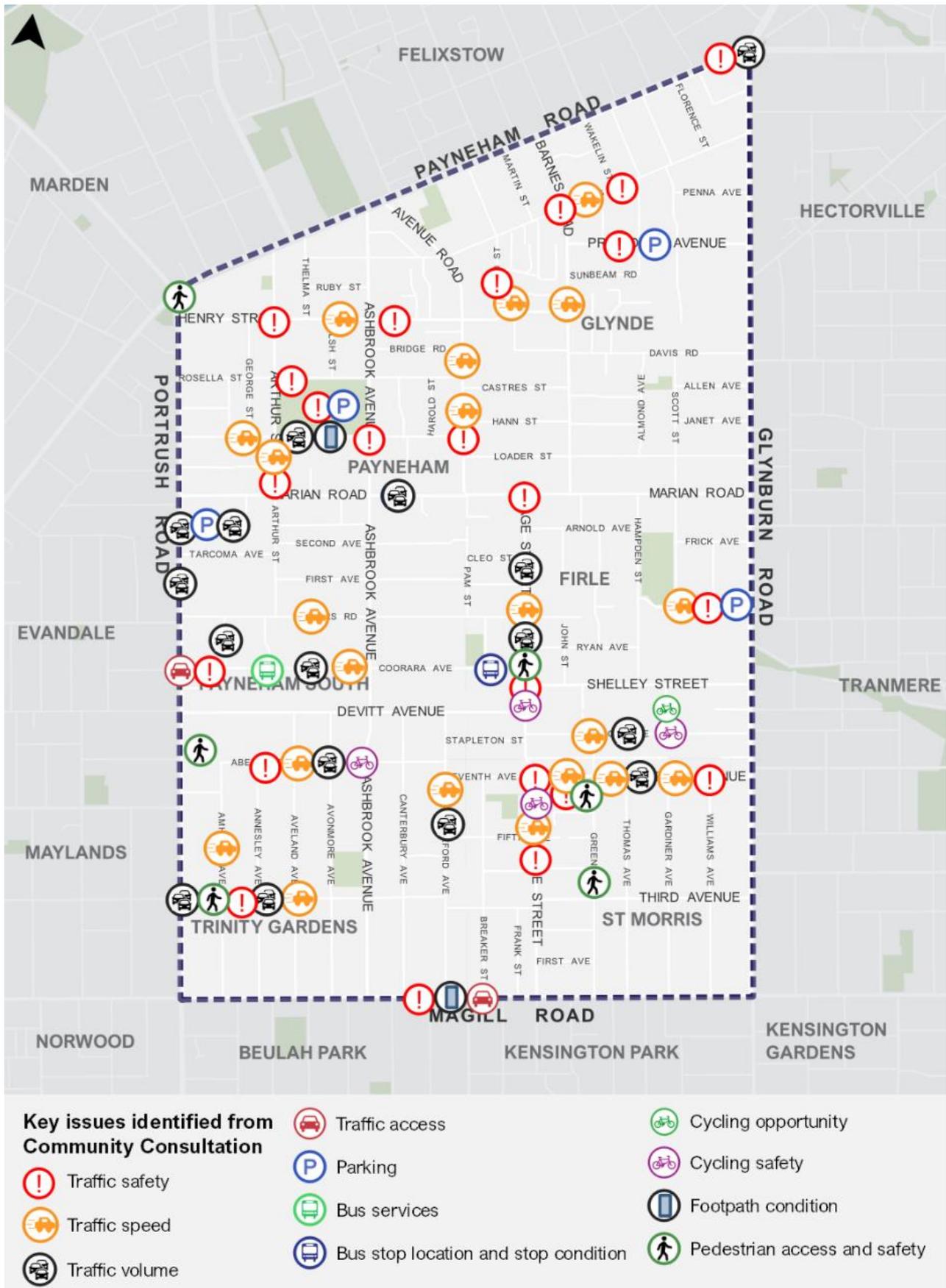


Figure 4.4: Community Concerns compared with the Evidence-base Overlay



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

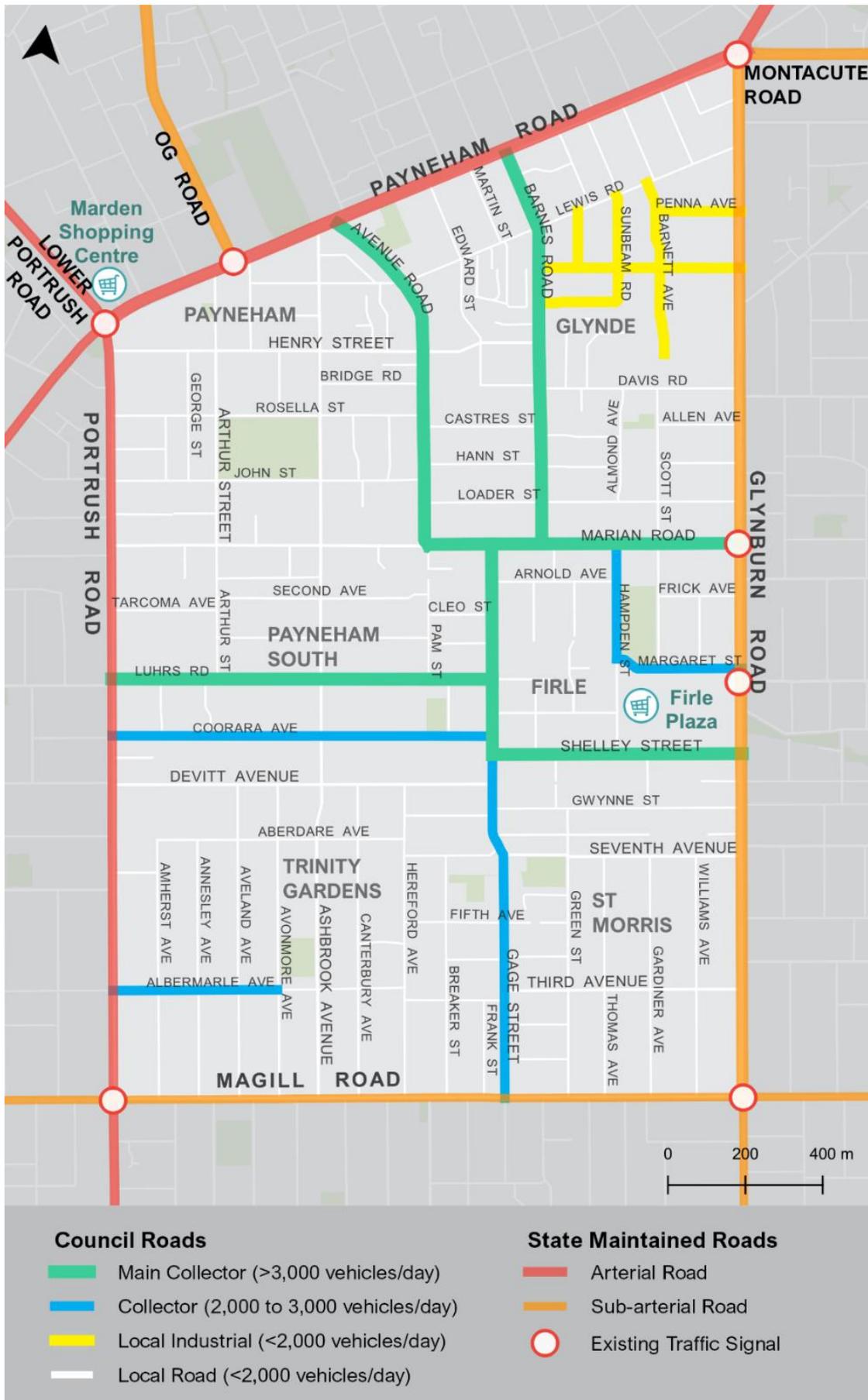
The road hierarchy of the study area is identified in Figure 5.1. The identification of a road hierarchy provides the Council with a functional road layout to assist with the selection of the most appropriate traffic management solutions.

