Traffic Management & Road Safety Committee
Agenda & Reports

14 July 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.

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

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City of Norwood Payneham & St Peters

To all Members of the Traffic Management & Road Safety Committee

NOTICE OF MEETING

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

Tuesday 14 July 2026, commencing at 10:00 am.

Please advise Jordan Ward on 8366 4507 or email jward@npsp.sa.gov.au, if you are unable to attend this meeting or will be late.

Yours faithfully



Mario Barone PSM
CHIEF EXECUTIVE OFFICER

10 July 2026

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

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City of Norwood Payneham & St Peters

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PRESENT

Committee Members	Cr Kevin Duke (Presiding Member) Cr Garry Knoblauch Cr Hugh Holfeld Mr Shane Foley (Specialist Independent Member) Mr Nick Meredith (Specialist Independent Member) Mr Charles Mountain (Specialist Independent Member)
Staff	Carlos Buzzetti (General Manager, Urban Planning & Environment) Jordan Ward (Manager, Traffic & Integrated Transport**)** Rebecca van der Pennen (Engineer, Traffic & Integrated Transport) Elissa Stapleton (Engineer, Traffic & Integrated Transport)

APOLOGIES

1 CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE MEETING HELD ON 12 MAY 2026

That the Minutes of the Traffic Management & Road Safety Committee Meeting held on 12 May 2026 be taken as read and confirmed.

2 PRESIDING MEMBER'S COMMUNICATION

3 COMMITTEE MEMBER DECLARATION OF INTEREST

4 DEPUTATIONS

Nil

5 STAFF REPORTS

5.1 PETITION - STAPLETON STREET, PAYNEHAM SOUTH

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

PURPOSE OF THE REPORT

The purpose of this report is to table a Petition which has been received by the Council, regarding concerns with traffic management in Stapleton Street, Payneham South and Firle.

BACKGROUND

A Petition has been received regarding concerns with traffic conditions in Stapleton Street, Payneham South and Firle.

The Petition has been signed by thirty (30) citizens who reside in Stapleton Street, Hereford Avenue and Gage Street.

At its meeting held on 3 March 2026, at which the Petition was tabled, the Council resolved the following:

That the petition be received and referred to the Council's Traffic Management & Road Safety Committee, in accordance with the Council's Local Area Traffic Management Policy.

A copy of the Petition is contained in **Attachment A**.

A summary of the key issues raised in the Petition is set out below:

- a significant increase in traffic volumes over recent years and concerns that existing traffic assessments are based on outdated data;
- traffic redistribution from surrounding streets and traffic calming measures, resulting in increased use of Stapleton Street as a shortcut route;
- concerns regarding vehicle speeds, near-miss incidents and safety risks for pedestrians, cyclists and residents;
- the cumulative impacts of recent development, increased local activity and changing land use patterns on traffic demand within the area; and
- a request for Stapleton Street to be prioritised within the current Local Area Traffic Management (LATM) process and for Council to investigate measures to reduce non-local through traffic, including traffic calming treatments, turn restrictions, local-traffic-only measures and potential road closure options.

Council staff have been undertaking the Glynde, Payneham, Firle, Trinity Gardens and St Morris Local Area Traffic Management (LATM) Study, which incorporates Stapleton Street and the surrounding local road network.

The study was endorsed by the Traffic Management & Road Safety Committee on 21 February 2023, with staff subsequently progressing concept design investigations for a range of identified traffic management treatments across the study area. As part of the comprehensive assessment process, roads were prioritised based on a range of criteria including traffic volumes, vehicle speeds, crash history, network function and broader road safety considerations.

While Stapleton Street formed part of the study area and was assessed as part of the broader network review, it was not at that time, identified as a priority location requiring specific traffic management intervention. The assessment concluded that other locations within the study area, demonstrated comparatively higher levels of traffic-related risk and therefore warranted a higher priority for treatment.

Accordingly, the focus of the LATM program has been on locations where traffic conditions and road safety issues indicated the greatest need for intervention.

Traffic Conditions and Road Safety Data:

To understand the operating conditions on Stapleton Street, traffic surveys were undertaken during 2020 and again in 2026. These surveys assessed key traffic characteristics, including traffic volumes and vehicle speeds, to identify any changes in traffic conditions over time and to inform the assessment of the concerns raised by residents.

A summary of the results of the traffic survey is provided in Table 1below, while the corresponding hourly traffic volume profiles for the 2020 and 2026, surveys are presented in Figure 1 and Figure 2, respectively.

TABLE 1: COMPARISON OF WEEKDAY TRAFFIC VOLUMES AND OPERATING SPEEDS ON STAPLETON STREET (2020 AND 2026)

Year	Average Two-way weekday traffic volume (vpd)	85 Percentile speed (km/hr)	% traffic in AM Peak	% Traffic in PM peak
2020	1584	50	16.7%	13.3%
2026	1627	45	14.3%	10.8%
Difference	+43vpd	-5km/hr	-2.4%	-2.5%

