# Traffic Management & Road Safety Committee **Minutes**

**27 January 2026**

## 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

**PRESENT**

| | |
|---|---|
| **Venue** | Mayors Parlour, Norwood Town Hall |
| **Time** | 10.00am |
| **Committee Members** | Cr Kevin Duke (Presiding Member)<br>Cr Garry Knoblauch<br>Mr Shane Foley (Specialist Independent Member)<br>Mr Nick Meredith (Specialist Independent Member)<br>Mr Charles Mountain (Specialist Independent Member) |
| **Staff** | Carlos Buzzetti (General Manager, Urban Planning & Environment)<br>Jordan Ward (Manager, Traffic and Integrated Transport)<br>Rebecca van der Pennen (Engineer, Traffic & Integrated Transport)<br>Jayesh Kanani (Engineer, Traffic & Integrated Transport) |
| **APOLOGIES** | Cr Hugh Holfeld |
| **Absent** | Nil |

## 1 CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT AND ROAD SAFETY COMMITTEE MEETING HELD ON DATE

*Mr Shane Foley moved that the Minutes of the Traffic Management & Road Safety Committee Meeting held on 3 September 2024 be taken as read and confirmed. Seconded by Mr Charles Mountain and carried.*

## 2 PRESIDING MEMBER'S COMMUNICATION

Nil

## 3 COMMITTEE MEMBER DECLARATION OF INTEREST

Nil

## 4 DEPUTATIONS

## 4.1 DEPUTATION – HEREFORD AVENUE, PAYNEHAM SOUTH – TRAFFIC & PARKING

**SPEAKER/S**

Mr Max Franchitto

**ORGANISATION/GROUP REPRESENTED BY SPEAKER/S**

Not Applicable.

**COMMENTS**

Mr Max Franchitto has written to the Committee requesting that he be permitted to address the Committee in relation to traffic and parking in Hereford Avenue, Payneham South.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Max Franchitto has been given approval to address the Committee.

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Mr Max Franchitto addressed the Committee on this matter.

## 4.2 DEPUTATION – HEREFORD AVENUE, PAYNEHAM SOUTH – TRAFFIC & PARKING

**SPEAKER/S**

Ms Luisa Mercurio

**ORGANISATION/GROUP REPRESENTED BY SPEAKER/S**

Not Applicable.

**COMMENTS**

Ms Luisa Mercurio has written to the Committee requesting that she be permitted to address the Committee in relation to traffic and parking in Hereford Avenue, Payneham South.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Ms Luisa Mercurio has been given approval to address the Committee.

Ms Luisa Mercurio addressed the Committee on this matter.

## 4.3 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

**SPEAKER/S**

Mr Nick Humzy-Hancock

**ORGANISATION/GROUP REPRESENTED BY SPEAKER/S**

Not Applicable.

**COMMENTS**

Mr Nick Humzy-Hancock has written to the Committee requesting that he be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Nick Humzy-Hancock has been given approval to address the Committee.

Mr. Humzy-Hancock addressed the Committee on this matter.

## 4.4 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

**SPEAKER/S**

Ms Katie Rizk

**ORGANISATION/GROUP REPRESENTED BY SPEAKER/S**

Not Applicable.

**COMMENTS**

Ms Katie Rizk has written to the Committee requesting that she be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Ms Katie Rizk has been given approval to address the Committee.

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Ms Katie Rizk addressed the Committee from on this matter.

## 4.5 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

**SPEAKER/S**

Mr Josh Peak

**ORGANISATION/GROUP REPRESENTED BY SPEAKER/S**

Not Applicable.

**COMMENTS**

Mr Josh Peak has written to the Committee requesting that he be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Josh Peak has been given approval to address the Committee.

Mr Josh Peak addressed the Committee on this matter.

## 5 STAFF REPORTS

## 5.1 ON-STREET PARKING POLICY - KENSINGTON IMPLEMENTATION

**REPORT AUTHOR:** Manager, Traffic and Integrated Transport
**APPROVED BY:** General Manager, Urban Planning & Environment
**ATTACHMENTS:** A - F

### PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee") the outcomes of the community consultation that has been undertaken for the proposed parking control changes throughout the suburb of Kensington, in accordance with the Council's On-Street Parking Policy.

### BACKGROUND

Like many inner-metropolitan Councils, the City of Norwood Payneham & St Peters experiences on-street parking pressures from a wide range of users including local residents, business and commercial activities. Workers and people who park within the City, but work elsewhere (e.g. long-term parkers walking/ riding into the Adelaide CBD). On-street parking is an 'end game': the result of people wanting to drive cars to and from their destinations. Over time, the Council and the State Government have influenced travel choices with the aim of reducing the demand for on-street parking. This approach is reflected in a range of integrated land use and transport strategies. However, in the short term, the Council has an immediate role to play in managing the overall supply of on-street parking and managing equitable access to the available on-street parking spaces.

At its meeting held on 7 April 2025, the Council endorsed a revised 'On-Street Parking Policy' and resolved the following:

1. *That the draft On-Street Parking Policy contained in Attachment C, as amended to include a second Visitor Parking Permit and removal of the provision of a third Resident Parking Permit, be endorsed.*

2. *That all persons who lodged a submission on the draft On-Street Parking Policy, be advised in writing of the Council's decision and thanked for their submission.*

3. *That the next scheduled review of the On-Street Parking Policy be undertaken in April 2028.*

4. *That the Chief Executive Officer be authorised to make further minor changes to the document, that are deemed necessary to ensure that it is suitable for publication, provided that the changes do not affect the intent of the document.'*

The On-Street Parking Policy is a strategic-level document that establishes an overarching framework for the management of on-street parking. It is not intended to address the individual needs of all property owners. Rather, the Policy seeks to balance competing demands for on-street parking across the City's road network. To do so, the Policy established designated *Parking Precincts* based on the characteristics and parking demands and parking needs of surrounding land use and provides guidance on the prioritisation of users within each precinct, when implementing parking management measures. A copy of the On-Street Parking Policy is contained in **Attachment A**.

The On-Street Parking Policy defines the process for determining when parking management intervention is required. This includes undertaking detailed parking occupancy surveys, reviewing alternative transport options and considering local conditions. The Council has adopted a parking occupancy threshold of 85 per cent as the trigger for implementing additional parking controls, which equates to approximately one in every seven to eight spaces being available.

The Kensington Parking Policy Review, contained in **Attachment B**, represents the first comprehensive, precinct-wide implementation of Council's adopted On-Street Parking Policy. This report presents a detailed assessment of existing parking behaviours and identifies recommended parking management measures for the Kensington Precinct. A simplified summary map of the proposed parking controls is contained in **Attachment C** and shown below in **Figure 1**.

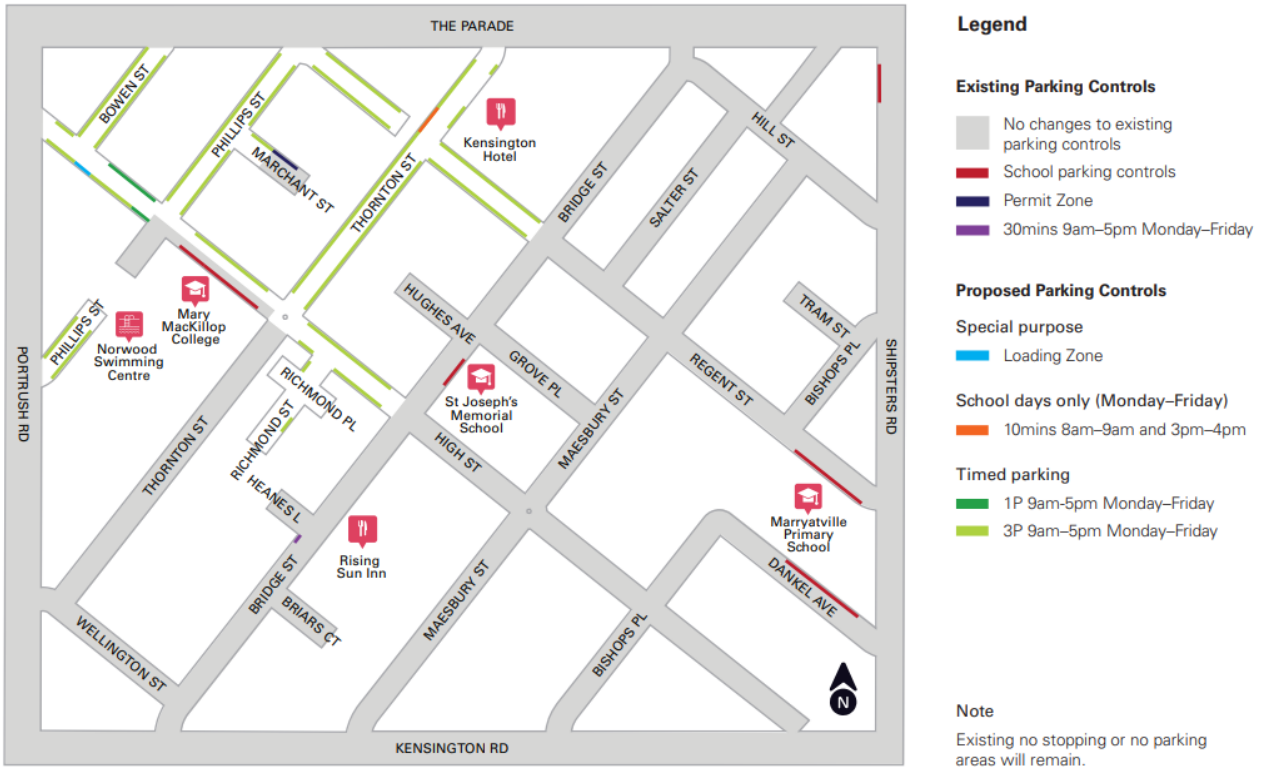



**Figure 1**: Proposed on-street parking control changes - Kensington Precinct

Currently, Kensington contains 901 unrestricted on-street parking spaces, in addition to 60 spaces that are the subject of some form of parking control (e.g., time limits, loading zones). The Review recommends introducing time-limited parking controls for a further 219 spaces, where parking occupancies have been found to exceed the thresholds specified in the Policy.

Staff have undertaken community consultation on the proposed parking changes outlined in The Kensington Parking Policy Review, with Kensington being the first precinct to undergo a holistic review since the adoption of the Policy in April 2025.

## STRATEGIC DIRECTIONS

### *CityPlan 2030* Alignment

***Outcome 1: Social Equity***
*An inclusive, connected, accessible and friendly community.*
***Outcome 4: Environmental Sustainability***
*A leader in environmental sustainability.*

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

*Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.*

*Objective 4.1: Sustainable resource use and management.*

*Strategy 4.1.3: Promote the use of sustainable, active and low emission transport modes.*

## FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated $40,000 in the 2025-2026 Financial Year for the implementation of the 'On-street Parking Policy in the Norwood and Kensington precincts'.

This budget is sufficient for the implementation of the On-Street Parking Policy throughout Kensington, which includes community engagement costs, parking control signage manufacture and installation.

## RISK MANAGEMENT

On-street parking is highly contested across much of the City of Norwood Payneham & St Peters, including within the suburb of Kensington.