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

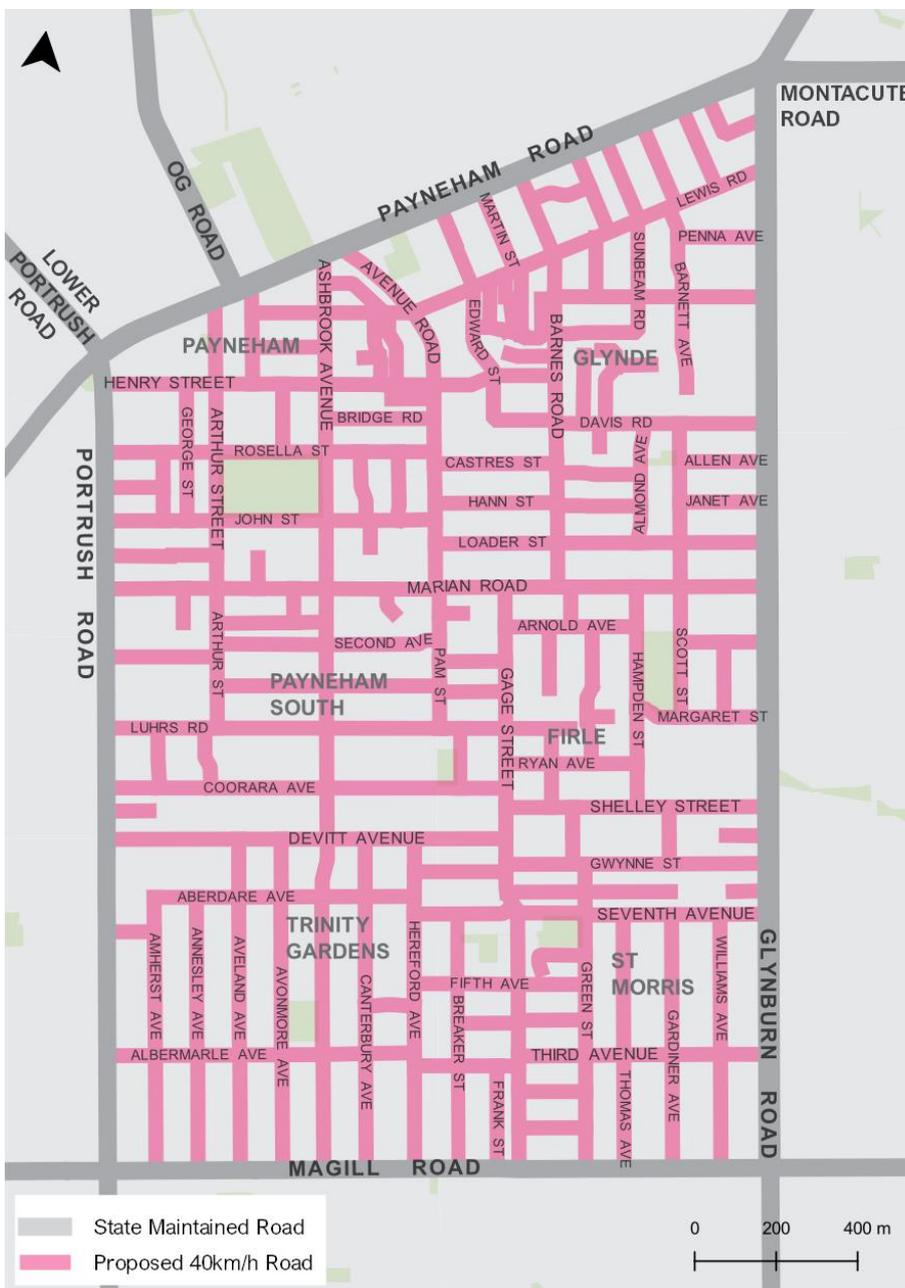


5.2 Proposed 40 km/h area speed limit

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