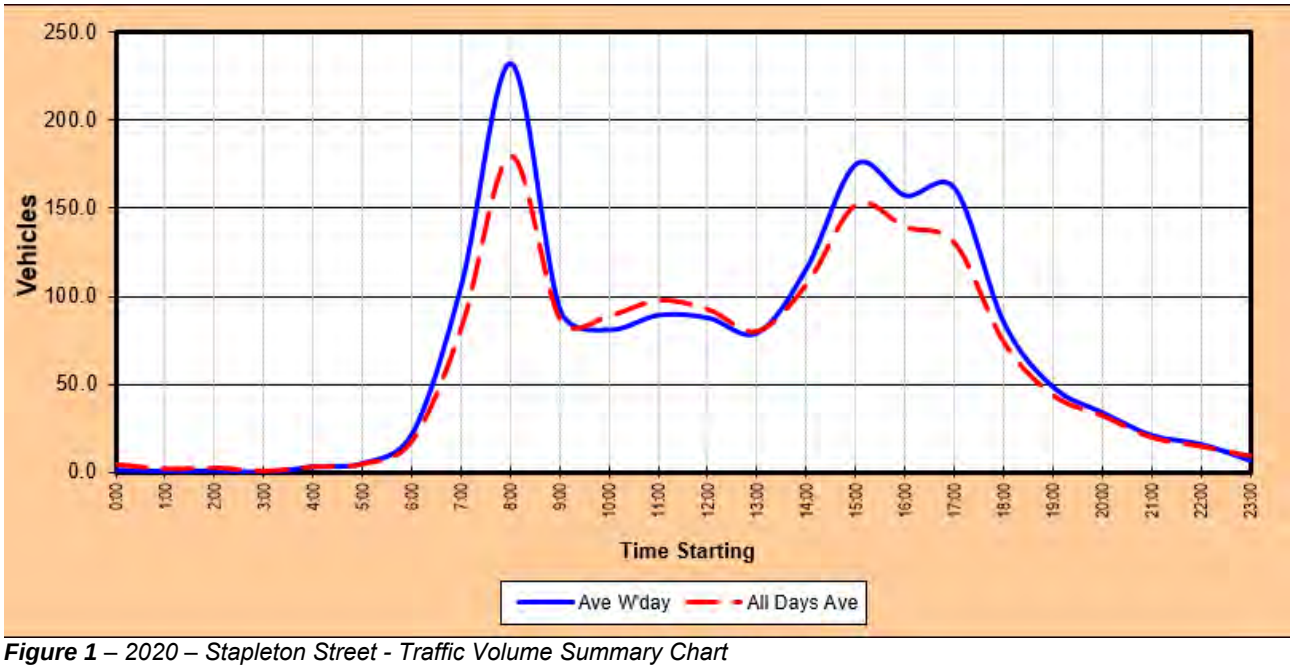


***Figure 1** – 2020 – Stapleton Street - Traffic Volume Summary Chart*

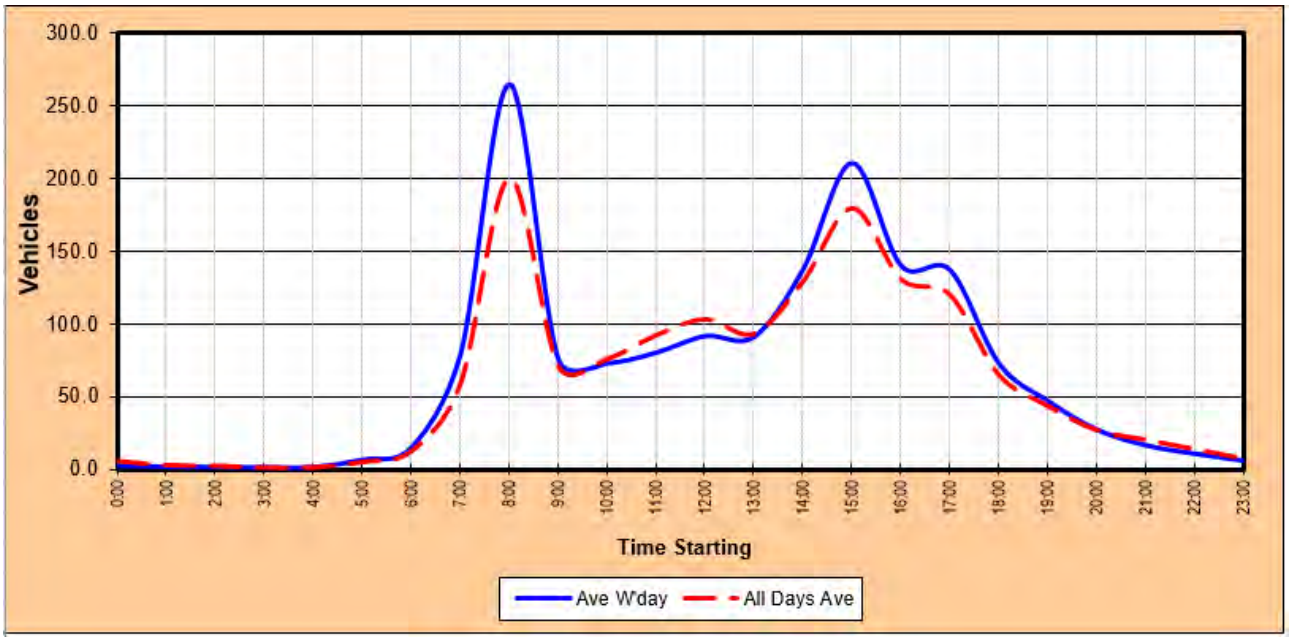


***Figure 2** – 2026 – Stapleton Street - Traffic Volume Summary Chart*

A review of available crash data for the five (5) year period from 2020 to 2024, identified no reported crashes along Stapleton Street. During this period, only one (1) property damage (sideswipe crash) was recorded at the intersection of Stapleton Street and Gage Street.

Existing traffic controls:

The following traffic management measures are currently in place along Stapleton Street:

- no formal traffic control devices or line marking are provided along Stapleton Street, consistent with the treatment of most local residential roads;
- a painted median (pavement bar) is provided at the intersection of Stapleton Street and Gage Street; and
- a painted median (pavement bar) and chevron line marking are provided at the intersection of Stapleton Street and Hereford Avenue.

Stapleton Street has a carriageway width of approximate 9.0 metres with on-street parking on both sides of the road.

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

Nil

RISK MANAGEMENT

The traffic and road safety matters that have been raised by the Petitioners, are considered within the Discussion section of this report.

Stapleton Street and the surrounding road network, was assessed as part of the broader Glynde, Payneham, Firle, Trinity Gardens and St Morris Local Area Traffic Management (LATM) Study, which adopts an holistic, network-wide approach to identifying and prioritising traffic management and road safety improvements.

Through this process, traffic conditions are assessed against a range of factors including traffic volumes, vehicle speeds, crash history, network function, pedestrian and cyclist safety, and broader community impacts. This approach assists the Council to identify locations of greatest need and ensures that available resources are directed towards treatments that deliver the greatest road safety and traffic management outcomes across the study area.

CONSULTATION

Elected Members

The Council considered the petition at its meeting held on 3 March 2026 and referred it to Traffic Management and Road Safety Committee.

Community

Staff will engage with the head petitioner to advise the outcome.

Staff

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

Other Agencies

Nil

DISCUSSION

In response to the Petition, staff have undertaken a traffic engineering assessment of Stapleton Street, to establish if there have been any substantial changes to traffic movements and impacts, since the Council's previous endorsement of the Glynde, Payneham, Firle, Trinity Gardens and St Morris Local Area Traffic Management (LATM) Study.

Road Function and Classification

Stapleton Street is classified as a *'Neighbourhood Street'*, with its primary function being to provide property access and accommodate local traffic movements. Roads of this classification are not intended to operate as connector or distributor routes and should prioritise local access, road safety and residential amenity. Consistent with Council's Local Area Traffic Management (LATM) Policy, neighbourhood streets are generally expected to accommodate up to 2,000 vehicles per day.

The recorded traffic data indicates that weekday traffic volumes on Stapleton Street have remained stable over the two survey that were undertaken in 2020 and 2026. Average daily traffic increased marginally by 43 vehicles per day (around 3%), remaining well below the 2,000 vehicles per day threshold identified in Council's LATM Policy.

This level of variation is within the normal fluctuations typically observed in traffic volumes between survey periods and does not indicate a material change in traffic conditions. This is a positive outcome, particularly given concerns raised by petitioners that traffic volumes had increased significantly due to increased non-local traffic and higher residential development within the surrounding area.

The most significant change between the two survey periods, was a reduction in the recorded 85th percentile speed from 50 km/h to 45 km/h. This represents a meaningful road safety improvement and is considered to be largely attributable to the introduction of the area-wide 40 km/h speed limit, implemented in June 2025. The reduction in operating speeds indicates that the lower speed environment is achieving its intended outcome by encouraging more appropriate travel speeds on Stapleton Street.

The traffic volume profiles presented in Figures 1 and 2 show, a typical weekday pattern, with distinct morning and afternoon peak periods associated with commuter and school travel. While the proportion of daily traffic occurring during the AM and PM peak periods remains above the 10% threshold commonly used by traffic engineers as an indicator of some non-local traffic activity, the 2026 survey recorded lower peak period proportions than those observed in 2020. The AM peak reduced from 16.7% to 14.3%, while the PM peak reduced from 13.3% to 10.8%, indicating that traffic demand is becoming more evenly distributed throughout the day and suggesting a reduced concentration of peak period through traffic.

The afternoon traffic profile also exhibits two distinct peaks. The earlier peak aligns with school finishing times and is likely to be associated with local school traffic generated by nearby education facilities, including the Trinity Gardens School. The later peak corresponds with the broader commuter period and reflects typical weekday travel patterns. This distribution is consistent with the expected operating characteristics of a local residential street serving surrounding land uses, rather than a route experiencing significant commuter bypass traffic.

Overall, the available traffic data does not indicate any deterioration in traffic conditions on Stapleton Street since the previous assessment. Traffic volumes have remained stable and well within the Council's desired operating range for a neighbourhood street, vehicle operating speeds have reduced following the introduction of the area-wide 40 km/h speed limit and peak period traffic has become less concentrated over time. Collectively, these findings do not support the view that Stapleton Street has experienced a material increase in non-local traffic and instead demonstrate that it continues to operate in a manner consistent with its intended function as a local residential street.

Consideration of Traffic Management Options

The Petitioners have specifically requested that the Council investigate measures to reduce non-local through traffic on Stapleton Street, including traffic calming treatments, turn restrictions, local traffic only controls and potential road closure options.

These matters have been considered in the context of and having regard to the recorded traffic data, observed operating conditions and Stapleton Street’s function as a neighbourhood street.

Based on the traffic surveys that have been undertaken, further physical traffic calming treatments are not supported nor considered required at this time. Traffic volumes remain well below the 2,000 vehicles per day threshold as identified in Council’s LATM Policy for neighbourhood streets and recorded operating speeds have reduced since the previous survey period. As such, the warrant for additional physical traffic control devices has not been met.

Turn restrictions and “local traffic only” controls have also been considered. These measures typically have low levels of compliance unless supported by ongoing enforcement and are difficult to implement effectively on local street networks where multiple alternative access routes are available. Enforcement of these controls is a matter for South Australia Police (SAPOL), as Council is not the relevant authority for enforcing moving traffic offences under the *Road Traffic Act, 1961*.

Road closure options represent a significant form of traffic management intervention and can result in broader impacts, including traffic redistribution to surrounding local streets, reduced access for residents and service vehicles and potential emergency access implications. Given the traffic data does not indicate excessive volumes, unsafe operating speeds or a demonstrated increase in non-local through traffic, this level of intervention is not considered proportionate or justified.

The available evidence indicates that Stapleton Street is operating within the expected parameters for a neighbourhood street. Accordingly, the implementation of additional traffic calming, turn restrictions, local traffic only controls or road closure treatments, is not recommended.

OPTIONS

The Committee has the following options in respect to this matter.

Option 1 – No Further Action

Based on the outcome of the investigations, the Committee can determine to take no further action in response to the issues that have been raised by the Petitioners.

Council staff have undertaken a detailed assessment of Stapleton Street, which amongst other things, concluded that the road is operating generally in accordance with its intended function within the local road network and does not demonstrate traffic volumes, vehicle speeds, crash history or other operational issues, that warrant the installation of traffic calming measures.

In addition, the street was assessed as part of the broader Local Area Traffic Management (LATM) Study, which identified a number of higher priority locations where traffic management interventions would deliver greater road safety and network benefits.

As these higher priority initiatives are implemented across the surrounding road network, Stapleton Street is expected to experience secondary benefits through continued reduced vehicle speeds and improved traffic conditions, without the need for direct physical intervention.

This option is recommended as it is consistent with the Council's evidence-based approach to traffic management and enables Council staff to continue prioritising available resources towards locations where there is a demonstrated need and where the greatest community benefit can be achieved.

Option 2 – Undertake Further Investigation of Traffic Calming Measures

The Committee can resolve that Council staff undertake further investigations into potential traffic calming measures for Stapleton Street, including options such as road closures, partial road closures or additional traffic management devices.