As a car-centric city, there is a strong cultural expectation that on-street car parking should be available to all users, regardless of priority or demonstrated need. There is also a growing expectation that individual needs should take precedence over collective needs or outcomes, with parking priorities often viewed through an individual, rather than community lens. By reducing reliance on long-stay on-street parking, the changes may potentially encourage greater use of walking, cycling and public transport for work, supporting lower vehicle emissions and reduced congestion.

Accordingly, a balance must be struck between the needs of residents, businesses, visitors , workers and other road users. The *Land Use and Competing Demands* section of the On-Street Parking Policy, outlines the considerations that will be used to determine the priority for on-street parking within a given area. These considerations were applied in determining the recommended parking controls for the Kensington Precinct and this approach provides the overarching framework for how the Council manages risk, with respect to on-street parking.

## CONSULTATION

### Elected Members

Elected Members have been consulted and actively engaged throughout the development and update of the On-Street Parking Policy, which was endorsed by the Council in April 2025.

Elected Members have been provided with a copy of the community engagement materials, including the Frequently Asked Questions and guidance on how best to direct community members to formally respond via the consultation survey.

### Community

Extensive community consultation has been undertaken regarding the proposed on-street parking controls throughout Kensington. The consultation period was open from 20 October 2025 to 10 November 2025.

The consultation included the following:

- mail-out to all residents and property owners;
- survey available in both online and paper formats;
- the installation of corflute signage throughout Kensington advising visitors that consultation was open;
- targeted emails to key stakeholders within the precinct, including the Kensington Residents Association, large employers, and schools, inviting them to provide feedback;
- dedicated project page on the Council's website; and
- promotion across the Council's social media channels.

This approach provided a comprehensive engagement strategy, ensuring that all residents and visitors to the area had ample opportunity to provide feedback.

A copy of the engagement material and survey questionnaire are contained in **Attachment D.**

Key information sought from the survey questionnaire was:

- parking user feedback (i.e., resident, visitor, etc.);
- feedback on parking controls proposed at a precinct level;
- feedback on parking controls proposed on the street(s) where they commonly park; and
- other relevant comments or information.

Details of the results of the consultation is presented in the *Discussion* section of this report.

**Staff**

General Manager, Urban Planning & Environment
Senior Traffic Engineer
Traffic Engineer
Parking Officers

**Other Agencies**

Not Applicable.

**DISCUSSION**

The Kensington parking assessment and associated consultation, were undertaken in accordance with the guidance established by the On-Street Parking Policy. The Policy acknowledges that while strategic principles can be clearly defined at a City-wide level, localised and precinct-specific issues often only emerge during implementation of the Policy.

The consultation process provides a valuable opportunity to identify and test these issues, as proposed parking controls become more tangible for the community. This stage allows residents, business owners, workers and other stakeholders, to provide detailed, targeted and place-specific comments, which is not typically achievable at a purely strategic level.

In addition, Kensington is the first precinct to undergo consultation in respect to on-street parking controls and represents the first practical application of the Policy. As such, the outcomes of this process will provide important insights and lessons that can inform the implementation of on-street parking controls in other precincts across the City.

The feedback received during the consultation that has been undertaken, reflects a wide range of perspectives, including competing and sometimes conflicting priorities for on-street parking. This Section summarises the key themes arising from consultation. A full detailed summary of feedback received is contained in **Attachment E**.

During the consultation period, a total of 192 responses to the survey were received, together with one written submission from the OTR Group, a large employer within the precinct. A copy of this submission is contained in **Attachment F**.

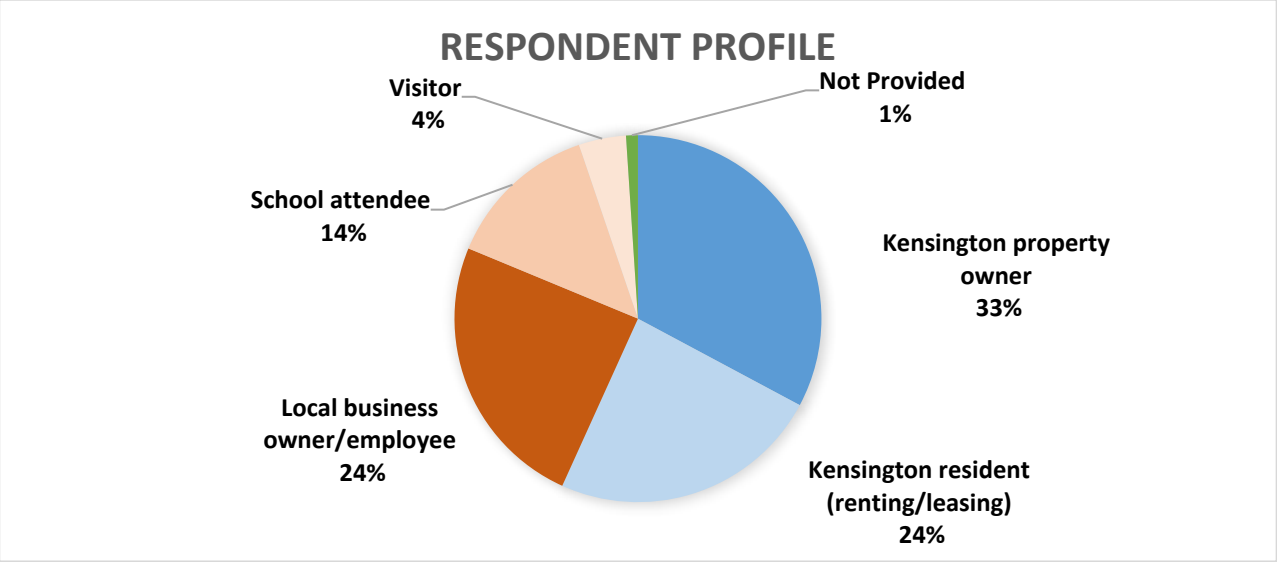
A summary of the key responses and sentiments from the consultation is provided below.

Respondent profile

Respondent profiles were grouped into categories, such as: owners and residents and business owners/employees or school attendees, to distinguish those who reside within the precinct from those who visit the area for work, education, or other purposes. Overall, the results demonstrate a balanced consultation, with relatively even representation from both resident and non-resident respondent groups. The results for the respondent profile are shown in Table 1 below.

**Table 1**

| Respondent Profile | Count | Sub-total |
|---|---|---|
| Kensington property owner | 63 | 109 (57%) |
| Kensington resident (renting/leasing) | 46 | |
| Local business owner/employee | 47 | 81 (42%) |
| School attendee | 26 | |
| Visitor | 8 | |
| Not Provided | 2 | 2 (1%) |
| **Total** | **192** | **100%** |



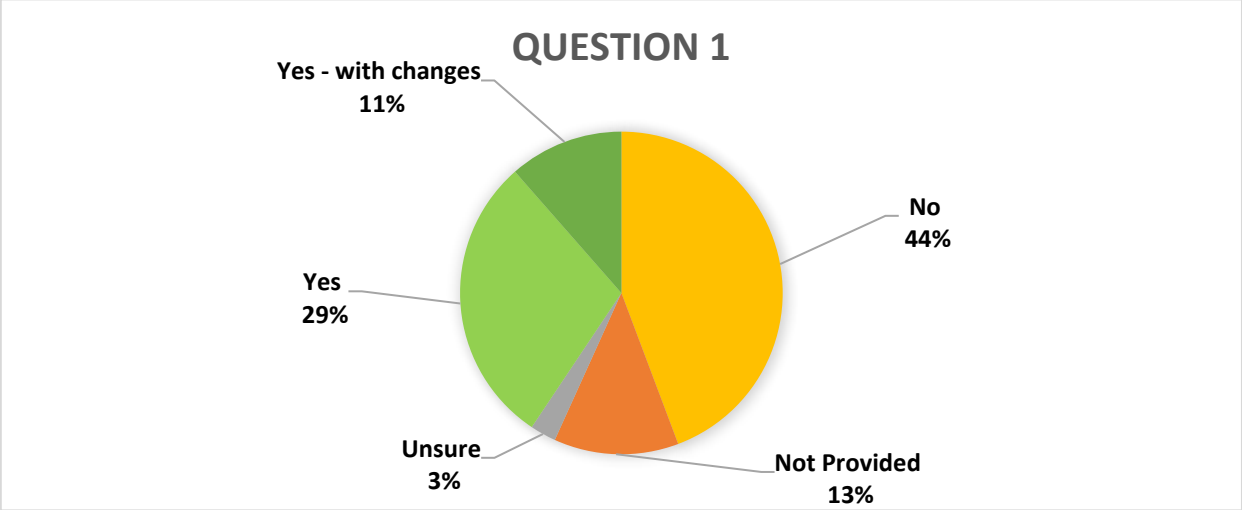

Proposed parking control changes

Respondents were asked whether they supported the proposed precinct-wide parking control changes. This question was intended to provide insight into preferences for parking management at a precinct-wide level, rather than focusing solely on individual street issues.

More detailed feedback was also sought in relation to the street on which respondents most commonly park. The results were broadly consistent across both questions, indicating that sentiment at the street level aligns with views expressed at the precinct level.

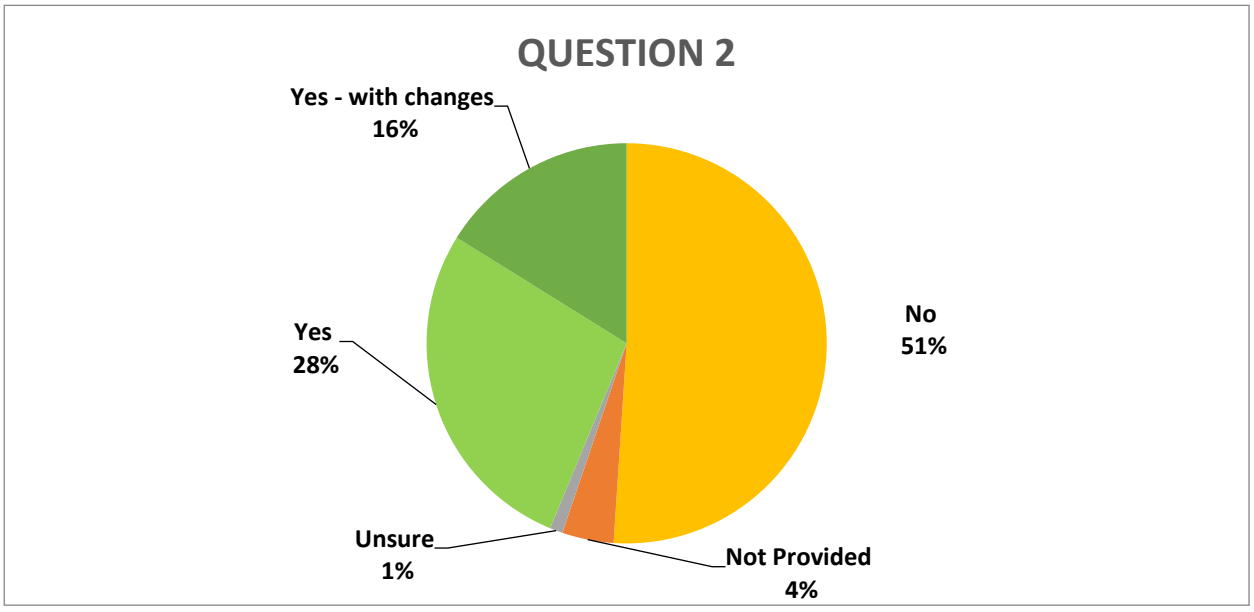
**Survey Question 1**: *Do you support the proposed parking controls changes more broadly throughout the Kensington precinct?*

| Response | Count | Percentage (%) |
|---|---|---|
| No | 85 | 44% |
| Not Provided | 24 | 13% |
| Unsure | 5 | 3% |
| Yes | 56 | 29% |
| Yes - with changes | 22 | 11% |
| Total | 192 | 100% |