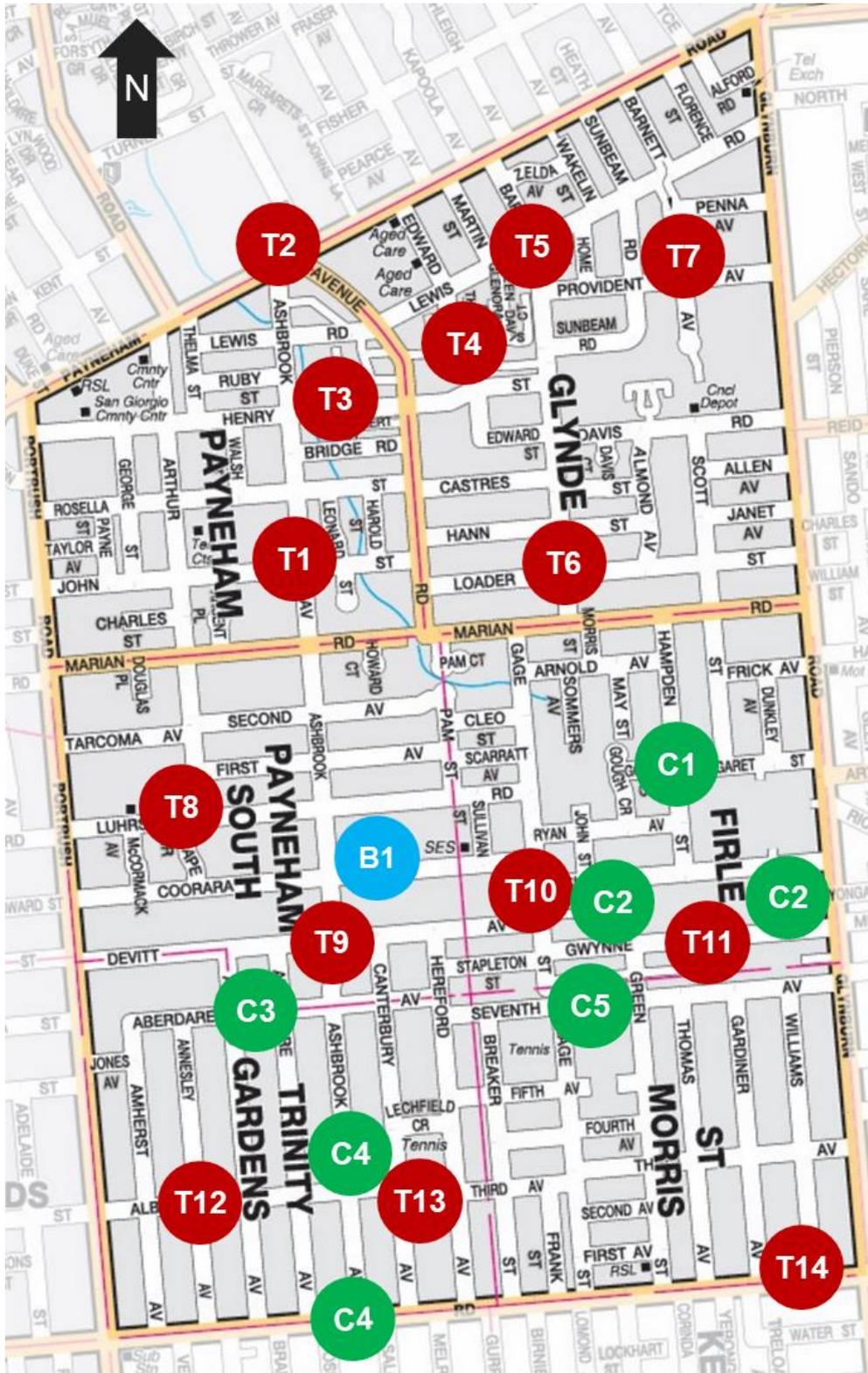


Table 5.1: Proposed Traffic and Road Safety Initiatives

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.