The available traffic and road safety data, does not indicate that Stapleton Street meets the Council's established criteria for traffic management intervention.

Progressing further investigations in the absence of a demonstrated technical need would be inconsistent with the evidence-based methodology that is applied by the Council through the Local Area Traffic Management (LATM) program and the prioritisation framework used by Council staff for the local road network.

Adopting this approach may also create an expectation that the Council will undertake traffic management investigations or implement infrastructure at locations where intervention thresholds have not been met.

This has the potential to reduce the consistency, transparency and equity of the Council's decision-making framework, place additional pressure on finite Council resources and divert attention from higher priority locations where there is a demonstrated need for intervention.

CONCLUSION

Council staff have undertaken a comprehensive traffic engineering assessment of Stapleton Street in response to the concerns that have been raised by the Petitioners, including a review of traffic volumes, vehicle operating speeds, crash history, road function and traffic distribution.

The assessment has found that Stapleton Street continues to operate within the expected performance of a neighbourhood street. Traffic volumes remain well below the threshold identified in Council's Local Area Traffic Management (LATM) Policy, operating speeds have improved following the introduction of the area-wide 40 km/h speed limit, the crash history does not identify any significant road safety concerns, and the available evidence does not indicate a material increase in non-local through traffic since the previous assessment.

While the concerns raised by Petitioners are acknowledged, the available evidence and data, does not support the implementation of additional traffic management measures such as physical traffic calming devices, turn restrictions, local traffic only controls or road closures. These treatments are generally reserved for locations demonstrating excessive traffic volumes, elevated operating speeds or documented road safety issues, none of which are evident on Stapleton Street.

Stapleton Street will also continue to benefit from the progressive implementation of the broader Glynde, Payneham, Firle, Trinity Gardens and St Morris Local Area Traffic Management (LATM) Study, with network-wide improvements expected to provide complementary benefits by encouraging lower vehicle speeds and improving driver behaviour across the surrounding road network.

Accordingly, it is concluded that Stapleton Street continues to perform its intended role within the local road network and that no further traffic management intervention is warranted.

RECOMMENDATION

1. *That the Petition regarding 'Traffic Concerns - Stapleton Street Payneham South and Firle' that was received by the Council on 19 February 2026, be received and noted.*

2. *That the Committee notes the outcome of the investigation that have been undertaken by Council staff into the matters raised in the Petition and that no further traffic management interventions are warranted on Stapleton Street.*

3. *That the Head Petitioner be thanked for bringing the concerns raised by the Petitioners to the Council's attention and be advised of the outcomes of the investigations that have been undertaken and the Council's decision.*

Attention: Lisa Mara
City of Norwood Payneham & St Peters Council
Re: Petition - Traffic Concerns on Stapleton Street, Firle & Payneham South

Dear Lisa Mara,

I am writing to lodge a petition on behalf of the residents of Stapleton Street, Firle and Payneham South, concerning long-standing traffic safety issues on our street. As the convener of this petition, I would like to inform you that all houses on Stapleton Street, except for two that were unoccupied at the time of collection, have signed in support of this cause.

We are hoping that the Council will hear and act upon the concerns of the residents, who have for some time now felt that the current traffic conditions on Stapleton Street present an ongoing safety risk to both pedestrians and drivers. This includes the dangerous conditions surrounding the driveway access for properties on Stapleton Street, which have become increasingly hazardous.

We kindly request that this petition be included in the agenda for the next committee meeting scheduled for **3rd March 2026**. Both Andrew Campbell and I will be delivering a deputation at that meeting to further present and discuss these concerns.

The undersigned residents are requesting the Council's assistance in addressing these concerns to improve safety and bring an end to the unsafe traffic conditions affecting our street.

I can be contacted at any time to discuss this further. Please find my contact details below.

Kind regards,
Luisa Mercurio
Convener – Petition for Traffic Safety
[redacted] Hereford Avenue
Payneham South SA 5070
Mobile: [redacted]

RECEIVED
FRONT COUNTER
19 FEB 2026
CITY OF NORWOOD
PAYNEHAM & ST PETERS

PETITION

To the City of Norwood Payneham & St Peters

175 The Parade, Norwood SA 5067
PO BOX 204, Kent Town SA 5071
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Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
ABN 11 390 194 824

City of Norwood Payneham & St Peters

PETITION CONTACT DETAILS (Convenor of Petition)

Name: Luisa Mercurio

Address [redacted] Hereford Avenue Payneham South SA 5070

Phone: Mobile [redacted]

Email: [redacted]

Part 1: The petition of: (identify the individuals or group – eg: the residents of The City of Norwood Payneham & St Peters)

The residents of Stapleton Street Payneham South and Firle

Part 2: Matter of Concern to Petitioners

(Outline of the circumstances of the matter)

1. The two-way traffic on Stapleton Street has become excessive, unsafe, and incompatible with its intended function as a local road. **This presents an identifiable risk to public safety and residents no longer feel safe outside their own homes**. Despite the 40 km/h speed limit, traffic volume remains high, with many drivers disregarding the speed limit, creating an ongoing risk to public safety. The constant flow of cars leaves little room for residents to safely reverse from driveways or exit vehicles when parked on street, often leading to confrontations with impatient drivers. Pedestrians, cyclists, and young families face significant dangers when crossing the street, with numerous near-misses witnessed by residents at various parts of the street. Immediate action is needed to address these risks. Over the years, council has been repeatedly alerted to the growing traffic issues on Stapleton Street, which worsened following the installation of speed humps on Devitt Avenue. This shift in traffic patterns has inadvertently funneled vehicles into the narrow, short stretch of Stapleton Street, creating an unsafe "rat-run" that has only escalated, significantly increasing risks to residents. Despite the clear danger, the issue remains unresolved.

2. Recent roadworks on Hereford Avenue have failed to reduce traffic volumes. By removing on-street parking, a high-speed corridor has been created, encouraging more cut-through traffic. The Hereford/Stapleton corner is now a faster, more accessible shortcut, leading to increased traffic and speed, with residents already noticing the impact.

3. Residents are concerned that the current planning process relies largely on traffic data collected in 2020, when Stapleton Street was neither considered nor identified as a priority in the LATM Plan. However, recent traffic counts show that daily volumes have increased from 1,789 vehicles in 2020 to 2,557 vehicles per day in 2025 — a rise of more than 40% in five years. That level of growth on a narrow residential street is not incidental; it is transformational for a local street never designed to function as a connector or collector road. It lacks the width, infrastructure, and buffering required to accommodate sustained regional through-traffic, and removing on street parking for ratepaying residents does not address the underlying problem.

Data collected in 2020 and reviewed in 2022 materially understate present conditions. Planning and implementing treatments based on outdated data cannot adequately address today's realities, particularly given that the local environment has intensified and the environmental scope has changed. Café activity on Gage Street has expanded and grown in popularity, attracting more visitors. Higher-density residential developments across surrounding streets including the 3 on one site at the Gage /Stapleton corner, multiple dwellings on Gwynne Street, and those on Gage Street between Gwynne Street and Shelly Avenue. These additional approx. 20 dwellings, will potentially result in 40–50 extra vehicles that are likely to use Stapleton Street. In addition, recent upgrades to St Morris Reserve will attract more visitors and further increase traffic demand.

These cumulative changes have not been fully reflected in earlier assessments, yet they are critical factors that must be addressed in the current LATM Plan.

Stapleton Street is now carrying traffic it was never designed to carry, at volumes that compromise safety, and under conditions that continue to worsen. It is the council's responsibility to find ways to preserve and protect the residential nature of our precinct and redirect traffic to more appropriate roads that can cater for traffic volumes.

Part 3: The petitioners' request / submission is that the Council: (outline the action that the petitioners are requesting Council should or should not take)

1: Residents want to be heard and considered. We urge the council to acknowledge and address the longstanding concerns of residents by committing to a clear resolution of this ongoing issue. Stapleton Street must be restored to its intended function as a local residential road, in line with its design, scale, and capacity, while ensuring safety without compromising residents' amenity.

2: Council is urged to formally include Stapleton Street as a priority in the current LATM Plan, based on up-to-date data, existing traffic risks, and increased local development and activity in the immediate area. Residents request the immediate incorporation of effective treatments on Stapleton Street as part of the current traffic management strategy.

3 :Residents do not support deferral to a future review cycle. Excluding Stapleton Street from the current Plan would be irresponsible and allow identified safety risks to persist for years to come.

4: Investigate and implement targeted traffic treatments that will meaningfully reduce or prevent non-local through-traffic while maintaining resident and emergency access.

These measures noted during the petition signing process are **in order of preference** but not limited to:

- **Full closure or Partial Closure at the Gage Street end.** This will create additional parking and safer shared community space near the café. Residents are happy to enter and exit at Hereford Street end.
- **Physical traffic calming measures** such as chicanes, angled slow points, horizontal deflection or road narrowing, which may also provide much needed and welcomed opportunities for landscaping and streetscape improvements.
- **Turn restrictions or altered traffic priority at key entry points**. This will discourage cut-through behaviour, reduce volume and redirect traffic to those roads that are engineered to cater safely for such volumes
- **Local-traffic-only restrictions**, enforced through signage and regulatory control with **Entry threshold treatments** to clearly signal that Stapleton Street is a local residential environment, not a connector.