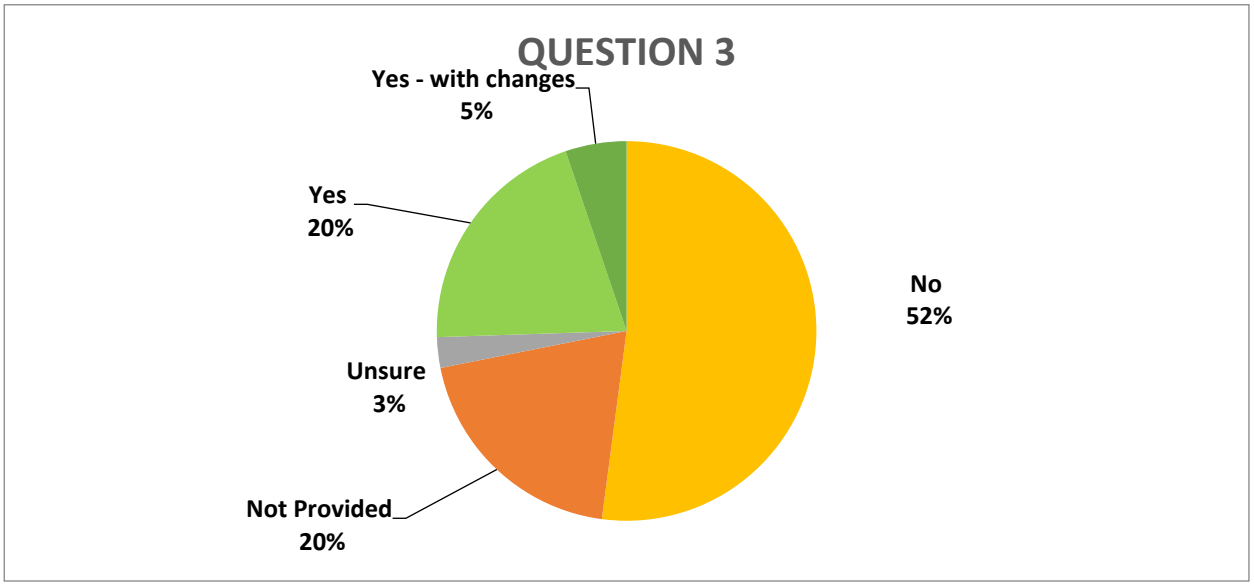

**Survey Question 2**: *Do you support the proposed parking control on the street that you most commonly park on?*

| Response | Count | Percentage (%) |
|---|---|---|
| No | 98 | 51% |
| Not Provided | 8 | 4% |
| Unsure | 2 | 1% |
| Yes | 53 | 28% |
| Yes - with changes | 31 | 16% |
| **Grand Total** | **192** | 100% |



**Survey Question 3**: *If your street is listed for timed parking controls, do you support the proposed time limit?*

| Response | Count | Percentage (%) |
|---|---|---|
| No | 100 | 52% |
| Not Provided | 38 | 20% |
| Unsure | 5 | 3% |
| Yes | 39 | 20% |
| Yes - with changes | 10 | 5% |
| Total | 192 | 100% |




It should be noted that most of the "No" responses reflect a preference for no time-limited parking controls, while the "Yes, with changes" responses, generally relate to requests for resident parking permits or exemptions.

**Analysis of Respondent Feedback**

Further detailed analysis has been completed for the different user groups to better understand their feedback and the impact of the proposed parking control change would have.

Property owners / resident

Of the 109 respondents in this profile, 48 supported the introduction of on-street parking controls in Kensington, while a further 31 supported the controls with changes. The most common requested change was that residents be exempted from the timed parking restrictions. In most cases, these residents would be eligible for a parking permit to extend their parking beyond the time limit. While information regarding parking permits was provided during the consultation, it could be presented more clearly to ensure better understanding.

Combining both support and support-with-changes responses, 79 of 109 respondents in this profile (72%) supported the proposed on-street parking control changes.

Common feedback from supporters (including those supporting with changes):

- resident and visitor parking permits/exemptions are required;
- considered a reasonable approach given existing parking pressures; and
- support for managing all-day parking from local business employees in residential streets.

Common feedback from those opposing the changes:

- concerns about displacement, with on-street parking being transferred to other streets;
- perception that the controls are primarily being introduced for revenue-raising purposes;
- concerns about effectiveness, as some may simply move cars every few hours;
- viewed as unfair for multi-car households unable to store all vehicles on their property; and
- focus on the source of the problem (i.e., businesses or schools that do not provide sufficient off-street parking on their properties)

School / education establishments:

Of the 26 respondents in this profile, 23 opposed the introduction of parking controls in Kensington.

Common concerns raised included:

- insufficient off-street parking is provided at schools;
- staff unable to leave during school hours to move cars;
- increased local traffic caused by vehicles relocating every 3 hours;
- parking demand likely to redistribute to other streets;
- perception that other larger employers contribute more significantly to on-street parking pressures;
- residents with off-street parking still choosing to park on-street; and
- requests for exemptions for staff.

Local business owner / employee:

Of the 47 respondents in this profile, 42 opposed the introduction of parking controls in Kensington.

Key concerns included:

- difficulty in finding all-day parking;
- requirement to move vehicles every few hours may affect productivity or contribute to staff turn-over;
- increased vehicle circulation within the precinct; and
- limited accessibility to public transport for some employees

OTR Group formal submission

The OTR Group is a large employer within the Kensington Precinct, with their headquarters located at 270 The Parade, Kensington. The OTR Group has formally objected to the proposed parking control changes, providing a written submission, together with staff completing the online survey.

The following provides a high-level summary of a submission that has been received from OTR Group in response to the proposed precinct-wide on-street parking amendments in the City of Norwood Payneham & St Peters. A full copy of the written submission is contained in **Attachment F**.

The OTR Group, on behalf of its 420 staff based at its Head Office at 270 The Parade, has formally opposed the proposed precinct-wide on-street parking restrictions. The OTR Group outlined its significance as South Australia's largest private employer and noted that following its acquisition by Viva Energy Australia in March 2024, a key condition of the sale was the retention of its headquarters at Norwood to protect local employment. The OTR Group advised that its workforce is highly car-dependent, with internal survey results indicating that 98% of staff drive to work, 89% have no viable public transport alternative and over 85% would face significant disruption due to the need to move vehicles, arrive earlier, or park deeper within surrounding residential streets. The majority of respondents indicated the proposed changes would make commuting more difficult.

In its submission, the OTR Group also highlighted the broader economic implications for The Parade and Norwood generally, estimating its workforce contributes approximately $4 million annually to the local economy through retail, food, hospitality and service spending. The OTR Group expressed concern that the proposed parking changes could negatively affect staff retention, local business activity and potentially OTR Group's long-term presence in Norwood. The OTR Group has urged the Council to reconsider the proposal, seek further engagement with major employers and explore alternative solutions that balance residential amenity with the needs of workers and businesses.

It should be noted that the OTR Group has limited off-street parking provision on its property and the workforce is currently highly dependent on on-street parking.

There is also an existing approval for the Major Development of the Peregrine Mixed-Use (Headquarters) development at 270 The Parade, Kensington. An extension of time to commence construction was granted by the State Government, extending the approval until December 2026.

Summary

Analysis of stakeholder feedback reveals a significant divide between residential property owners and other stakeholder groups (schools and businesses) regarding the proposed parking controls in Kensington.

Further analysis of the outcomes of the consultation is set out below.

1. Insufficient off-street car parking for schools and businesses.

Existing schools and businesses operate under approved Development Consents, which were assessed against the planning and parking requirements in place at the time of approval. The Council does not have the statutory ability to retrospectively require the provision of additional off-street car parking where a lawful approval already exists.

The current high demand for on-street parking reflects the cumulative impact of multiple land uses within a constrained inner-urban environment, where site layouts, heritage considerations and lot sizes often limit the provision of on-site parking.

In these circumstances, the Council's role is to manage the shared public on-street parking in a way that is safe, equitable and efficient. The proposed parking controls were developed in accordance with the 'prioritisation of users' matrix within the Council's On-Street Parking Policy which assigns long-term employee and school parking a medium priority, compared with a high priority for residents within Kensington.

School staff communicated additional concerns and constraints associated with the timed parking controls, noting that their additional responsibilities for student supervision limit their ability to move vehicles every three hours.

In this regard, it should be noted that there are no proposed changes to the existing unrestricted all-day parking near the following schools: Pembroke College, Marryatville Primary School, and St Joseph's Memorial School. While new three-hour parking controls are proposed near Mary MacKillop College, all-day parking opportunities will remain available on Thornton Street, Wellington Street, and Bridge Street, which are within a short walking distance. For those not choosing to alter travel behaviour or adopt alternative transport modes, it is expected that parking demand will redistribute and disperse across the surrounding street network, reducing the current high concentration of parking at the north-west corner of Kensington. Importantly, there are still 682 unrestricted on-street car parking spaces within Kensington.

The changes proposed are shown spatially in **Figure 1** above.

2. Parking permits

The Council has endorsed clear eligibility criteria for parking permits through its On-Street Parking Policy. Parking permits are limited to eligible residents and are intended to support residential amenity where parking controls are introduced.

Permits are not available to businesses, employees, or commuters, as extending eligibility beyond residents would undermine the effectiveness of parking controls and reduce turnover for short-stay users.

Where residents are eligible, permits will allow them to overstay the posted time limit, ensuring that parking controls balance residential needs with broader precinct demand.

3. Parking displacement

The proposed on-street parking controls respond to a clearly demonstrated need identified through parking occupancy surveys. In accordance with Council policy and industry standards, streets operating above approximately 85% occupancy are considered functionally full and are likely to experience high competition, circulation and parking stress.

In some instances, streets operating within the 65%–85% occupancy range were also proactively considered where they were likely to attract displaced parking following the introduction of nearby controls. Applying a precinct-wide, rather than street-by-street, assessment is consistent with best practice and reduces the risk of unmanaged displacement.

This holistic approach is intended to achieve more balanced outcomes across the precinct, ensuring that parking demand is more evenly distributed rather than concentrated in isolated streets. While some redistribution of parking may occur, this is managed in a controlled and equitable manner.

4. “Motorists will just move their car”

Some motorists may choose to relocate their vehicle to avoid overstaying the time limit. This behaviour is anticipated and is an inherent part of demand-based parking management.

The recommended 3-hour time limit has been selected to strike a practical balance between the needs of businesses, visitors, workers and residents. In determining the appropriate duration, the following considerations have been applied:

- 4-hour limits were not considered effective in discouraging all-day parking, as they typically require only one vehicle move per day, which can be readily accommodated by employees;
- 2-hour limits were considered overly restrictive, requiring multiple vehicle moves per day and potentially limiting reasonable visit durations for customers, clients and social visitors; and
- 3-hour limits provide sufficient dwell time for most legitimate short- to medium-stay activities while still discouraging all-day parking and encouraging consideration of alternative transport options such as public transport, walking or cycling where available.