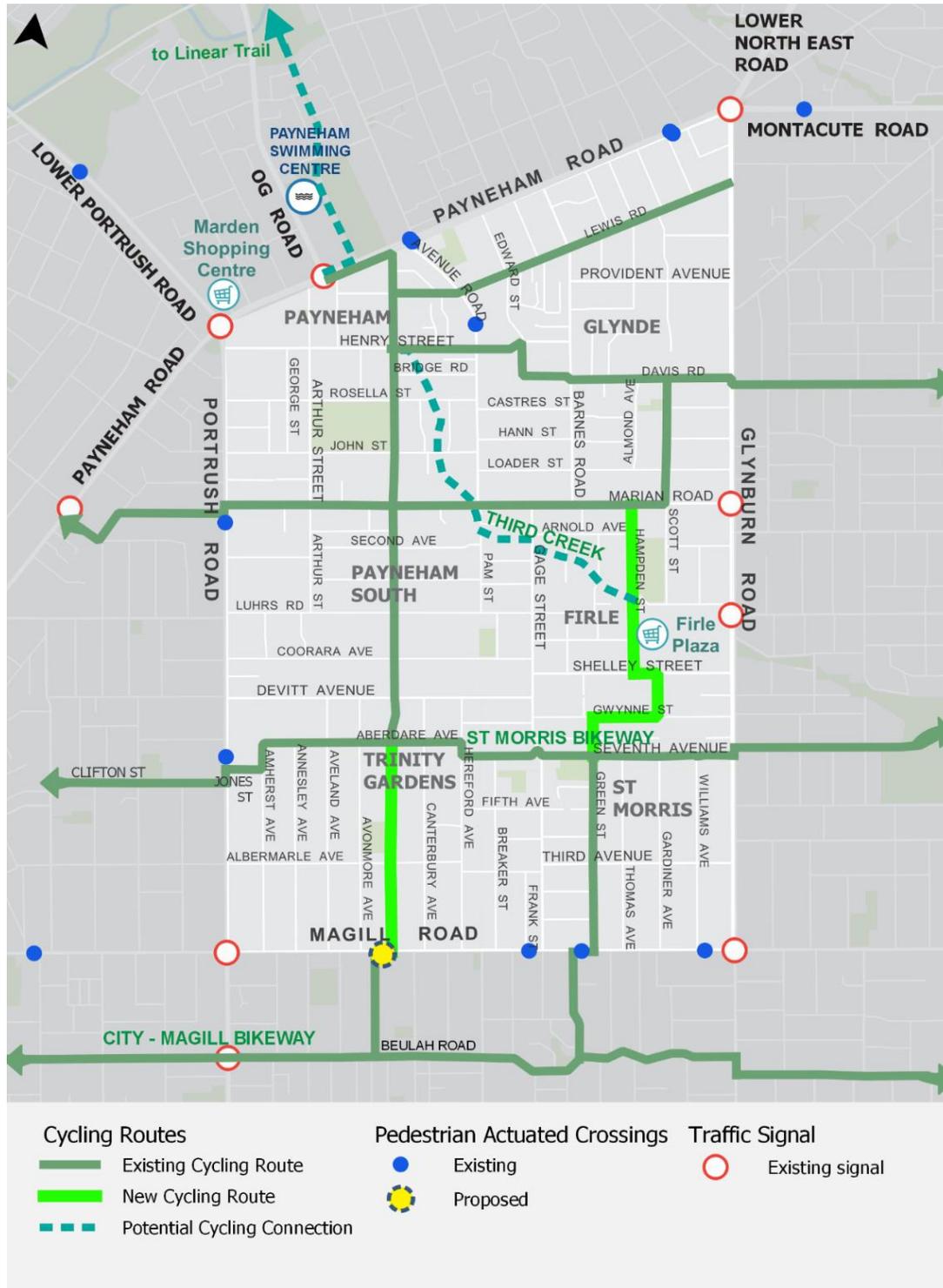


5.3.2 Draft cycling network plan for Stage 2 consultation

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, Firle 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 Firle

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**.

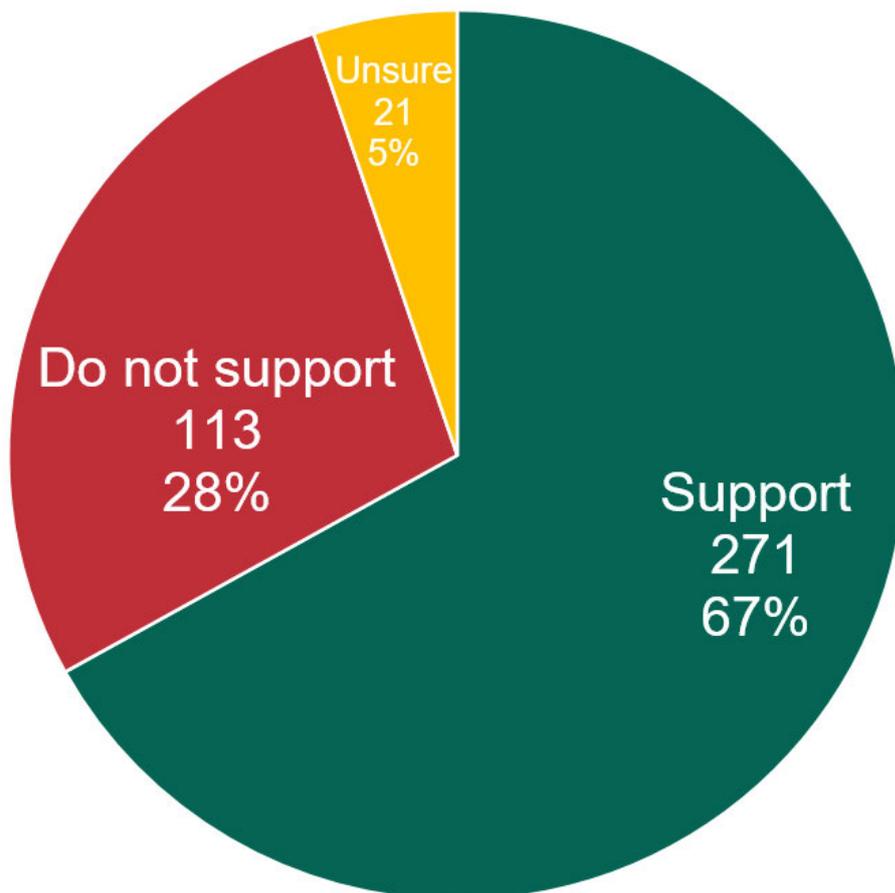
The Stage 2 consultation feedback is provided in **Appendix E** and it included:

- 408 responses to the online survey; .
- 36 email submissions; and
- 5 telephone discussions.