- **Implementing speed management treatments**, such as raised platforms, speed cushions, or speed humps, on Stapleton and Seventh Avenues will help distribute traffic volume across the three streets, alleviating the pressure on Stapleton and improving safety.

In all cases, petitioners recognise that access for residents, emergency services and waste management must be preserved and this can be achieved with entry into Stapleton Street via Hereford Avenue without obstruction.

We are not asking Council to remove traffic from the network but to redirect it to roads designed to handle it—Devitt Avenue, Luhrs Road, and Coorara Avenue. This will prevent traffic from cutting through a narrow residential street with no direct access to local schools or major roads and eliminate the hazards of sharp turns that put residents, pedestrians, and cyclists at constant risk.

The data is clear, and residents can no longer tolerate these conditions. We are not asking Council to predict a problem; we are asking you to listen to the residents who live with these dangers daily. Immediate action is needed to address the risks in Stapleton Street—delaying until a serious incident occurs would be indefensible.

Council has the authority, the evidence, and the opportunity to act now within the current LATM Plan. It is your responsibility to restore safety, protect residents, and prevent the tragedy that these unsafe conditions are increasingly inviting.

[redacted]

Part 4: List of signatories to the petition

Please note: when this petition is placed on the public agenda for a Council meeting, it will be a public document and will appear on the Council website. Your address will be redacted, but your name and signature will appear in the public document.

Name (print)	Address	Signature
Anthony Mauriello	[redacted] Stapleton Street, Firle	[redacted]
Chanel Mauriello	[redacted] Stapleton St, Firle	
T M MORRIS	[redacted] Stapleton St. Firle	
Maddy Hagan	[redacted] Stapleton St	
Jane Giadla	[redacted] Stapleton St	
Hiren Giadla	[redacted] Stapleton St	
ROB CAMERON	[redacted] STAPLETON ST	
Antonietta Livolsi	[redacted] Stapleton St	
marcello Livolsi	[redacted] Stapleton St	
STEPHEN HALL	[redacted] STAPLETON ST FIRLE	
Carolyn Lammas	[redacted] Stapleton St Firle	
TRACEY ALI	[redacted] Hereford Ave (CNR)	
FRANK ALI	[redacted] " " (CNR)	
Kerry Staszyc	[redacted] Stapleton St	
PAUL STASZYC	[redacted] " "	
Peter Litchfield	[redacted] Stapleton St	
Lucia Mercuri	[redacted] Stapleton St & Hereford Street	
Sari Brown	[redacted] Stapleton St	
Tamika Petschler	[redacted] Stapleton St Firle	
Eleisha Hewitt	[redacted] Stapleton St Firle	
YU KNOWN PAUL	[redacted] STAPLETON ST FIRLE	
Jacob Percival	[redacted] Stapelton St Firle	
Jessica Percival	[redacted] Stapleton St	
James Pratt	[redacted] Stapleton St	
B. Ciochetti	[redacted] GAGE. ST FIRLE	
Vila Newton	[redacted] Stapleton St FIRLE	
Chris Chapman	[redacted] Stapleton St FIRLE	
Amelie Chapman	[redacted]	
ERIC JAMES	[redacted] Stapleton St FIRLE	
Andrew Campbell	[redacted] Hereford Ave, Payneham St	

5.2 HENRY STREET, MAYLANDS - TRAFFIC REVIEW

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

PURPOSE OF THE REPORT

The purpose of this report is to provide the Traffic Management and Road Safety Committee with an overview of the existing traffic conditions and operational characteristics along Henry Street, Maylands.

The report also outlines the traffic management interventions that staff propose to implement under delegated authority, to address the issues that have been identified.

BACKGROUND

At its meeting held on 12 May 2026, the Traffic Management and Road Safety Committee received Deputations from Mr Andrew Cave and Ms Julie Kushnir regarding traffic management and road safety along Henry Street, Maylands, with particular focus on the intersection of Henry Street and Frederick Street.

Mr. Cave and Ms Kushnir raised concerns relating to the safety of all road users, particularly vulnerable road users such as pedestrians and cyclists.

Henry Street forms part of the Council's cycling network and provides an important local connection for cyclists travelling through the area. In addition, the surrounding footpath network supports pedestrian movements within the suburb and provides access to key destinations, including public transport services located on the adjacent arterial road network. Both Deputations highlighted concerns regarding driver behaviour and potential conflicts between motorists, pedestrians and cyclists at the intersection and requested that the Council investigate opportunities to improve safety and accessibility for all users.

Traffic Conditions and Road Safety Data:

Traffic data collected on Henry Street in 2022, identified the following key operating characteristics:

- average Daily Traffic (ADT): 923 vehicles per day;
- commercial Vehicle Proportion: 2.3%; and
- 85th Percentile Speed: 33 km/h.

Henry Street has a carriageway width varying between approximately 5.1 metres and 6.3 metres, with the narrowest section located towards the eastern end of the street. The constrained road width contributes to lower vehicle speeds and influences driver behaviour, particularly where on-street parking is present.

A review of available crash data identified no reported crashes at the intersection of Henry Street and Frederick Street during the five (5) year period from 2020 to 2024. This indicates that while some citizens have raised concerns regarding road safety, there is currently no recorded crash history at the intersection to suggest a demonstrated road safety problem.

Existing traffic controls:

The following traffic management measures are currently in place along Henry Street and at the intersection with Frederick Street:

- No Stopping parking controls are installed at various locations to facilitate the safe and efficient movement of traffic and to manage parking behaviour, particularly given the constrained carriageway width along sections of the road.

- Watts Profile road humps have been installed along the length of Henry Street to assist in reducing vehicle speeds and reinforcing the low-speed residential function of the road.
- The intersection of Henry Street and Frederick Street operates as a standard priority-controlled T-junction, with Henry Street forming the minor approach. The intersection is further supplemented by a pavement bar median on the northern approach of Frederick Street to assist with vehicle positioning and turning movements. In addition, staff recently installed a 10-metre solid separation line on the Henry Street approach to improve lane discipline and guide motorists into the correct position when entering and exiting the intersection.

Figure 1 below shows an aerial overview of the intersection of Henry Street and Frederick Street and the surrounding road network. Figure 2 below shows the existing traffic control arrangements at the Henry Street/Frederick Street intersection from street level.



Figure 1 – Aerial image of Henry St and Frederick St



Figure 2 – Streetview image of Henry St and Frederick St intersection

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

All proposed interventions can be delivered through the use of current budget allocations for traffic management operations.

RISK MANAGEMENT

The interventions proposed by Council staff are consistent with contemporary best practice traffic management and have been developed taking into consideration the local road environment, surrounding land uses and the operational characteristics of the corridor and associated intersections.

The proposed treatments are proportionate to the identified risks and issues, recognising that Henry Street operates as a low-speed, low-volume local road where traffic management measures should be targeted, practical and appropriate to the scale of the observed concerns.

CONSULTATION

Elected Members

Nil.

Community

Staff will inform the community of the intervention prior to implementation.

Staff

Senior Traffic Engineer
Traffic Engineer

Other Agencies

Nil

DISCUSSION

Based on the available traffic data, site investigations and review of the existing road environment, the current traffic management arrangements along Henry Street are considered appropriate and proportionate for the function and operating characteristics of this local residential street.

Traffic volumes are relatively low, with an Average Daily Traffic (ADT) volume of 923 vehicles per day, while commercial vehicles comprise only 2.3 per cent of total traffic. In addition, the recorded 85th percentile speed of 33 km/h is exceptionally low and reflects both the constrained nature of the road corridor and the effectiveness of the existing traffic management measures, including the Watts Profile road humps that have been installed along the length of the Henry Street.

The observed traffic conditions are considered representative of a low-speed residential environment and do not indicate the presence of a systemic traffic management or road safety issue requiring significant intervention. This position is also supported by the absence of any reported casualty crashes at the Henry Street and Frederick Street intersection during the period 2020 to 2024.

Opportunities for additional traffic management interventions along Henry Street, are also constrained by the physical characteristics of the road corridor. The road reserve contains narrow verges and a range of existing infrastructure, including established street trees and utility poles. Consequently, there is limited capacity to accommodate substantial traffic management upgrades without resulting in significant impacts on existing infrastructure, vegetation or property access.

As such, no major traffic management interventions are currently considered either necessary or feasible along Henry Street.

Notwithstanding the above, Frederick Street has been identified for renewal under the Council's 2026-2027 Capital Works Program. Consistent with the Council's approach to asset renewal projects, staff will investigate opportunities to incorporate minor traffic management and accessibility improvements alongside the renewal works to achieve best-practice outcomes for the community.

As part of these investigations, staff are currently considering the following potential improvements at the intersection of Henry Street and Frederick Street:

- realignment of the kerbing and kerb ramps on the western side of the intersection to improve accessibility outcomes, ensure compliance with current Disability Discrimination Act (DDA) requirements, and provide a clear and continuous path of travel for pedestrians; and
- Investigating the upgrade of the existing pavement bar median on the northern approach of Frederick Street to a raised concrete median island to further discourage corner-cutting movements and reduce instances of vehicles tracking over the nose of the existing treatment.