5. Revenue raising

The proposed parking controls are not motivated by the objective of raising revenue. The Council’s intent is to respond to long-standing community concerns regarding parking availability and to manage on-street parking in a fair, transparent and consistent manner.

Any revenue that is generated from infringement notices associated with enforcement of the proposed on-street parking controls, is incidental and reflects non-compliance rather than a policy objective. The primary purpose of enforcement is to ensure that the parking controls operate as intended and deliver improved access and equity for all users of the precinct.

## OPTIONS

In considering the outcomes of the Kensington Parking Policy Review and the associated community consultation, the following options have been identified for the Committee's consideration.

### Option 1 – Implement the proposed precinct-wide parking controls as recommended

*(Preferred Option)*

This option involves implementing the parking controls outlined in the Kensington Parking Policy Review, as outlined in **Attachment B**, including the introduction of time-limited parking on streets where occupancy surveys demonstrate demand exceeding policy thresholds. These controls would be supported by the application of a resident parking permit scheme in accordance with the On-Street Parking Policy.

This option is consistent with:

- the adopted On-Street Parking Policy;
- the parking occupancy data and supporting technical assessment;
- best-practice parking management principles; and
- *CityPlan 2030* objectives relating to residential amenity, accessibility, and transport network efficiency.

While consultation identified divergent views, particularly from businesses and schools, this option provides the most balanced and equitable response to competing demands. It prioritises short-stay turnover, supports residential amenity and manages on-street parking as a shared public resource. The application of precinct-wide controls also reduces the risk of unmanaged displacement and provides a fair, transparent, and consistent framework for parking management across Kensington.

### Option 2 – Modify the proposed parking controls

This option involves amending the recommended parking controls in response to consultation feedback. Potential modifications could include:

- reducing the extent of time-limited parking; and/or
- applying parking controls to one side of the road, over a larger catchment area; and/or
- increasing time limits on all or selected streets; and/or
- deferring implementation on certain streets.

While this option may in the short-term address some of the concerns that nave been raised, it would reduce the overall effectiveness of the parking management framework and may undermine the intent of the On-Street Parking Policy. Partial or inconsistent application of parking controls is likely to increase displacement, perpetuate inequitable outcomes and reintroduce parking stress to streets that currently operate above acceptable occupancy thresholds.

This option would also require additional technical assessment and further consultation that will result in delaying the implementation of the Policy and increased costs.

**Option 3 – Do not implement additional parking controls**

With this option, the Council would retain the existing largely unrestricted on-street parking arrangements throughout Kensington.

This option is not supported as it would:

- be inconsistent with the On-Street Parking Policy;
- fail to respond to demonstrated parking demand and long-standing community concerns;
- continue to disadvantage residents and short-stay visitors; and
- result in the inefficient use of limited on-street parking resources.

Maintaining the status quo would also undermine the Council's strategic objectives and create precedent risks for future precinct-wide parking reviews.

**CONCLUSION**

The Kensington Parking Policy Review represents the first holistic, precinct-wide application of the Council's adopted On-Street Parking Policy. The technical assessment demonstrates that parking demand in parts of Kensington exceeds acceptable occupancy thresholds, resulting in high competition for parking, reduced availability and impacts on residential amenity.

Community consultation has highlighted competing priorities between residents, businesses and schools. While these concerns are acknowledged, the Council does not have the statutory ability to retrospectively require additional off-street parking for existing developments. Accordingly, the Council's appropriate role is to manage the shared on-street parking resource in a fair, transparent and evidence-based manner.

The recommended on-street parking controls are consistent with best-practice parking management, prioritising turnover, safety and equitable access, while supporting residents through a permit system. Importantly, the precinct-wide approach recognises and manages displacement risks more effectively than isolated, street-by-street interventions.

On balance, the proposed parking controls represent a reasonable and proportionate response to demonstrated parking pressures and align with the Council's strategic objectives for an accessible, people-friendly transport network.

**RECOMMENDATION**

*That the Committee:*

1. *Notes the outcomes of the community consultation that was undertaken between 20 October 2025 and 10 November 2025, as summarised in this report and contained in Attachment D.*
2. *Recommends to the Council, that the Kensington Parking Policy Review, including the introduction of time-limited on-street parking controls and associated signage, as contained in Attachment B and as shown on the simplified parking control plan as contained in Attachment C, be implemented.*

*Mr Charles Mountain moved:*

1. *Notes the outcomes of the community consultation that was undertaken between 20 October 2025 and 10 November 2025, as summarised in this report and contained in Attachment D.*

2. *Recommends to the Council, that Option 2 be implemented with alternate parking control options*

*The motion lapsed for want of a seconder.*

*Mr Nick Merridith moved:*

1. *Notes the outcomes of the community consultation that was undertaken between 20 October 2025 and 10 November 2025, as summarised in this report and contained in Attachment D.*
2. *Recommends to the Council, that the Kensington Parking Policy Review, including the introduction of time-limited on-street parking controls and associated signage, as contained in Attachment B and as shown on the simplified parking control plan as contained in Attachment C, be implemented.*

*Seconded by Cr Knoblauch and carried.*

*Mr Shane Fole moved that Item 5.3 be brought forward for consideration. Seconded by Cr Knoblauch and carried.*

## 5.3 HEREFORD AVE, PAYNEHAM SOUTH - TRAFFIC AND PARKING

**REPORT AUTHOR:** Manager, Traffic and Integrated Transport
**APPROVED BY:** General Manager, Urban Planning & Environment
**ATTACHMENTS:** Nil

### PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee"), traffic and parking concerns raised by citizens of Hereford Ave, Payneham South. There are divided opinions among residents regarding road safety and the retention of on-street parking spaces and the issues are being referred to the Committee for its consideration and determination.

### BACKGROUND

In late 2024, several requests were received raising traffic and road safety concerns on Hereford Avenue, Payneham South, between Stapleton Street and Aberdare Avenue. These requests identified a reported "rat-run" movement from Stapleton Street (eastbound), south along Hereford Avenue and then eastbound on Aberdare Avenue. This movement is understood to be the dominant traffic pattern during the morning peak, with the reverse movement occurring during the afternoon peak.

At a strategic level, the Council is addressing traffic concerns more broadly across the wider precinct through the development of the Glynde, Payneham, Firle, Trinity Gardens & St Morris Local Area Traffic Management (LATM) plan. The LATM adopts a precinct-wide approach to managing speeding and non-local traffic, rather than addressing issues on an individual street basis.

As part of this work, several priority streets have been identified, and staff are currently progressing treatment options that aim to address non-local traffic closer to the entry points into the local road network, rather than within the centre of the network, such as at this location. Hereford Avenue was not identified for any further traffic control intervention as part of the LATM study.

Delivery of the LATM recommendations is expected to address traffic concerns across the precinct and provide broader benefits, including improvements at Hereford Avenue. However, the LATM process involves lead times associated with planning, concept design, detailed design and construction. While concept designs have been developed and staff are preparing to undertake community consultation on these proposals in early 2026, ongoing concerns continue to be raised by some residents. In the interim, minor works, such as signage and line marking, are being considered where appropriate to manage traffic impacts and supplement the broader precinct-wide interventions.

### STRATEGIC DIRECTIONS

***CityPlan 2030* Alignment**

***Outcome 1: Social Equity***
*An inclusive, connected, accessible and friendly community.*

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

*Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.*

### FINANCIAL AND BUDGET IMPLICATIONS

There are no financial or budget implications, with any minor traffic control line marking or signage, able to be delivered within current budgets.

## RISK MANAGEMENT

The Council is responsible for managing traffic and road safety, including the appropriate management of on-street parking. The implementation of on-street parking restrictions is often highly contested, as some residents place a high value on convenient on-street parking close to their properties, whereas some residents place a higher value on safe and convenient vehicle movements in local streets, even if this means a reduction in the availability of convenient on-street parking.

If the current traffic and parking controls are maintained, the existing conflict point will remain, requiring motorists to negotiate opposing traffic movements around parked vehicles. It is worth noting that it is common practice for the travel lane to be restricted to one-way traffic flow between parked vehicles on the local road network.

Introducing additional parking controls would improve traffic movement efficiency, however, this may also inadvertently encourage increased use of the route as a rat-run and higher vehicle speeds.

Should an incident occur at this location and it is determined that the Council has not taken reasonable steps within a reasonable time to address a known traffic hazard associated with on-street parking, there is a potential risk of increased liability exposure.

## CONSULTATION

### Elected Members

Mayor Bria and Cr Granozio were provided with a copy of the community engagement material and attended a street-corner meeting to discuss traffic concerns with local residents.

### Community

Community consultation was undertaken between 30 April 2025 to 23 May 2025, for the most recent minor traffic control improvements. All comments that have been received have been reviewed and considered prior to progressing any traffic and parking control minor works.

### Staff

General Manager, Urban Planning & Environment
Senior Traffic Engineer
Parking Officers

### Other Agencies

Not applicable

## DISCUSSION

Traffic and Parking Context

In late 2024, the Council received several requests raising traffic and road safety concerns on Hereford Avenue, Payneham South, between Stapleton Street and Aberdare Avenue. These requests identified conflicts between traffic flow and parked vehicles, as Hereford Avenue is not wide enough to accommodate two-way traffic flow with vehicles parked on both sides of the street. This is shown in **Figure 1**.


**Figure 1 – Hereford Ave – Traffic Summary**

Road Crash data for 2020-2024, shows that there are no recorded crashes at this location.

Traffic data was reviewed, and new data collected on Hereford Ave to inform the assessment. A summary is shown below in **Table 1** and **Figures 2 to 4**.

**Table 1: TRAFFIC DATA – HEREFORD AVENUE**

| Date | 85th Percentile speed | Traffic Volume (all day average) | Traffic Volume (weekday average) |
|---|---|---|---|
| May 2020 | 40km/hr | 1,634 | 1,789 |
| May 2025* | 42km/hr | 2,332 | 2,557 |

*Note: During the traffic survey period, the Council was concurrently delivering the St Morris drainage upgrade works on nearby streets. This may have influenced local traffic patterns and could explain the significant increase in traffic observed between survey periods."