6.1 40 km/h speed limit in local streets

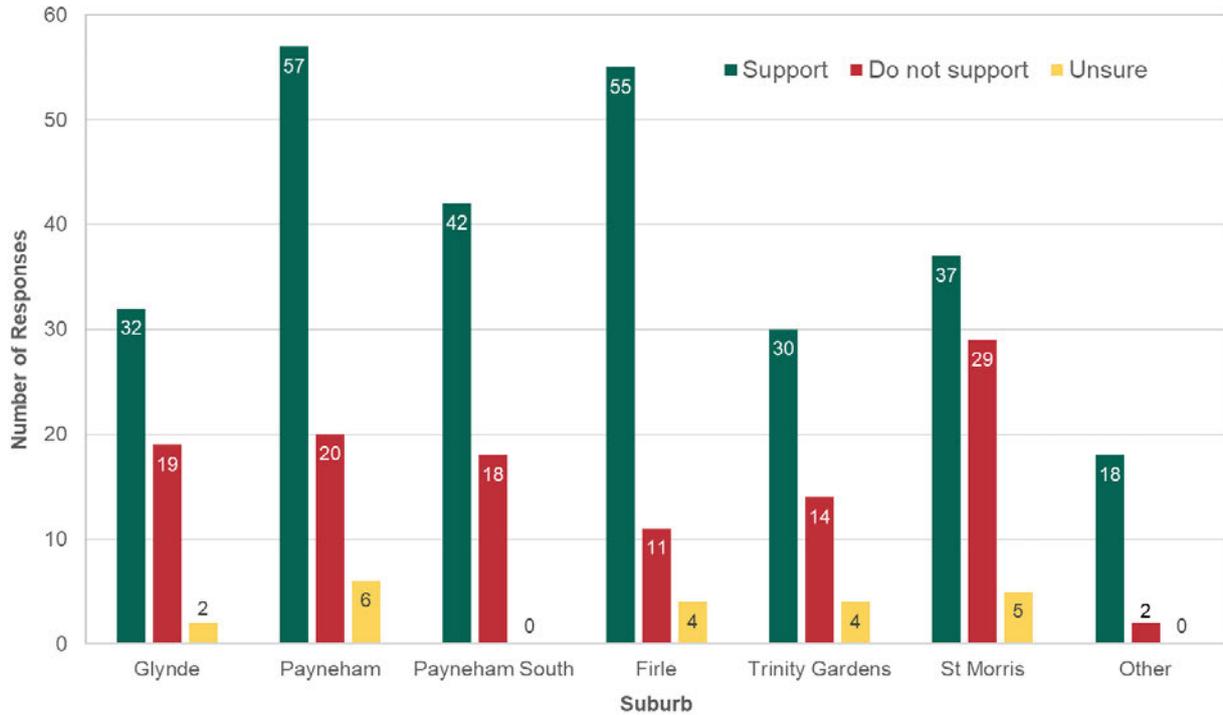
The implementation of a 40 km/h speed limit on all streets within the study area was supported by the majority, with 67 percent, (271 respondents) supporting the proposal, as shown in Figure 6.1.

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.

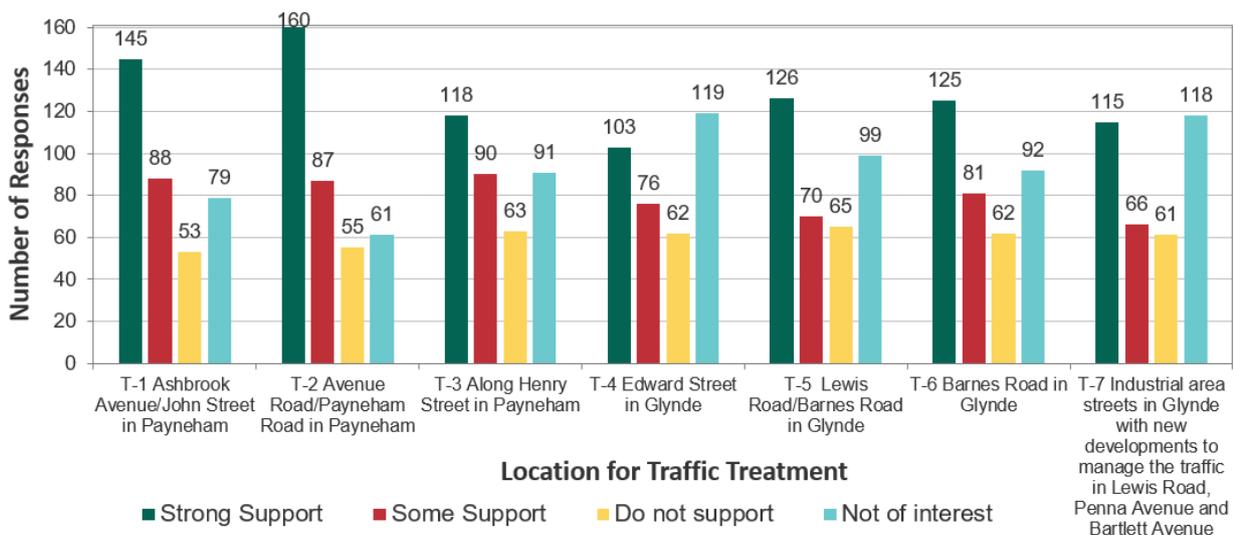
Figure 6.2: Level of Support for the 40 km/h Area Speed Limit by Suburb