Preliminary desktop “swept path” assessments have identified that larger service vehicles may currently overhang the existing pavement bar median during turning movements. As part of the detailed design process, staff will undertake further investigations, including consultation with East Waste (the Council's waste collection contractor) and on-road vehicle tracking assessments, to better understand the operational requirements of service vehicles at this location.

Subject to the outcomes of these investigations, the proposed median treatment may incorporate a combination of non-mountable and semi-mountable profiles to balance road safety objectives with operational requirements for larger vehicles.

Any improvements identified through this process will be implemented by staff under existing delegations and in accordance with the Council's standard road renewal and traffic management processes.

OPTIONS

Staff will investigate opportunities to incorporate minor traffic management and accessibility improvements alongside the renewal works.

CONCLUSION

The existing traffic management arrangements along Henry Street are considered appropriate and proportionate to the function and operating characteristics of the road. Traffic volumes and vehicle speeds are low, the proportion of commercial vehicles is minimal and there is no recorded crash history at the Henry Street and Frederick Street intersection between 2020 and 2024. These outcomes indicate that the existing traffic management measures, including the Watts Profile road humps and parking controls, are effectively supporting a safe, low-speed residential environment.

While no major traffic management interventions are considered necessary or feasible along Henry Street, Council staff will continue to seek opportunities to deliver incremental improvements where appropriate. Through the programmed renewal of Frederick Street in 2026-2027, staff will investigate and implement minor accessibility and traffic management enhancements at the Henry Street and Frederick Street intersection, including improvements to pedestrian facilities and the potential upgrade of the existing median treatment.

These works will be delivered under existing delegations and form part of the Council's ongoing commitment to maintaining and improving the safety and accessibility of the local road network.

RECOMMENDATION

That the report be received and noted.

5.3 ON-STREET PARKING - HARROW ROAD, FIRST AVENUE AND SECOND AVENUE, COLLEGE PARK AND ST PETERS

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

PURPOSE OF THE REPORT

The purpose of this report is to table a Petition which has been received by the Council, regarding a proposal to remove timed parking controls along Harrow Road, First Avenue and Second Avenue, St Peters.

BACKGROUND

A Petition has been received regarding the proposed removal of on-street parking controls on Harrow Road, First Avenue and Second Avenue, St Peters.

The Petition contains 94 signatures. Of these, two (2) signatories do not reside within Harrow Road, First Avenue or Second Avenue, St Peters.

At its meeting held on 3 June 2024, the Council resolved the following:

That the Convenor of the Petition be advised that this matter will be referred to the Council's Traffic Management & Road Safety Committee, in accordance with the Council's Local Area Traffic Management Policy.

A copy of the Petition is contained in **Attachment A**.

A summary of the key issues raised in the petition is set out below:

- it will impact on the safety of the area;
- it will impact on the convenience of parking near their residences;
- the current controls work well in preventing all-day parking while still allowing access to the area and surrounding businesses;
- residents rely on on-street parking and removing these controls would lead to parking difficulties and safety hazards, including increased risks for accidents and collisions; and
- the proposed changes are unnecessary and urge the council to consider the community's concerns.

As part of the implementation of the Council's On-Street Parking Policy ("the Policy"), an assessment of on-street parking was undertaken across the following streets;

- First Avenue and Second Avenue, St Peters and Joslin, between Harrow Road and Lambert Road;
- Harrow Road, St Peters and College Park, between Payneham Road and College Road; and
- St Peters Street, Westminster Street, Winchester Street, Lambert Road, St Peters and Joslin, between Payneham Road and Second Avenue.

The findings of this assessment are documented in the *On-Street Parking Policy Implementation – Investigation and Recommendations* report, contained in **Attachment B**.

The selected streets were identified as a priority, due to the number of requests that have been received from citizens and ongoing observations by Council's Regulatory Services staff.

Due to the relatively small geographic area that is affected by this issue, these streets were able to be treated as a parking "hot-spot", providing an opportunity to trial the Policy's investigation and implementation process before undertaking reviews of larger precincts within the City.

This report specifically relates to the recommendations contained within the *On-Street Parking Policy Implementation – Investigation and Recommendations* report, regarding proposed changes to on-street parking controls on:

- Harrow Road, between Payneham Road and College Street;
- First Avenue, between Harrow Road and St Peters Street; and
- Second Avenue, between Harrow Road and St Peters Street.

The assessment identified that the existing on-street parking spaces within these streets, are underutilised due to the existing parking controls, which restrict parking to resident and visitor permit holders only during varying operational periods.

Accordingly, it was proposed that the existing on-street parking controls be removed to improve the availability and more equitable distribution of on-street parking, thereby increasing access for residents, visitors and other road users within the locality.

Community consultation on the proposed removal of the parking controls was undertaken in May 2024. In response to the community consultation on the proposed removal of the existing parking controls, the Council received the Petition opposing the proposed changes to Harrow Road, First Avenue and Second Avenue, St Peters.

Since the consultation was undertaken, the Policy has been subject to a minor review and update, which was subsequently adopted by the Council at its meeting held on 7 April 2025. As a result, progression of this matter was delayed. The amendments to the Policy, however, do not affect the assessment that has been undertaken or the recommendations for this parking hotspot contained in the *On-Street Parking Policy Implementation – Investigation and Recommendations* report.

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

Any financial implications with the decision that is made by the Committee, can be delivered as part of the Integrated Traffic and Transport Unit's Minor Traffic Improvements budget.

RISK MANAGEMENT

On-street parking is highly contested across much of the City of Norwood Payneham & St Peters, including within the suburbs of College Park and St Peters. 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.

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 were used to determine the priority for on-street parking within a given area. These considerations were applied in determining the recommended parking controls and this approach provides the overarching framework for how the Council manages risk, with respect to on-street parking.

CONSULTATION

Elected Members

The Council considered the petition at its meeting held on 3 June 2024 and referred it to Traffic Management and Road Safety Committee.

Community

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

Council staff will engage with the head petitioner to advise of the outcome.

Staff

General Manager, Urban Planning & Environment Manager
Manager, Traffic and Integrated Transport
Traffic Engineer
Team Leader, Regulatory Services

Other Agencies

Nil

DISCUSSION

The parking assessment has identified that parking demand and the effectiveness of the existing parking controls vary across the study area. In several locations, existing permit and time-restricted parking controls are underutilised and are no longer supported by the observed parking demand.

Having regard to the parking occupancy surveys, surrounding land uses, existing parking controls and the parking priorities established by Council's On-Street Parking Policy, a series of changes are proposed to better align parking controls with the observed demand and needs of the local area. The proposed changes seek to remove unnecessary or underutilised restrictions, while introducing or retaining controls where parking management intervention is warranted. The recommended changes for each street are outlined below.

In accordance with the recommendations of the *On-Street Parking Policy Implementation – Investigation and Recommendations* report, the following parking controls were proposed to be removed:

<u>Harrow Road</u>

- Permit Zone 6:00am – 11:00am Monday – Friday on both sides of the road between Hartford Lane and Second Avenue; and
- Permit Zone 7:00am – 10:00am Monday – Friday on the south side of the road between Hartford Lane and College Street and on the north side of the road between Second Avenue and Forth Avenue.

<u>First Avenue</u>

- No Parking 7:00am – 10:00am Monday – Friday Resident Parking Only on both sides of the road between Harrow Road and house numbers 15-16 First Avenue.

<u>Second Avenue</u>

- Permit Zone 7:00am – 10:00am Monday – Friday on both sides of the road between Harrow Road and house numbers 14-15 Second Avenue.

The extent of the proposed changes is shown in Figure 1.



Figure 1: *Extent of Proposed Parking Control Removal – Harrow Road, First Avenue and Second Avenue, St Peters*

The existing parking controls apply to approximately 189 on-street parking spaces and comprise of time restricted resident and visitor permit parking zones that are applied inconsistently across the study area. At the time of the investigation, ten (10) Residential Parking Permits and five (5) Visitor Permits had been issued for these zones. As a result, only a small proportion of the available on-street parking spaces could be legally used by permit holders during the time limited periods.

The Council's Regulatory Services Unit has not issued any parking permits within the 2026-27 financial year as these on-street parking controls are no longer enforced by the Council staff. This approach has been adopted due to the high number of expiations being challenged by residents and their visitors, together with ongoing requests for Parking Permits from owners/occupiers of properties that are not eligible under the existing permit scheme. The parking controls on First Avenue also indicate that only residents can park in this zone with no reference to permits, which is inconsistent with the controls on Harrow Road and Second Avenue. This inconsistency has caused some confusion with who is able to park within these parking zones.

A review of the existing on-street parking Permit Zones was undertaken and considered by the Council at its meeting on 5 March 2012. The review found that the primary reason for installing these permit zones was to deter long-term employee parking associated with SportsMed on Payneham Road.

The investigation concluded that based on current occupation rates, the existing restrictions are not the most appropriate control for this location and recommended the removal of these controls to provide more equitable access to on-street parking for residents, visitors and other road users within the locality.