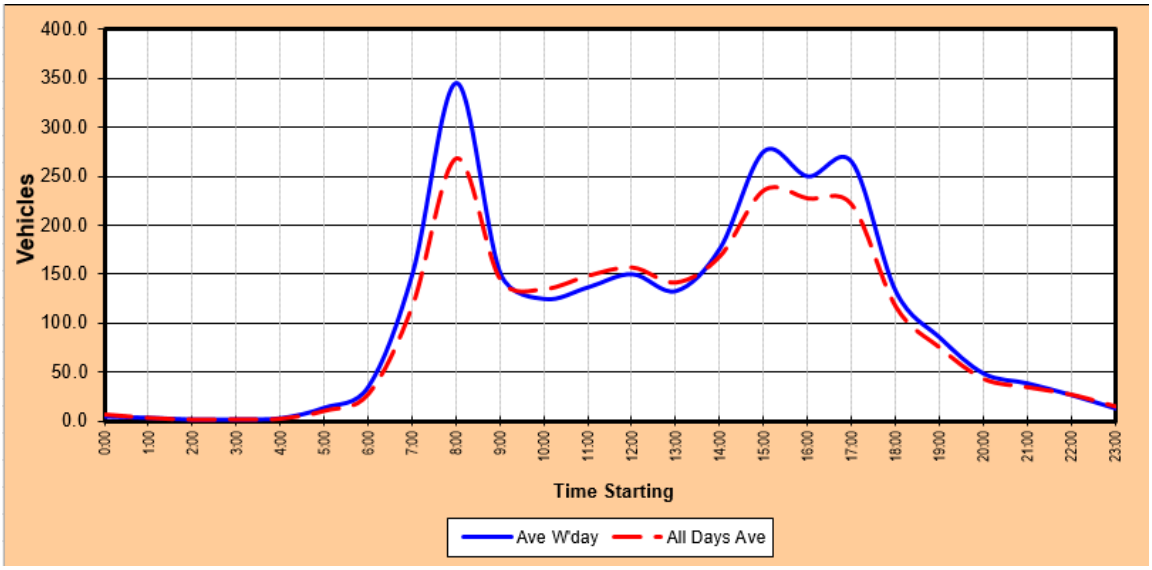



**Figure 2: Two-way traffic volumes (2025)**

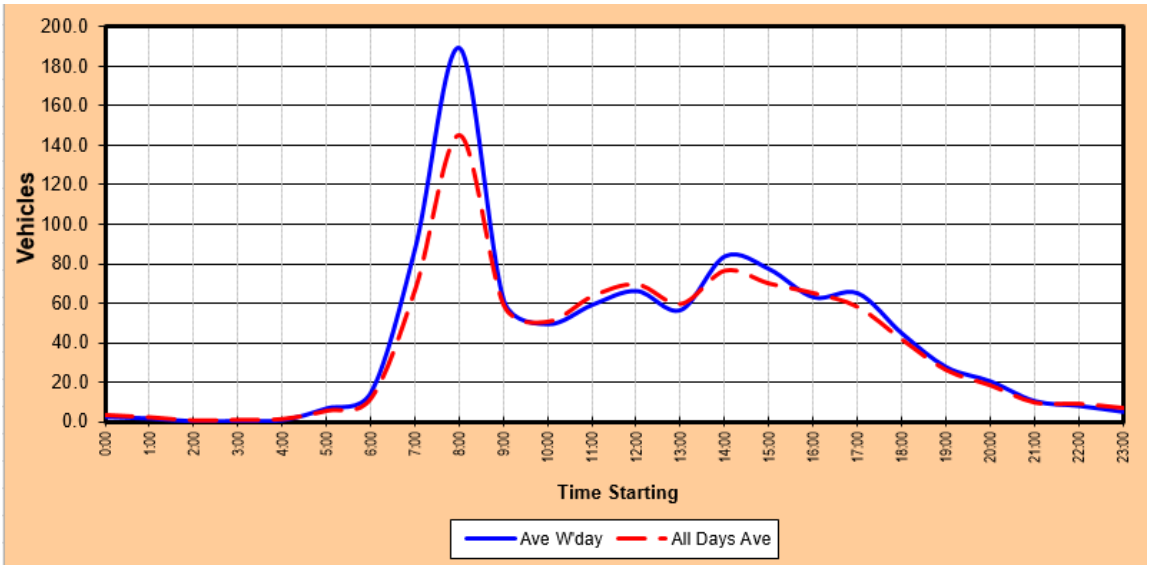



**Figure 3: Southbound traffic volumes (2025)**

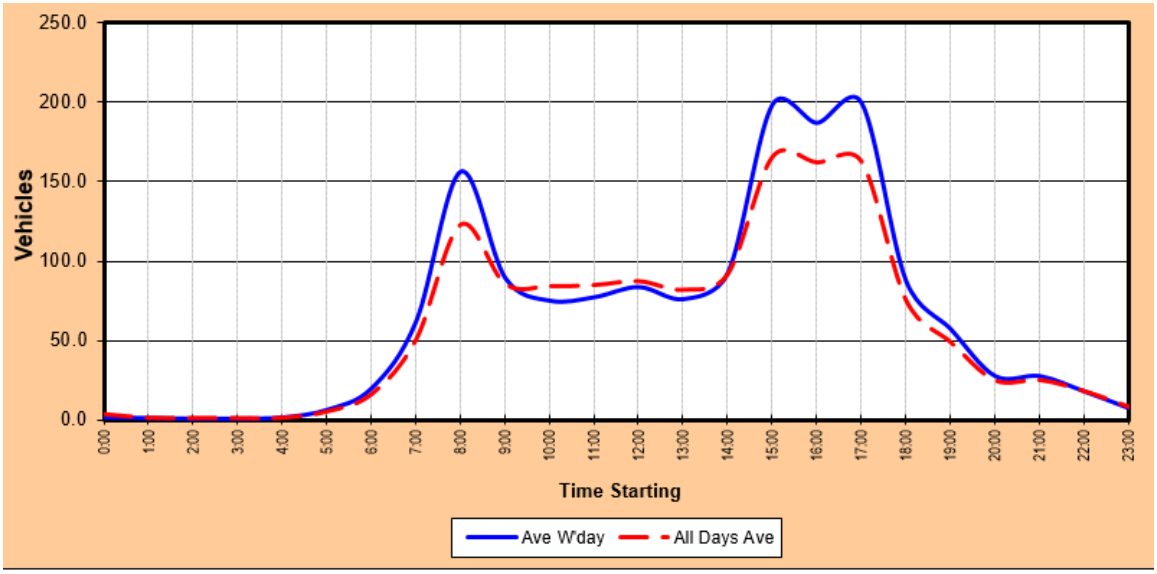



**Figure 4: northbound traffic volumes (2025)**

Traffic data indicates that operating speeds in this precinct are generally low and within the recently introduced 40 km/h limit. Traffic volumes are relatively high during the morning and afternoon peak periods, with steady flows observed during the inter-peak period. Traffic volumes and speed  is being considered as part of the broader LATM study for this precinct.

Hereford Avenue is classified as a local road, however, traffic volumes are slightly higher than typically expected for this classification, as identified in the Council's Local Area Traffic Management Policy. The Policy defines local roads as those carrying up to 2,000 vehicles per day.

Higher traffic volumes were observed in the southbound direction during the morning peak, with the trend reversing in the afternoon peak. While tidal traffic flows are evident, there remains a steady flow of traffic in the opposing direction. Some peak spreading is noted in the afternoon, likely due to traffic to and from nearby schools.

Austroads guidelines do not provide prescriptive thresholds for when traffic movement should be prioritised over on-street parking. However, side friction from parked vehicles becomes increasingly significant as traffic volumes increase, with conflicts arising when vehicles attempt passing manoeuvres.

Higher traffic volumes correspond to an increased exposure to risk at this conflict point.

Continual improvements at this location have been implemented since 2017, including:

- Pre-2017 (base-case) conditions: 10 m intersection separation lines at the Hereford Avenue and Stapleton Street intersection;
- 2017: Pavement bar median installed on the Stapleton Street approach;
- 2019: Pavement bar median installed on the Aberdare Avenue approach;
- 2021: Aberdare Avenue approach median upgraded to a concrete median island; and
- 2024: Painted island and pavement bars at the corner of Stapleton Street and Hereford Avenue.

The 2024 traffic conditions are shown in **Figure 5**.

**Figure 5 – Hereford Ave Original Traffic Controls**

Traffic investigation and minor improvements

Staff commenced traffic investigations in 2025, in order to address concerns raised by citizens, with some residents of the street requesting a meeting on-site. A street corner meeting was attended by residents , the Councils Manager, Traffic & Integrated Transport, the Councils Senior Traffic Engineer, Cr Granozio, and Mayor Bria. Residents shared their experiences of traffic on Hereford Avenue and provided staff with an appreciation of local traffic issues.

Considering feedback provided by stakeholders and residents, staff completed an assessment and developed a proposal to balance safe traffic movement with the retention of on-street parking through the implementation of minor traffic interventions. The proposal included:

- a pavement bar median at the Hereford Avenue and Aberdare Avenue intersection to improve delineation and manage turning speeds;
- parking controls near intersections to reduce conflicts between parked vehicles and moving traffic; and
- retention of on-street parking on both sides of Hereford Avenue in the mid-section of the street.

Staff consulted residents on this proposal and received comments from most households. There was support for the intersection controls, including the pavement bar median at Hereford and Aberdare. Consistent concerns were raised regarding the loss of on-street parking, particularly where residents have single driveways but multiple vehicles, which previously relied on nearby on-street parking. All feedback was considered, and staff proceeded with the proposal.

The traffic controls were installed as shown in **Figure 6** and represent the current controls in place at this location.


**Figure 6 – Hereford Ave Current Traffic Controls**

Outcomes, Ongoing Issues and Considerations

Following the most recent traffic investigation that was undertaken in 2025, improved traffic efficiency and safety have been observed by some residents following the introduction of the pavement bar median at the intersection of Hereford Avenue and Aberdare Avenue. However, ongoing concerns have been raised with staff and Elected Members regarding the conflict that continues to exist between traffic flow and parked vehicles on Hereford Avenue. Of particular concern are the two on-street parking spaces located between 62 and 64 Hereford Avenue, which are frequently occupied, including the parking of trailers.

The conflict occurs when motorists turning left from Stapleton Street to head southbound on Hereford Avenue, typically focus only on traffic approaching from their right. If vehicles are parked on both sides of the road and northbound traffic is present, the left-turning vehicle may not adequately perceive the downstream conflict, resulting in near misses or evasive manoeuvres. It is worth noting that there are adequate sight lines at this intersection and vehicles entering from the minor approach are required to giveaway to all traffic and ensure it is safe to proceed before completing the turning manoeuvre.

The types of crashes most likely to result from this conflict include rear-end collisions, collisions with parked vehicles, or head-on collisions. Given the low speeds at which motorists negotiate the left-turn manoeuvre, and recorded traffic speeds along Hereford Avenue, any incident is unlikely to result in serious injury or fatality.

Installing further parking controls on the street has not been supported by some residents, as on-street parking is highly valued as a residential amenity. The Council must balance this community preference with the need to maintain safe and efficient traffic movement, particularly at locations where conflicts between moving vehicles and parked cars have been identified. Any future measures to modify parking controls would need to carefully consider both road safety outcomes and the impact on local resident access to on-street parking.

## OPTIONS

Taking into consideration the local traffic and on-street parking issues on Hereford Avenue and the associated comments from the community, the following options have been identified:

### Option 1 – Maintain existing traffic controls (per Figure 6)

This option maintains the current traffic controls in place. It has been developed in accordance with the Australian Road Rules and relevant Australian Standards.

Existing mitigations include:

- intersection parking controls to facilitate two-way traffic movements through the junction; and
- painted islands and pavement bars to reduce the speed of vehicles turning on to Hereford Ave.

This option balances road safety with two-way traffic movement at intersections while also retaining on-street parking to support residential amenity.

It should be noted that conflicts between moving traffic and parked vehicles still exist in the mid-section of Hereford Avenue, impacting movement efficiency.

### Option 2 – Extend no stopping controls (full time)

The no-stopping controls could be extended along Hereford Avenue between No. 62 and 64, resulting in the loss of two on-street car parking spaces.