6.2 Draft traffic management initiatives

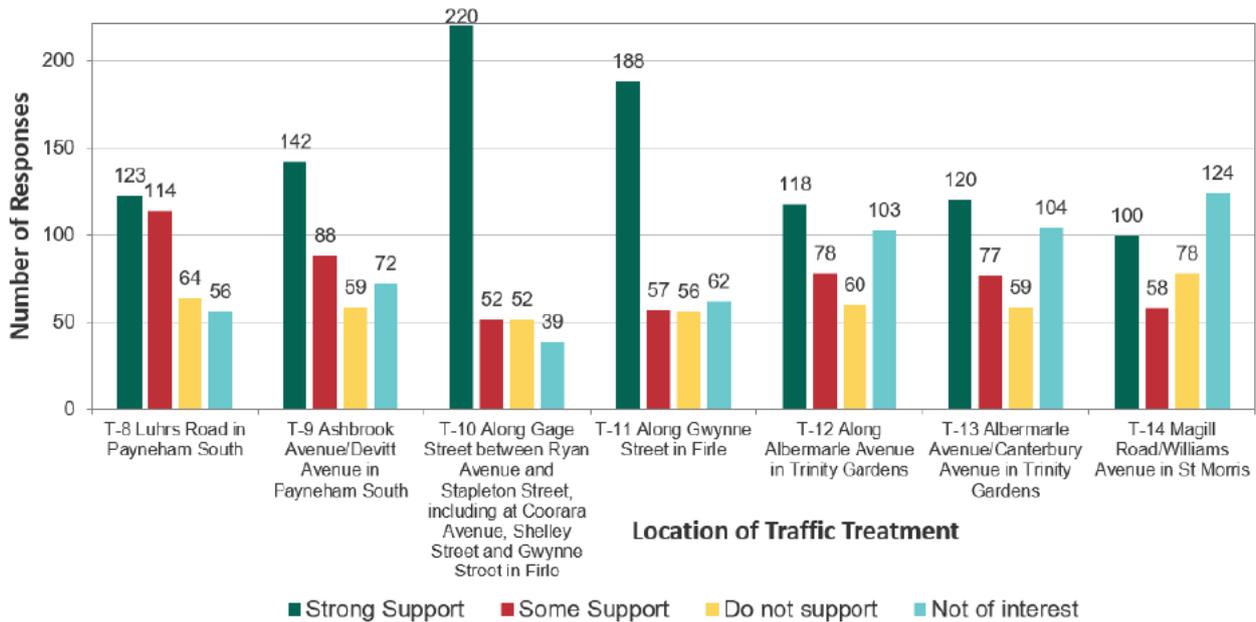
The level of support for the proposed traffic treatments at the locations north of Marian Road in Payneham and Glynde is shown in Figure 6.3.