In accordance with the On-Street Parking Policy, the need for timed parking controls is considered where parking occupancy exceeds 85%. Should on-street parking demand increase following the removal of the existing restrictions, a review can be undertaken to determine whether new or revised parking controls are warranted. Any future controls would be based on the demand for on-street parking at that point in time and could differ from the existing arrangement.

Community Consultation

The community consultation period commenced on 30 April 2024 and concluded on 22 May 2024.

During this period, property owners and occupiers were invited to provide feedback via email or telephone to Council's Traffic and Integrated Transport team.

A total of 123 letters were distributed to property owners and occupiers of properties directly adjacent to the proposed permit zone changes.

A total of 31 individual submissions have been received.

In addition, a Petition opposing the proposal was received and presented to Council at its meeting held on 3 June 2024. The Petition was signed by 95 citizens representing 75 separate residences. Some Petitioners also provided separate written submissions in addition to signing the Petition. Of the 75 residences represented, 53 were located directly adjacent to the permit zones, with the remainder located within the surrounding area.

One (1) submission indicated support for the proposal however, this submission has been recorded as "unsure", as the same respondent had also signed the Petition.

A summary of the responses received during the consultation period per residence is provided in Table 2 and Figure 2 below.

TABLE 2: CONSULTATION RESPONSE SUMMARY (BY RESIDENCE)

	Support	Do Not Support	Unsure
Response	0 (0%)	87 (98%)	2 (2%)

Overall, the majority of respondents did not support the removal of the existing parking controls on Harrow Road, First Avenue and Second Avenue.

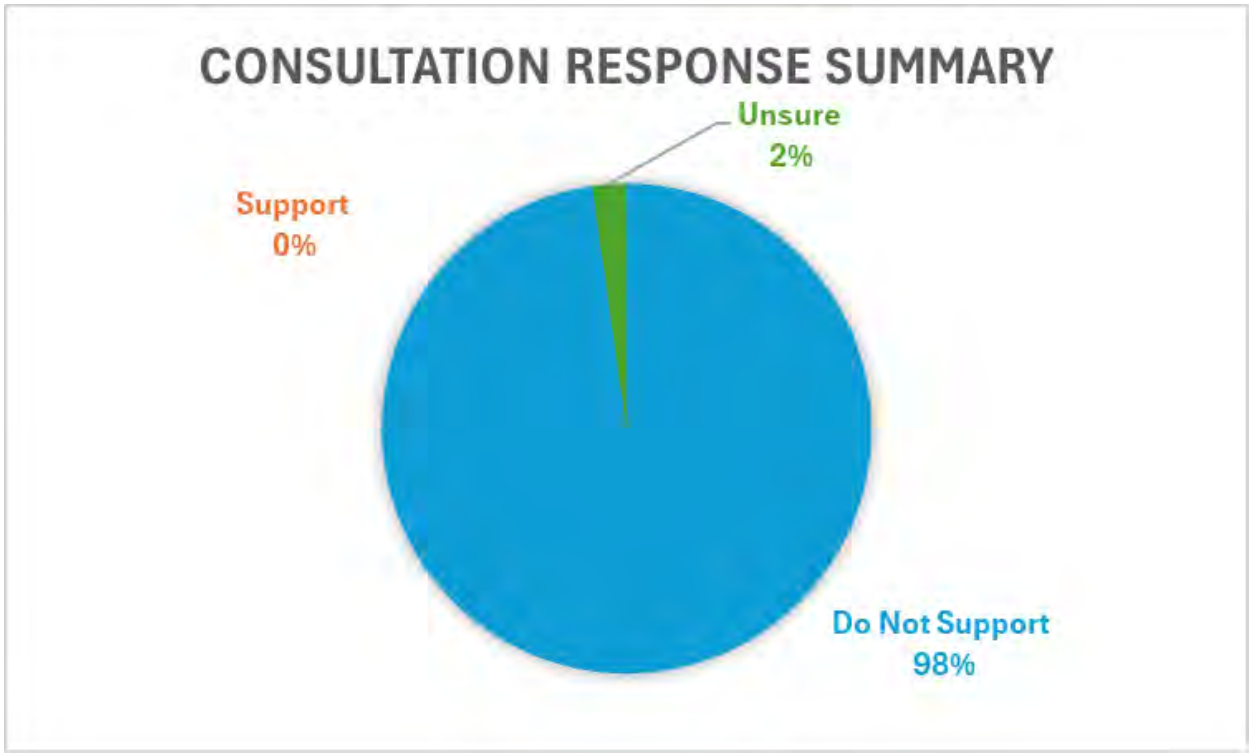


Figure 2: *Response summary*

Key Themes from the consultation

Comments that have received during the consultation period, have been reviewed and several recurring themes have been identified and are set out below.

Resident and Visitor Parking

Respondents have expressed concerns that removing the existing on-street parking controls would make it more difficult for residents and visitors to find on-street parking spaces due to increased demand from commuters and employees of nearby businesses. Respondents generally considered that the existing parking controls effectively protect parking opportunities for residents and visitors.

As set out in the *On-Street Parking Policy Implementation – Investigation and Recommendations* report, Harrow Road, First Avenue and Second Avenue, are located within a Residential Parking Precinct (with a short section of Harrow Road also falling within the Arterial Road Buffer from Payneham Road to First Avenue).

As per the prioritisation of parking users, residential parking within Harrow Road, First Avenue and Second Avenue, is considered a high priority. However, residential parking is not the only parking user that needs to be considered. Long Term Employee parking and School parking are considered medium priority in Residential Parking Precincts.

While the existing parking controls were intended to prioritise resident parking, only 15 permits (10 Residential Permits and 5 Visitor Permits) have been issued across the subject streets at the time of the investigation and the Council no longer issues parking permits for these zones. This indicates that relatively few households have relied on the permit scheme and that many residents and visitors are either parking outside the controlled areas or parking illegally during the operation of the zones.

The parking occupancy surveys undertaken as part of the investigation, recorded average occupancies of less than 65% across the precinct. Under the On-Street Parking Policy, an occupancy of between 65% and 85% is considered the optimal utilisation of on-street parking. The recorded occupancy therefore indicates that parking supply is currently underutilised and that there is sufficient capacity to accommodate resident and visitor parking without the existing restrictions.

Respondents also expressed concern that removing the existing parking controls would encourage long-term employee parking and commuter parking associated with nearby businesses and public transport services. Council staff are unable to forecast what the actual demand of long-term employee parking and commuter parking would be, if the existing parking controls are removed. It is therefore proposed, that a review of the on-street parking in this precinct would be undertaken, once parking patterns and behaviours settle to determine if any additional controls would be required, noting that the extent of the controls that are required may change.

The investigation also found that the unrestricted sections of First Avenue and Second Avenue, experience higher parking occupancy rates than the adjoining controlled sections. Removing the existing controls would therefore allow on-street parking demand to be distributed more evenly across the precinct, reducing the displacement of vehicles into adjacent unrestricted streets and providing more equitable access to available on-street parking.

The On-Street Parking Policy recognises that in areas of higher parking demand, it is reasonable to expect residents and visitors to walk up to approximately 150 metres between an available on-street parking space and their destination.

Traffic Safety and Congestion

Residents have raised concerns that the removal of parking controls will result in increased traffic congestion and will impact upon the safety of access to properties and side streets due to an increase in parked vehicles.

A summary of recent traffic data collected along Harrow Road (2022), First Avenue (2022) and Second Avenue (2023) is shown in the Table 3 below.

TABLE 3: TRAFFIC DATA ON HARROW ROAD, FIRST AVENUE AND SECOND AVENUE

	Harrow Road between Payneham Road and First Avenue	First Avenue between Harrow Road to St Peters Street	Second Avenue between Harrow Road and St Peters Street
Traffic Volume (veh/day)	3831 Main Collector Road	1456 Local Road	862 Local Road
AM Peak	540vph -15%	241vph - 17%	140vph - 16%
PM Peak	343vph - 10%	164vph - 11%	111vph -13%
Traffic Speed (km/h)	50	52	52

Harrow Road, First Avenue and Second Avenue, are all considered to have widths that are sufficient to provide two lanes of traffic and on-street parking.

With the current traffic volumes, Harrow Road is considered a Main Collector road within the City. It is acknowledged that a high percentage of this volume occurs at the AM and PM peak which can cause delays with residential access. Harrow Road however, is not dissimilar to other Main Collector roads within the City that also allow on-street car parking, namely:

- Beulah Road, Norwood (3312veh/day, 12.5m wide, 39km/h, high parking demand);
- Shipsters Road, Kensington (3691veh/day, 10m wide, 49km/h, school parking demand); and
- Marian Road, Glynde (3903 veh/day, 11m wide, 48km/h, bus route, lower parking demand)

Line marking can be installed on Harrow Road to delineate on-street parking which can assist with identifying legal parking spaces and location of driveways. This can be considered as part of a re-evaluation of the on-street parking.

The Driveway Policy has also been implemented on Harrow Road where a solid yellow line is installed across all the crossovers with a 500mm extension on either side to manage vehicles parking across driveways.