This option would provide sufficient space for two-way traffic flow while retaining on-street parking on the western side of Hereford Avenue. It would eliminate the conflict between two-way traffic and parked vehicles at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

**Option 3 – Part time stopping controls (7.00am to 6pm, all days)**

Part-time no-stopping controls (7:00 am to 6:00 pm, all days) could be installed on Hereford Avenue between No. 62 and 64, resulting in the loss of two previously unrestricted on-street car parks.

This option prioritises traffic movement during the day while maintaining residential amenity by allowing on-street parking outside of core movement periods. By restricting parking during higher traffic periods, it reduces the risk of conflicts at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

This is the recommended option on the basis that it is considered to strike sensible balance between maintaining clear paths of travel during peak periods along Hereford Avenue and providing on-street parking, when traffic volumes are relatively low.

**Option 4 – Part time stopping controls (peak period – 7.00am to 9.00am and 2.00pm to 6.00pm weekdays)**

Part-time no-stopping controls (weekdays, 7:00 am to 9:00 am and 2:00 pm to 6:00 pm) could be installed on Hereford Avenue between Nos. 62 and 64, resulting in the loss of two previously unrestricted on-street car parks.

This approach prioritises traffic movement during weekday peak periods only, while maintaining residential amenity outside of these times. By restricting parking when traffic volumes are highest, it helps reduce the risk of vehicle conflicts at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

**CONCLUSION**

The traffic investigation that has been undertaken on Hereford Avenue, Payneham South, has identified ongoing conflicts between two-way traffic and on-street parked vehicles, particularly in the mid-section between No. 62 and 64 Hereford Avenue. While existing intersection treatments have improved turning safety and delineation, mid-block conflicts remain during periods of higher traffic volumes.

At a strategic level, the Council is addressing traffic concerns more broadly across this precinct through the development of the Glynde, Payneham, Firle, Trinity Gardens & St Morris Local Area Traffic Management (LATM) plan, however ongoing concerns from residents has continued in respect to this location.

The introduction of part-time no-stopping controls at the mid-block section, represents a proportionate response. It prioritises traffic movement and safety during periods of higher demand while maintaining residential amenity outside higher traffic flow. This approach aligns with the Council's responsibility to manage road safety and retention of on-street parking as a residential amenity.

**RECOMMENDATION**

*That the introduction of part time no stopping controls on Hereford Avenue between No. 62 and 64 between 7.00am and 6.00pm, all days., be approved.*

*Mr Charles Mountain moved:*

*That the introduction of part time no stopping controls on Hereford Avenue between No. 62 and 64 between 7.00am to 9.00am and 2.00pm to 6.00pm Monday to Saturday, be approved.*

*Seconded by Mr Shane Foley and carried unanimously.*

## 5.2 CONSULTATION REPORT - RICHMOND STREET, HACKNEY - BIKEWAY AND STREETSCAPE UPGRADE

**REPORT AUTHOR:** Senior Traffic Engineer
**APPROVED BY:** Manager, Traffic & Integrated Transport
**ATTACHMENTS:** A - C

### PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee"), the concept design and outcomes of the community consultation that was undertaken for the proposed bikeway and streetscape upgrade along Richmond Street, Hackney.

### BACKGROUND

The preparation of the concept design was undertaken to address traffic and road safety concerns which had been raised in a petition from the community, regarding speeding and dangerous driving in Richmond Street, Hackney, between Torrens Street and Hatswell Street.

A report was present to the Committee at its meeting held on 15 August 2023 and the Committee made the following recommendations to the Council.

1. *That the Petition (as contained in Attachment A), that was received by the Council at its meeting held on 3 July 2023, be received and noted.*

2. *That the Committee notes that the Council is currently consulting with citizens regarding the implementation of a 40km/h speed limit in the suburbs of Hackney (including Richmond Street), College Park, St Peters, Joslin, Royston Park and Marden, and that if supported, it is anticipated that a 40km/h speed limit would be implemented in the 2024-2025 financial year, subject to the allocation of funding by the Council.*

3. *That the Committee notes that Council staff will engage a traffic engineering consultant to undertake detailed investigations and concept designs with the objective of improving road safety for all road users in Richmond Street, Hackney, and in particular the amenity and safety for pedestrians and cyclists.*

4. *That the Committee notes that the funding for the investigations and the preparation of concept design will be funded from the 2023-2024 Traffic and Integrated Transport Operating Budget.*

5. *That the Council notes that the traffic management outcomes from the investigations may include low-cost items that could be implemented in the short term and high-cost measures that may need to be longer-term measures incorporated into the future Capital Works Program. The timing of the implementation of the recommended works would be dependent on the complexity and cost of each measure, the potential to integrate these works with the future Capital Works Program priorities and taking into consideration other traffic management works that are currently planned.*

6. *That the Petitioners be thanked for bringing their concerns to the Committee's attention and be advised of the outcomes of the investigations which have been undertaken by staff.*

An extract from the Minutes from the Committee meeting that includes the relevant Richmond Street staff report is contained in **Attachment A**.

To address 'Recommendation 3' above, Council staff engaged Neo Traffic and Transport (Consultants) to undertake the development of the concept design. A copy of the concept design is contained in **Attachment B**. Community consultation was undertaken based upon the prepared concept design.

The Committee's consideration and approval of the concept design and consultation response will allow the project to progress.

## STRATEGIC DIRECTIONS

### *CityPlan 2030* Alignment

***Outcome 1: Social Equity***
*An inclusive, connected, accessible and friendly community.*

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

*Strategy 1.2.1: Provide pleasant, safe, accessible, green and well signed walking and cycling routes.*

## FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated $50,000 in its 2025-2026 Budget to undertake the preparation of detailed design of the proposed Bikeway and Streetscape Upgrade. This funding was deferred from the 2024-2025 Budget and aligns with the Capital Works Program for road and kerb renewal that is proposed for Richmond Street.

The Department for Infrastructure and Transport, as part of the 2025-2026 State Bicycle Fund, has provided the Council with a grant of $20,000 to assist with the cost of preparing the detailed design.

If the recommendation is supported by the Committee, a budget bid will be submitted for consideration as part of the 2026-2027 Budget, to fund the supplementary construction costs for new capital works improvements in addition to the asset renewal works.

## RISK MANAGEMENT

The Council has a duty of care to address concerns associated with traffic management and to eliminate, mitigate, or manage, risks identified through data analysis.

Where vehicles, pedestrians, and cyclists share limited road space, inherent risks will always exist. Pedestrians and cyclists are vulnerable road users, and collisions involving vehicles can result in serious or catastrophic outcomes. Providing safe infrastructure and maintaining moderate traffic speeds can significantly reduce residual risk.

However, the installation of traffic management controls is not always supported by all members of the community. In these circumstances, the Council must carefully balance its duty of care with the reputational risk associated with implementing measures that may not be supported by all members of the community.

The Committee’s recommendations will assist to the Council to consider it’s risk tolerance and risk management approach for this project.

## CONSULTATION

### Committee Members
The Committee considered the petition that was submitted in respect to this issue at its meeting held on 15 August 2023.

### Community
The community consultation summary and processes are set out in the Discussion section of this report.

### Staff
General Manager, Urban Planning and Environment
Manager, Traffic and Integrated Transport
Manager, Assets and Projects
Traffic Engineer

## DISCUSSION

Richmond Street is classified as a Main Connector under the Council's Local Area Traffic Management Policy and provides access between the suburbs of Hackney, College Park and St Peters, with the arterial road network at Hackney Road. The River Torrens forms a barrier to the north and St Peters College takes up a large parcel of land along the Hackney Road frontage. As such, Richmond Street is the only access road to Hackney Road for these suburbs.

Richmond Street also forms part of the City's cycling network as well as the State Government *Bikedirect* route and provides an important link between the City of Norwood Payneham & St Peters and the Adelaide CBD, for people who ride a bicycle. Cyclists can either cross Hackney Road into the Adelaide Park Lands via a pedestrian refuge in the centre of Hackney Road, or exit Richmond Street to enter the River Torrens Linear Park via the Old Mill Reserve, to access the grade-separated underpass of Hackney Road.

In addition to its function as a Main Connector route for vehicles and cyclists, Richmond Street services and provides access to several activity generators that attract vehicle, pedestrian and cyclist movements, including:

- Twelftree Reserve which includes play equipment, a bar-b-que and a basketball ring;
- Fix Specialty Coffee (café);
- Old Mill Reserve;
- Access point to River Torrens Linear Park shared path;
- Adelaide Caravan Park;
- St Peters College; and
- Bus stops on Hackney Road.

Previous traffic data and investigations (as contained in **Attachment A**) identified that Richmond Street has several design deficiencies that warrant traffic management intervention. The key points were the very high levels of pedestrian and cyclist activity, high traffic volumes, three (3) crashes in a five (5)-year period, narrow footpaths, narrow traffic lanes with no space for cyclists and no pedestrian crossing facilities.

Cyclist usage data indicates consistent demand despite the existing road conditions. An average of approximately 120 cyclists per day was recorded along Richmond Street in 2024. A bicycle count undertaken in March 2025, at the intersection of Richmond Street and Torrens Street, recorded 169 cyclists during the two-hour morning peak period. Given the current traffic conditions of Richmond Street, it is likely that these cyclist numbers predominantly reflect users who are confident and experienced riders, who are comfortable to ride on the road with high volumes of traffic.

The Council's 2021-2026 City-Wide Cycling Plan Action Plan identifies completion of the Ninth Avenue Bikeway, including Richmond Street, as a high-priority action. The section of Richmond Street between Torrens Street and Hackney Road, forms part of Stage 1 of the proposed bikeway improvements.

In June 2025, the Council implemented a speed limit reduction to 40 km/h on Richmond Street and the surrounding suburbs to improve road safety. Lower vehicle speeds reduce both the likelihood and severity of crashes, particularly for vulnerable road users such as pedestrians and cyclists.

### Concept Design

The concept design as contained in **Attachment B**, provides a combination of new infrastructure and upgrades to existing facilities. The available road reserve along Richmond Street provides insufficient space to safely accommodate all road users and on-street parking.

As a result, the concept design has been developed with consideration of Richmond Street's strategic movement function, balancing the needs of all road users within a constrained corridor. Where trade-offs are required, priority has been given to safety, accessibility, and network connectivity over parking retention. Accordingly, a reallocation of verge space, including the removal of on-street parking, is necessary to create a safer and more inclusive environment along Richmond Street.

The key elements of the concept design include:

- upgrade of the existing footpath on the north side of Richmond Street to a 3-metre-wide shared-use path for pedestrians and cyclists (including the removal of 25 on-street car parking spaces);
- a new wombat crossing and bicycle ramps near the intersection with Torrens Street;
- two new pedestrian refuge crossings on Torrens Street at the Richmond Street intersection;
- a raised crossing at the intersection of Richmond Street and Hackney Road; and
- raised intersections at:

  - Richmond Street and Hatswell Street;
  - Richmond Street and Regent Street; and
  - Richmond Street and Eton Lane.

Shared Use Path

Cyclists travelling along Richmond Street currently are required to share the traffic lane with motor vehicles or share the existing narrow footpaths with pedestrians. This presents a risk due to the conflict between high traffic volumes, vehicle speeds and the lack of cycling infrastructure. To mitigate this risk, physically separated cycling facilities should be provided.