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%

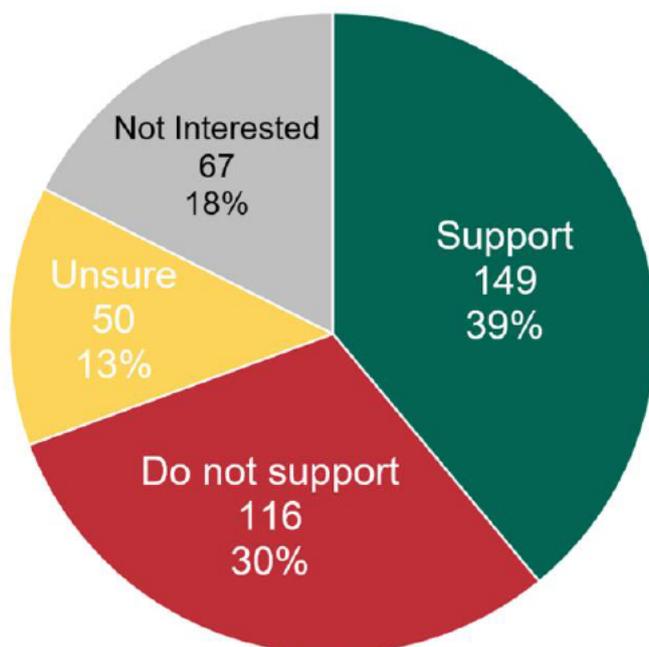


ID	Location	Description	Weighted Score	Percent who Support	Percent who Do Not Support
T-8	Luhrs Road	Investigate traffic calming measures along Luhrs Road	296	66%	18%
T-9	Ashbrook Avenue/ Devitt Avenue	Investigate alternate intersection treatments	313	64%	16%
T-10	Gage Street between Ryan Avenue and 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

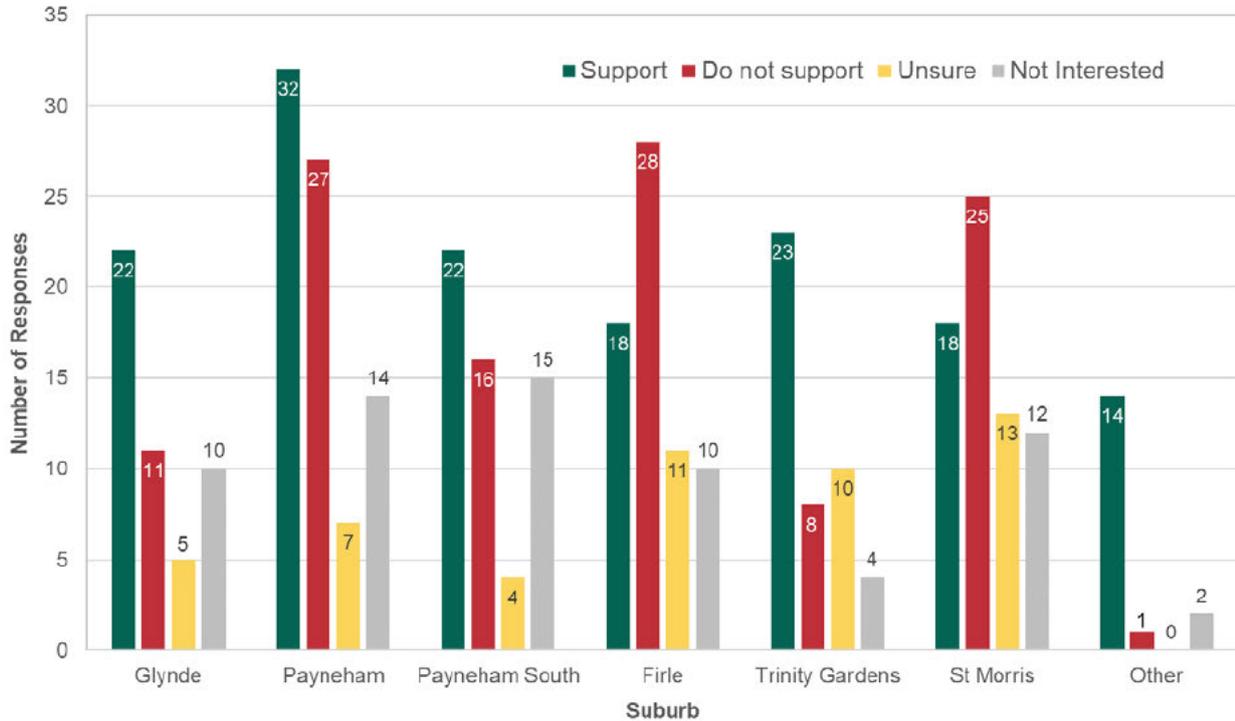
Overall, more respondents supported, than did not support the proposed bicycle network, however a high proportion of respondents were *unsure* or *not interested* as shown in Figure 6.5. Insufficient feedback to understand the reason why some residents did not support the cycling network and as such, 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



LEGEND

- Priority 1
- Priority 2
- Priority 3
- Priority 4
- Study Area



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

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