First Avenue and Second Avenue function as Neighbourhood Roads. Due to the connection of these roads with Harrow Road, a high percentage of this volume also occurs at the AM and PM peak. However, these volumes are not considered unacceptable for a residential street. A Neighbourhood Road caters for up to 2000 vehicles per day and therefore, both roads are considered to have capacity to cater for small increases in traffic volume.

The 85th percentile speed or operating speed of Harrow Road was measured at 50km/h and First and Second Avenue is 52km/h. Vehicle speeds should ideally be lower than this. When vehicles are parked On-Street the parked vehicles serve as successful traffic calming measures, by encouraging more attentive driving and visibly reducing the width of the road carriageway.

As Committee Members are aware, the Council implemented a 40km/h speed limit in July 2025. This reduction in speed limit has not been reflected in the captured traffic data, however it is intended to be reviewed this upcoming financial year (2026-27). A reduced vehicle speed along Harrow Road, First Avenue and Second Avenue, would improve traffic safety, as it reduces the distances required for Safe Intersection Sight Distances and vehicle Approach Stopping Distance.

It is acknowledged that sight lines at the intersections with Harrow Road may be impacted by the road infrastructure and an increase in on-street car parking occupancy may contribute to a reduced visibility. However, a parked car is not considered a permanent obstruction due to the variable nature of its road occupation, as stated in the Australian Standard (AS1742.2), and as such is not used for the purpose of a sight distance review at an intersection.

Waste Collection

Residents have raised concerns with an increase in on-street parking impacting waste collection.

A higher on-street car parking demand may impact where residents are able to place their waste bins on collection days. Waste collection can occur prior to peak car parking times however, this is dependent on the location and East Waste's collection schedule. If on-street parking does impact waste collection, residents are able to locate the bins within property crossovers where on-street parking is illegal to assist with facilitating waste collection.

Higher on-street car parking demand is regularly seen throughout the City in suburbs such as Norwood and Kent Town, where waste collection continues to occur.

Street Cleaning

Residents have raised concerns that an increase in on-street parking demand will impact on street and footpath sweeping.

The Council has a program for street and footpath sweeping. College Park and St Peters are both included in the areas that are more regularly maintained during the autumn/winter period. The Street & Footpath Sweeping Program, incorporates a practice of blowing leaves and other debris from the football and from under parked vehicles onto the road which is then collected by street sweepers.

Higher on-street car parking demand is regularly seen throughout the City in suburbs such as Norwood and Kent Town, where street and footpath cleaning continues to occur.

Pedestrian Safety

Residents have raised concerns with pedestrian safety and connectivity along Harrow Road.

These concerns are noted and Harrow Road has been listed for a review of pedestrian safety and connectivity.

In addition, it should be noted that parking adjacent to intersections and property driveways, remains prohibited under the *Australian Road Rules* and Council's driveway line-marking program, preserving sight lines for pedestrians and motorists.

Cyclist Safety

Residents have also raised concerns with cyclist safety along Harrow Road due to the potential increase in on-street parking.

Harrow Road forms part of the City's cycling network. The presence of on-street parking is a common feature of local cycling routes and based on the available road width, is not considered to present an unacceptable safety risk. As part of Council's ongoing improvements to the City's cycling network, shared lane ("sharrow") pavement markings are proposed to be installed along Harrow Road to reinforce the shared road environment and increase driver awareness of cyclists.

The proposed removal of the on-street parking controls is therefore not expected to adversely affect the safety of cyclists.

Additionally, it is proposed to undertake a review of the Councils City-wide Cycling & Network Plan, subject to budget allocations, and potentially additional improvements could be recommended as part of the review.

OPTIONS

Option 1 – Retain existing parking controls (timed resident and visitor parking permit)

The Committee can recommend that no changes be made to the existing on-street parking controls on Harrow Road, First Avenue and Second Avenue.

This option would retain the current permit parking and resident parking arrangements, in light of the concerns that have been raised by residents and property owners during the consultation process.

This option is **not recommended**. The investigation has found that the existing on-street parking controls are underutilised, are no longer routinely administered or enforced by the Council and no longer represent the most appropriate on-street parking management tool for the precinct.

Retaining the existing controls would continue to limit access to approximately 189 on-street parking spaces without evidence of a parking demand that justifies the existing restrictions.

Option 2 – Remove existing parking controls (timed resident and visitor parking permit)

The Committee can recommend that the existing Permit Parking and Resident Parking controls be removed in accordance with the recommendations of the *On-Street Parking Policy Implementation – Investigation and Recommendations* report.

The investigation found that the parking controls are being applied to streets with average parking occupancies rates that are below the optimum utilisation range identified in the Councils Policy. The existing controls restrict access to a significant number of on-street parking spaces, despite relatively low utilisation rates and the Permit Zones are no longer routinely administered or enforced by the Council.

Removing the existing parking controls would improve the availability and equitable distribution of on-street parking for residents, visitors and other road users, while aligning with the objectives and principles of the Policy.

Following implementation, a further review could be undertaken in six (6) months to determine whether additional timed parking controls are required. Any future controls would be informed by the data on the demand for on-street parking and operational requirements at that time.

This option is **recommended** as it is supported by the technical investigation and the data, aligns with the Councils On-Street Parking Policy and provides the most equitable use of the available on-street parking.

While the majority of respondents opposed the proposal, the matters raised during consultation have been considered and these matters are not considered sufficient to warrant retaining the existing on-street parking controls that are no longer supported by the available evidence.

Option 3 - Replace the existing permit controls with alternate timed parking controls

The Committee can recommend that the existing permit parking controls be replaced with timed parking controls.

Timed parking controls that could be considered as are set out below;

- 2P from 6:00 – 11:00am and 7:00- 10:00pm Monday – Friday as per the existing period of control; or
- 4P from 9:00am – 5:00pm Monday – Friday.

This option would continue to discourage long-term commuter parking while allowing all road users to access on-street parking for a defined period. Residents meeting the eligibility requirements of Council's Parking Permit Policy, could continue to apply for permits that exempt them from the timed restrictions. Additional consultation with the community in respect to this option would be required.

This option is **not recommended**.

The investigation did not identify parking occupancy rates that would justify the introduction of timed parking controls under the Councils On-Street Parking Policy. Introducing new timed parking restrictions without evidence of parking demand would be inconsistent with the Policy and could establish expectations for similar treatments elsewhere within the City where comparable demand has not been demonstrated. Additionally, it is unclear, based on the current data, the type of timed parking control that would be suitable.

CONCLUSION

The St Peters Parking Review represents one of the first applications of the Council's adopted On-Street Parking Policy.

The technical assessment has found that the existing parking controls are resulting in the underutilisation of on-street parking and are no longer supported by current parking demand or operational requirements. While the concerns raised through the community consultation regarding the availability of parking, traffic and road safety are acknowledged, the available evidence indicates that Harrow Road, First Avenue and Second Avenue, have sufficient capacity to accommodate the proposed changes without creating unacceptable traffic or safety impacts.

On balance, the proposed removal of the existing parking controls represents a reasonable and evidence-based response that aligns with the principles of the On-Street Parking Policy by improving the availability and equitable use of on-street parking. Should parking demand increase following implementation, the precinct can be reviewed and additional parking controls considered in accordance with the Policy.

RECOMMENDATION

1. *That the Petition (as contained in Attachment A), that was received by the Council at its meeting held on 3 June 2024, be received and noted.*

2. *That the outcomes of the community consultation in respect to the proposed removal of parking controls on Harrow Road, First Avenue and Second Avenue, as outlined in this report, be received and noted.*

3. *That the Committee recommends to the Council that the existing parking controls on Harrow Road, First Avenue and Second Avenue, be removed.*

4. *That the Committee recommends to the Council, that a further review of the on-street parking on Harrow Road, First Avenue and Second Avenue be undertaken after six (6) months from the removal of the existing controls.*

5. *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.*

6. *That the Head Petitioner be thanked for bringing the Petitioners’ concerns to the Councils attention and be advised of the outcomes of the investigations which have been undertaken.*

RECEIVED
FRONT COUNTER
27 MAY 2024
CITY OF NORWOOD
PAYNEHAM & ST PETERS

A1

27 May 2024

To the Mayor and Elected Members of the NPS Council,

On behalf of the residents of Harrow Road, First and Second Avenue, we write to object to changes to the parking controls as proposed by the council in the letter to residents dated 3 May 2024.

Attached is a petition signed by 95 residents who oppose these changes.

This petition was only in action for a few days and speaks for the majority of residents in this area.

What we heard from talking to the residents was that parking controls **should place residents as the highest priority**.

The residents are comfortable with the parking controls remaining in place as they stand today with the understanding that these controls minimise non-residents parking in our streets.

The residents do however expect that **their parking needs** are a top priority and request that either;

1. Permits be granted (free of charge) to residents when requested so they/others providing services to their house can park near their houses as/when required.

Note currently that no residents can obtain a permit as the council rejects any submissions on the basis that we have enough parking spaces on our property.