Richmond Street has a constrained road cross-section, with an overall carriageway width of approximately 8.3 metres, inclusive of on-street parking. Verge widths are limited, which restricts the range of feasible design options and necessitates careful consideration of trade-offs between parking, traffic movements and cyclist safety.

On-road bike lanes were considered initially as part of the City-Wide Cycle Plan in 2013, however due to the road width, these bike lanes would have a minimum width of 1.2m and result in vehicular traffic lanes ofless than 3m. This option does not allow for a buffer to be provided between vehicles and cyclists and therefore, other treatments were considered.

Physically separated on-road bicycle lanes are also not feasible due to existing infrastructure within the verge, including stobie poles and kerb ramps. As a result, the preferred option was the provision of a shared use path on the northern side of Richmond Street. This can be achieved by widening the northern verge, reducing traffic lane widths and removing on-street car parking along Richmond Street. A shared use path will provide a safer and more accessible facility that caters to a broader range of cyclists, not only experienced riders.

Raised Intersections

Traffic data has not been collected along Richmond Street since the introduction of the 40 km/h speed limit in June 2025. However, based on current road conditions, including traffic volumes, wide traffic lanes and short sections of on-street parking, higher vehicle speeds can still be achieved.

While the proposed shared use path will significantly improve cyclist safety, some experienced cyclists are likely to continue riding on the road. Without additional traffic calming, the removal of on-street parking may further encourage higher vehicle speeds.

Raised intersections are proposed to assist in creating a lower-speed road environment and improve safety outcomes for all users. These treatments encourage speed reduction, improve pedestrian visibility, highlight the presence of intersections and may discourage through traffic. Within the constraints of the corridor, raised intersections were identified as the preferred solution to achieve these outcomes without inhibiting the strategic movement function of the road.

Pedestrian and Cyclist Crossing Facilities

As previously identified, Richmond Street services a number of key destinations that generate pedestrian and cyclist movements. The provision of new and upgraded pedestrian and cyclist crossing facilities improves safety, accessibility and connectivity along the corridor and at key intersections.

**Community Consultation**

The community consultation period commenced on 20 October 2025 and concluded on 10 November 2025. Citizens were invited to share their feedback by completing a survey or contacting a member of the project team by email or telephone.

Community consultation was promoted through the following methods:

- letters were individually addressed and delivered via Australia Post to ninety-one (91) owners of residents and businesses in the area;
- letters were delivered via letter drop to six hundred and fifty (650) occupiers of residents and business in the area;
- targeted emails sent to the Local Bicycle User Group, St Peters Residents Association and St Peters College;
- publication of background information and an online survey on the Council's website; and
- installation of coreflute signs along Richmond Street.

**Consultation Responses**

A total of 103 responses were received during the consultation period. A summary of responses by respondent type and level of support is provided in Table 1 below.

| Respondent Type | Support - Yes | Support with changes | Support - No | Unsure | Preference Not Provided | Total | Percentage |
|---|---|---|---|---|---|---|---|
| Resident on Richmond Street | 6 | 3 | 3 | 1 | 0 | 13 | 13% |
| Neighbour to Richmond Street | 18 | 16 | 10 | 2 | 1 | 47 | 47% |
| Visitor | 22 | 3 | 0 | 0 | 0 | 25 | 24% |
| Local Business Owner/Staff | 2 | 1 | 1 | 0 | 0 | 4 | 4% |
| Other | 6 | 5 | 3 | 0 | 0 | 14 | 14% |
| Total | 54 | 28 | 17 | 3 | 1 | 103 | |
| Percentage | 52% | 27% | 17% | 3% | 1% | | |

Overall, a majority of respondents supported the proposed Richmond Street Bikeway and Streetscape Upgrade Project. A full list of comments received during consultation is contained in **Attachment C**.

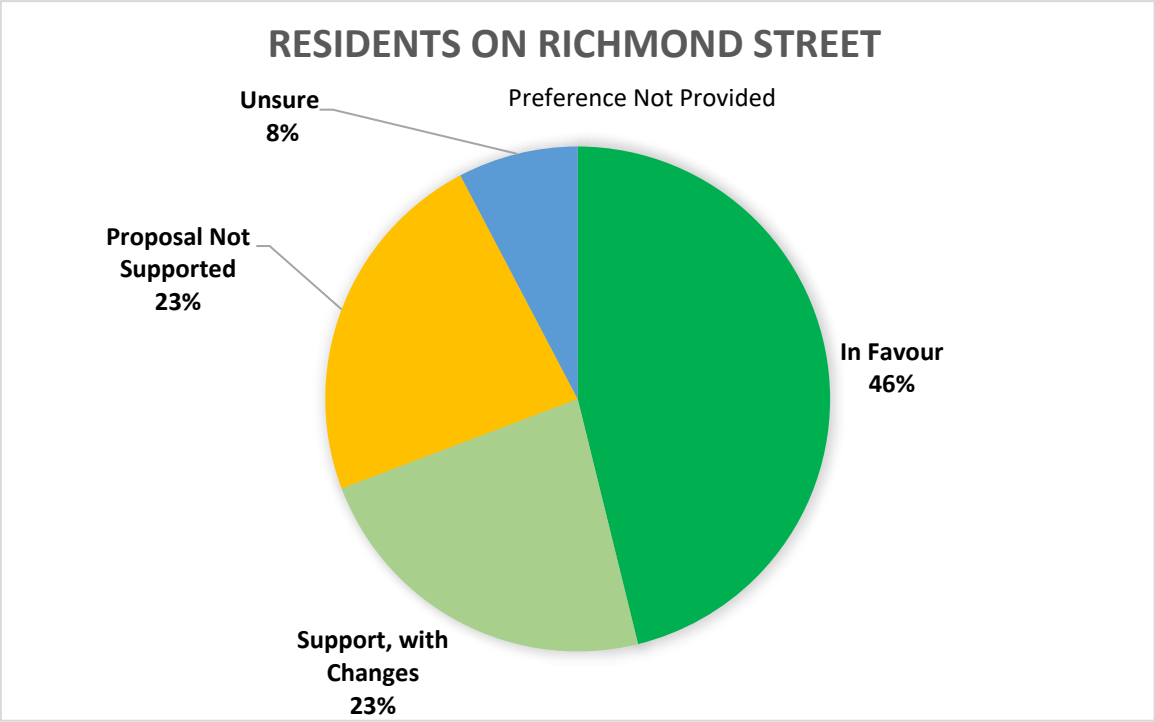



Figure 1: Response summary from residents on Richmond Street

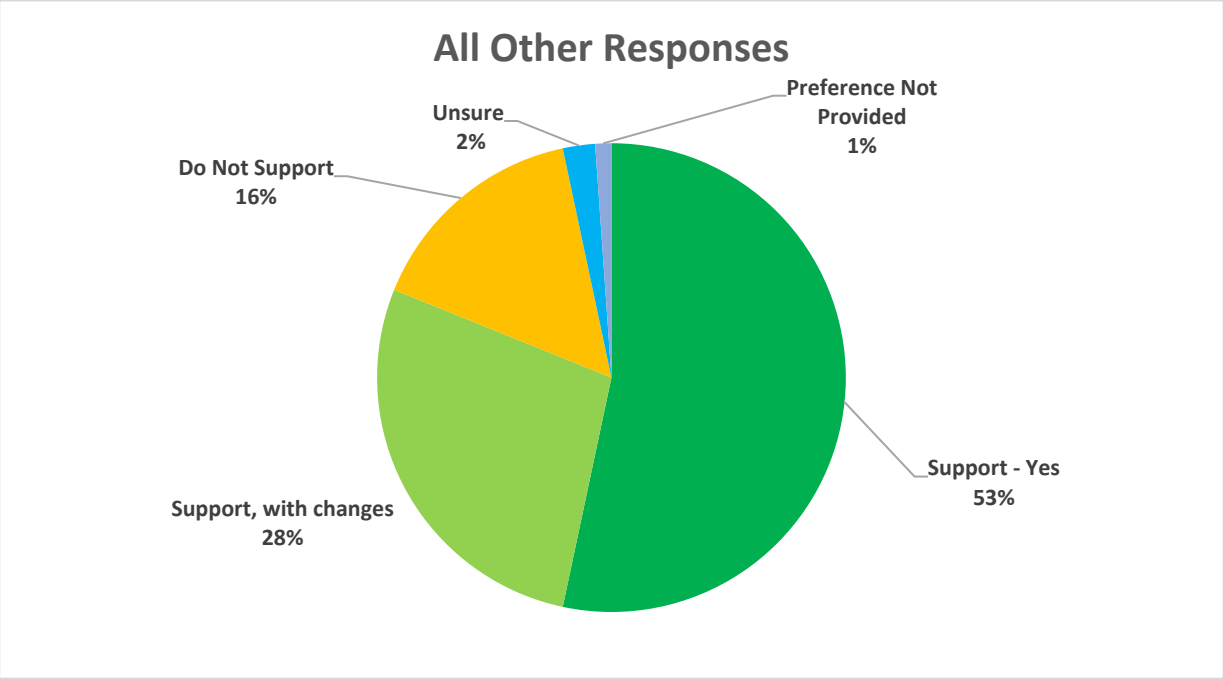



Figure 1: Response summary from all other respondents

**Key Themes from the consultation**

Comments received during the consultation were mixed and several recurring themes have been identified.

**On-Street Parking**

The removal of 25 on-street parking along Richmond Street to facilitate the proposed shared use path and maintain two-way traffic flow, is a key issue that has been raised by respondents.

Residents living on Richmond Street have expressed concerns regarding the availability of parking for visitors, carers and tradespeople. Neighbouring residents raised concerns that removal of on-street parking may increase parking demand in surrounding streets. Some respondents however, also noted that on-street parking is currently used by commuters walking or cycling to the city.

Parking availability for local businesses was also identified as important. Suggestions included the introduction of resident-only parking controls or timed parking restrictions in the area.

Some respondents expressed support for the removal of on-street parking, acknowledging its current impact on cyclist safety and the need for the removal of on-street parking to deliver the proposed improvements.

The community's concerns regarding the availability of on-street parking are acknowledged. Due to the constrained road environment however, trade-offs are required to deliver a safer, more accessible road environment to meet the strategic movement function of Richmond Street. The removal of on-street car parking is required in order to facilitate this proposed improvement.

It should also be noted that some short-term off-street parking is available in the Old Mill Reserve Car Parking that is located opposite Hatswell Road.

Parking management in the area will be reviewed through Council's On-Street Parking Policy Implementation Project.

**Raised Intersections**

Comments regarding the proposed raised intersections is mixed.

Some respondents supported the construction of raised intersections as an effective measure to reduce vehicle speeds and improve safety for pedestrians and cyclists. Others considered the number of raised treatments excessive or unnecessary, citing potential impacts on vehicle access, driver comfort and noise.

Some respondents indicated that the proposed raised pedestrian crossings alone would be sufficient to achieve a reduction in vehicle speeds.

The raised intersections are proposed to achieve slower vehicle speeds and a safer road environment for all road users. Three intersections are proposed to achieve a consistent and uniform road corridor and work in conjunction with the raised pedestrian crossings at the Torrens Street and Hackney Road end of Richmond Street.

**Pedestrian Safety**

The majority of respondents are supportive of pedestrian crossings to improve safety.

Some respondents have raised concerns about pedestrians having to share the footpath with cyclists due to the speed of cyclists and overtaking behaviour.

The ultimate treatment to improve cyclist and pedestrian safety along Richmond Street, would be to provide separate cyclist and pedestrian facilities. The road reserve of Richmond Street, however, does not allow sufficient space to provide this treatment. A shared use path was proposed as the next order treatment, as it separates the vulnerable road users from vehicles.

Australian Road Rules are in place to ensure cyclists safely share the footpath with pedestrians. There is also an additional footpath provided on the southern side of Richmond Street that may be utilised.

Should the proposed traffic control devices be implemented, these will create a safer road environment and will assist in reducing vehicle speeds. This may result in more confident and high-speed cyclists to use and continue to mix with vehicles on the road in lieu of the shared use path.

**Caravan Park Development**

The Adelaide Caravan Park site on Richmond Street has a current land division proposal over the land which will be reviewed by the Council's Assessment Panel. This development proposal involves the removal of the caravan park with a medium and high-density housing development.

Some respondents have referenced the proposed shared use path within the caravan park development site, suggesting that this may duplicate the Richmond Street proposal.

The proposed shared use path within the proposed development, connects the underpass to stairs leading to the River Torrens Linear Park and the northern section of Torrens Street.

Traffic volumes and parking impacts due to the proposed development on the surrounding suburb have also been raised as a concern, particularly with the removal of on-street parking on Richmond Street.

It should be noted that traffic volumes and parking impacts associated with the proposed development on the caravan park property, will be assessed through the Development Assessment process. This development is considered independent to the Richmond Street Bikeway and Streetscape Upgrade.

**Construction Impacts**

Some respondents have raised concerns regarding the impacts of construction, particularly in the context of other recent nearby projects, including the Hackney Botanic Development and the caravan park development.

Concerns relate primarily to the duration of construction, temporary road closures and disruption to access along Richmond Street.

If this project proceeds to implementation, the Council will manage construction activities to minimise disruption, including communication of timelines, traffic management measures and coordination with other nearby projects.

**Summary**

The information that has been gathered during the consultation period has been carefully considered. While there are some concerns, particularly regarding on-street parking, raised intersections and pedestrian-cyclist interactions/interface, the proposed Richmond Street concept design is recommended to be retained in its current form.

The concept design balances the constraints of the road environment with the need for a safe and accessible corridor that meets the strategic movement function of Richmond Street. Modifying the design, such as reducing the number of raised intersections or retaining on-street parking, would undermine the safety improvements and potentially increase vehicle speeds, which would negatively impact both cyclists and pedestrians. It is noted that due to the limited road reserve width and existing services and stobie poles, it is not possible to retain on-street parking, while providing a separated cycling facility and providing for two-way traffic flow.

The current design represents the most feasible solution for improving safety, accessibility, and connectivity along Richmond Street while maintaining the operational efficiency of the road.

## OPTIONS

The Committee has the following options in respect to the outcomes of the community consultation.

### Option 1 - Do Nothing

The Committee can determine that no further road safety or traffic management improvements are required for Richmond Street, Hackney.

This option is not recommended, as previous traffic investigations (refer Attachment A) identified multiple safety deficiencies, including high traffic volumes, narrow footpaths, lack of cyclist facilities and a history of crashes. Retaining the existing conditions does not address these identified risks.

### Option 2 - Proceed to Detailed Design

The Committee can determine that given the combination of high traffic volumes, narrow footpaths, lack of kerb ramps, limited space for cyclists and high levels of pedestrian and cyclist activity, traffic management improvements are warranted to improve safety and amenity along Richmond Street. With this option, the Committee would endorse the proposed concept design which will then proceed to detailed design, informed by the outcomes of the community consultation.

This option is recommended, as it responds to the identified safety issues, aligns with Council's 2021-2026 City-Wide Cycling Plan Action Plan and also addresses the needs of a broad range of road users.

### Option 3 - Modify the Concept Design

The Committee can determine that changes or alternative treatments to the proposed concept design are required in response to issues that have been raised during the community consultation process.

This option is not recommended, as the proposed concept design has been developed to address identified constraints and safety concerns, and further modifications may compromise the effectiveness of the proposed treatments or delay delivery of the project.

## CONCLUSION

Richmond Street is a critical access route for the suburbs of Hackney, College Park and St Peters and plays an important role within City's cycling and pedestrian network. Previous traffic investigations have identified a range of safety deficiencies, including high traffic volumes, narrow footpaths, limited provision for cyclists and a history of crashes. These issues are compounded by the high level of pedestrian and cyclist activity generated by nearby destinations and connections to the River Torrens Linear Park and the Adelaide CBD.

The proposed concept design responds to these constraints by prioritising safety, accessibility and connectivity for all road users. Key treatments, including the provision of a shared use path, improved pedestrian and cyclist crossing facilities and raised intersections, are consistent with Council's 2021-2026 City-Wide Cycling Plan Action Plan and support the creation of a lower-speed, safer street environment.

The community consultation that has been undertaken has identified mixed views, with a majority of respondents expressing support for the project. Key concerns relating to the removal of on-street parking, raised intersections and construction impacts are acknowledged and have been taken into account.

Proceeding to detailed design represents an evidence-based response to the identified safety risks and strategic objectives of this project. Approval of the recommended option will enable the concept design to be refined, respond to stakeholder comments and concerns and progress a project that improves safety, amenity and access along Richmond Street for pedestrians, cyclists and the broader community.

**RECOMMENDATION**

1. *That the outcomes of the community consultation in respect to the bikeway and streetscape upgrade on Richmond Street, as outlined in this report, be received and noted.*
2. *That the Committee recommends to the Council that the Richmond Street Bikeway and Streetscape Project proceed to Detailed Design with the current concept design.*
3. *That the Committee notes that citizens who engaged with the Council during the community consultation stage, will be advised of the outcomes of the Council's decision.*

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*Mr Nick Merridith moved:*

1. *That the outcomes of the community consultation in respect to the bikeway and streetscape upgrade on Richmond Street, as outlined in this report, be received and noted.*

2. *That the Committee recommends to the Council that the Richmond Street Bikeway and Streetscape Project proceed to Detailed Design with the current concept design.*

3. *That the Committee notes that citizens who engaged with the Council during the community consultation stage, will be advised of the outcomes of the Council's decision.*

*Seconded Mr Charles Mountain and carried unanimously.*

## 5.3 HEREFORD AVE, PAYNEHAM SOUTH - TRAFFIC AND PARKING

**REPORT AUTHOR:** Manager, Traffic and Integrated Transport
**APPROVED BY:** General Manager, Urban Planning & Environment
**ATTACHMENTS:** Nil

*[This Item was dealt with out of sequence – Refer to Page 23 for the Minutes relating to this Item]*

## 5.4 TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE - SCHEDULE OF MEETINGS

**REPORT AUTHOR:** Manager, Traffic and Integrated Transport
**APPROVED BY:** General Manager, Urban Planning & Environment
**ATTACHMENTS:** A

### PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee (the "Committee") with the proposed Schedule of Meetings for 2026.

### BACKGROUND

The proposed 2026 Schedule of Meetings has been developed to meet the obligations set out in the Committee's Terms of Reference, as contained in **Attachment A.**

The Committee will be convened no fewer than four times per year, with the Schedule of Meetings to be approved by the Committee. Special meetings may be convened as required to address urgent matters.

### STRATEGIC DIRECTIONS

***CityPlan 2030*** **Alignment**

***Outcome 1: Social Equity***
*An inclusive, connected, accessible and friendly community.*

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

*Strategy 1.2.1: Provide pleasant, safe, accessible, green and well signed walking and cycling routes.*

*Strategy 1.2.2: Provide community transport to support people to participate in community life.*

*Strategy 1.2.3: Work with other agencies to influence or provide improved and integrated sustainable and active transport networks.*

*Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.*

### FINANCIAL AND BUDGET IMPLICATIONS

Not applicable

### RISK MANAGEMENT

Maintaining a regular meeting schedule assists the Traffic Management & Road Safety Committee to meet its purpose and function, as defined in the Terms of Reference contained in **Attachment A**.

### CONSULTATION

#### Elected Members

The Traffic Management & Road Safety Committee membership includes three Elected Members.

In accordance with the Terms of Reference, Elected Members receive a report following each Meeting of the Traffic Management & Road Safety Committee, which includes recommendations that the Committee has made to the Council (where it is not already included in a separate report on the Council Meeting Agenda) and the Minutes of the Meeting.

**Community**

Meetings of the Council's Traffic Management & Road Safety Committee are open to the public to attend in accordance with the relevant legislative provisions. The Committee Meeting documents and Terms of Reference are publicly available on the Council's website.

**Staff**

General Manager, Urban Planning & Environment

**Other Agencies**

Not Applicable.

**DISCUSSION**

The proposed Committee meeting dates are aligned with the Terms of Reference, which require the Committee to meet at least four (4)times per year.

It is therefore proposed that the Traffic Management & Road Safety Committee meet on a bi-monthly basis. Where there are no items for consideration, the scheduled meeting may be cancelled.

Meetings will commence at 10.00 am in the Mayor's Parlour (or as otherwise advised).

The proposed meeting dates for the Traffic Management & Road Safety Committee in 2026, are:

- Tuesday, 10 March 2026;
- Tuesday, 12 May 2026;
- Tuesday, 14 July 2026; and
- Tuesday, 8 September 2026.*

* Note: The September meeting may be impacted by the Council entering into caretaker prior to the November 2026 and is subject to the date of the Local Government elections.

The meetings have been scheduled to occur on the second Tuesday of every second month.

**OPTIONS**

The Committee is required to approve the schedule of meeting dates each year to ensure the orderly and timely consideration of agenda items.

While the Committee may choose not to approve the proposed schedule, reliance on ad-hoc meetings throughout the year may present challenges, particularly in relation to the availability of Committee Members and effective forward planning.

**CONCLUSION**

This report is intended to assist the Committee in scheduling its meetings for 2026, in accordance with the Terms of Reference.

**RECOMMENDATION**

*That the following Ordinary Meeting dates and times for the Traffic Management & Road Safety Committee for 2026, be approved:*

- *Tuesday, 10.00 am – 10 March 2026;*
- *Tuesday, 10.00 am – 12 May 2026;*
- *Tuesday, 10.00 am – 14 July 2026; and*
- *Tuesday, 10.00 am – 8 September 2026.*

*Cr Knoblauch moved:*

*That the following Ordinary Meeting dates and times for the Traffic Management & Road Safety Committee for 2026, be approved:*

- *Tuesday, 10.00 am – 10 March 2026;*
- *Tuesday, 10.00 am – 12 May 2026;*
- *Tuesday, 10.00 am – 14 July 2026; and*
- *Tuesday, 10.00 am – 8 September 2026.*

*Seconded by Mr Charles Mountain and carried unanimously.*

## 6 OTHER BUSINESS

Nil

## 7 CONFIDENTIAL REPORTS

Nil

## 8 NEXT MEETING

Tuesday, 10 March 2026 at 10.00am.

## 9 CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 11.30am.

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**Cr Kevin Duke**
**PRESIDING MEMBER**

**Minutes Confirmed on** _____
(date)