This is unreasonable, impractical and actually unsafe if multiple cars have to reverse into the street and then manoeuvre back into the property for the sake of one person getting a car out.

or

2. The council waives any fines issued to a resident/ attendee of that residence.

Assistance with monitoring is required where a resident requests the councils support with non-resident parking in the area.

We believe prioritising resident parking and maintaining these controls gives the right balance between street front usage and safety.

Residents are also concerned that if it became more widely known that they cant get a permit to park in front of their houses in the leafy suburb of St Peters this would also impact house values in the area.

Note that no one wants to park on the street but there are times and situations for example, cleaners, maintenance people, relatives visiting and multiple cars per household which necessitates residents and those attending that house to park out the front of the residence. This is already happening and therefore is no change to the usage of the street as it stands today.

Attached is the petition.

If you have any questions please don't hesitate to contact us.

Kind regards,

Edwina Hicks
[redacted]

Donna Groth
[redacted]

RECEIVED
FRONT COUNTER A2
27 MAY 2024
CITY OF NORWOOD
PAYNEHAM & ST PETERS

Petition to Object to Change in Timed Parking Controls

Introduction

We, the undersigned residents and concerned citizens of St Peters, hereby petition against the proposed change in timed parking controls on Harrow Road, First Avenue, and Second Avenue.

We believe these changes will adversely affect the community and request the council reject this proposal.

Background:

We believe the proposed alterations in locations that are at close proximity to inner city bus stops and neighbouring businesses will severely impact the culture and safety of our streets which are already extremely busy during peak hours and a thoroughfare for people cutting through the area.

The current parking controls serve the area well by preventing all day parking whilst still allowing residents, visitors, and others to access the area and surrounding businesses during the middle of the day.

Without such controls these streets will be prime locations for city commuters to park and compromise the 'suburban feel' of our tranquil area.

We understand the importance of managing parking in our neighbourhood but believe that the proposed changes are unnecessary and the current arrangements work well.

Reasons for Objections:

1. **Impact on Residents:** Our streetscape is already well utilised with local residents. We choose to live in Adelaide not the bigger eastern cities for the convenience of being able to park near our residences - these changes jeopardise what is a minimum expectation of living in St Peters.

2. **Capacity**: Many residents rely on street parking, especially those without off-street parking. The proposed changes would inconvenience residents and would lead to parking difficulties in the area.

3. **Safety Hazards:** The current parking arrangements mitigate safety concerns in what are already very congested streets during peak hour traffic with moving vehicles - its already considered dangerous and cars have been side swiped from intermittent parking. Removal of these parking restrictions would create further visibility and spatial issues exacerbating the risk of accidents in what are already dangerous sections of the street during these times.

4. **Risk to Pedestrians:** Overcrowded streets and compromised visibility also puts pedestrians at risk. Crossing intersections and navigating sidewalks is more perilous when sightlines are obstructed by parked vehicles, heightening the potential for accidents and collisions.

5. **Community Concerns:** The benefits of our community should be a paramount consideration in any decision regarding parking controls. St Peters should be known as a quiet leafy suburb, not a car park for city commuters to access cheaper bus tickets or ride into the city in what is already a busy suburban location. Ignoring the concerns raised by residents and failing to address them adequately jeopardises the well-being of all members in our community.

Proposed Action: We urge the council to consider the voice of its affected residents and stop the proposed changes to timed parking controls on Harrow Road, First Avenue, and Second Avenue.

A3

Signatories:

Name	Address	Signature
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A4

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A5

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A6

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A7

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A8

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A9

Signatories:

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A10

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Philip VAFIADS	[redacted]	
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A11

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City of Norwood Payneham & St Peters
On-Street Parking Policy Implementation – Investigation and Recommendations

Date	15/12/2023	**File Number**	qA69751
Location	• **First Avenue and Second Avenue, St Peters and Joslin Between Harrow Road and Lambert Road** • **Harrow Road, St Peters Between Payneham Road and College Street** • **St Peters Street, Westminster Street, Winchester Street, Lambert Road, St Peters and Joslin Between Payneham Road and Second Avenue**		
Author	PA Consultancy		

1. Introduction

Sections of First Avenue and Second Avenue, between Harrow Road and Lambert Road have been identified as *car parking 'hotspots'*, because of a high number of citizen requests and ongoing monitoring from the Council's regulatory services team. The concerns raised are that vehicles park for extended periods or all day, which is restricting access to the available parking.

The following parking review has been undertaken in accordance with the Council's *On-Street Parking Policy (the Parking Policy),* noting that a key Principle of *the Parking Policy* is to acknowledge that decisions made in one street can affect parking demand and availability in other nearby streets. As such, the study area includes the street sections set out below and is depicted in ***Figure 1*** and ***Figure 2***.,

- First and Second Avenues, between Harrow Road and Lambert Road;
- Harrow Road between Payneham Road and College Street (the extent of existing restricted parking zone);
- St Peters Street between Payneham Road and Second Avenue;
- Westminster Street between Payneham Road and Second Avenue;
- Winchester Street between Payneham Road and Second Avenue; and
- Lambert Road, between Payneham Road and Second Avenue.

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2. Existing Conditions

First Avenue, Second Avenue, Harrow Road, St Peters Street, Westminster Street, Winchester Street and Lambert Road are 11-12m wide, residential streets which adequately accommodate car parking on both sides as well as two-way traffic flow. Harrow Road also serves as an Adelaide Metro bus route, and Second Avenue forms part of the Council's bike network.

All residential properties in the study area have access to off-street car parking, from either front or rear lane access. Seventeen (17) parking permits (11 residential and 6 visitor) were issued for the permit zones for the 2022/2023 financial year.

Commercial land-uses along Payneham Road interface with Harrow Road, St Peters Street, Westminster Street, Winchester Street and Lambert Road. These land uses are within walking distance to First Avenue and Second Avenue, which may contribute to the parking demand. The East Adelaide Primary School and St Basil Aged Care are both located on Second Avenue adjacent to Winchester Street, which both require on-street car parking to operate.

The *Parking Policy* identifies seven precinct areas through the Council as a guide to inform the priority of parking within each precinct.

First and Second Avenues are predominantly identified within a '*Residential Parking Precinct'* except for the section within 50m of Stephen Terrace, which is an '*Arterial Roads and Fringes Precinct*'. The section of Second Avenue, between Westminster Street and Winchester Street, is defined as a '*Mixed Use Residential Precinct*' due to East Adelaide Primary School and St. Basil's Aged Care.

Harrow Road, St Peters Street, Westminster Street, Winchester Street and Lambert Road are predominantly identified within a *'Residential Parking Precinct'* and within 50m of Payneham Road, an *'Arterial Roads and Fringes Precinct'*.

As such, the parking priorities for these precincts are set out in ***Table 1.***

Figure 1: Study Area 1 Location Map and Existing Parking Conditions – First Avenue and Second Avenue



Figure 2: Study Area 2 Location Map and Existing Parking Conditions – Harrow Road, St Peters Street, Westminster Street, Winchester Street, Lambert Road



Table 1: Parking Prioritisation for Residential Precinct, Arterial Road Fringe Precinct and Mixed-Use Residential Precinct

Parking Activity	**Prioritisation of Parking Users**		
	Residential Precinct	**Arterial Road Fringe Precinct**	**Mixed Use Residential Precinct**
Residential	High	Medium	Medium
Disability Permits	Low	Low	Medium
Short Term Shopping <2 Hours	Low	Medium	Low
Loading Zones	Low	Medium	Medium
Long Term Commuter/ Public Transport Users	Low	Low	Low
Long Term Employee	Medium	Low	Medium
School Parking	Medium	Low	Medium
Ride Share	Low	Low	Medium
Taxi	Low	Low	Low

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3. Parking Concerns Raised by Citizens

A summary of the parking concerns raised by citizens is set out below.

- Vehicles are parked for extended periods or all day on First and Second Avenue, between Harrow Road and St Peters Street and to Stephen Terrace, which restricts parking for residents and visitors to the area;
- The concern is that the existing parking controls on First and Second Avenues, within proximity of Harrow Road (*Resident Parking Only)*, pushes parking demand throughout the study area;
- Vehicles are parked for extended periods or all day immediately adjacent to and within proximity of East Adelaide Primary School and St. Basil's Aged Care.

4. Site Observations and Parking Occupancy Surveys

The Parking Policy provides a clear methodology for the Council to determine whether there is a need for parking control intervention. The methodology relies on parking occupancy surveys to determine the percentage of occupied parking spaces which guide the outcome, as set out below.

- Over 85% parking occupancy indicates additional parking controls may be needed to encourage turnover. In residential areas additional parking controls or permits may be required.
- Under 65% parking occupancy indicates that consideration may be given to remove any existing parking controls.
- Between 65% - 85% parking occupancy indicates that a site specific review is required.

This enables the Council to sensibly balance the parking needs and the competing demands for a limited road space. It is a general expectation with many drivers in South Australia, that

a convenient park should be provided directly in front of their destination (residence, work, shop, etc). However, a road is a public space, and it is considered acceptable practice to be required to walk short distances from a parked vehicle to a destination. In addition, the Parking Policy states that, '*on-street parking will not be allocated through the means of the exclusive use of a single space or spaces by any individual or group'.*

The Council engaged Tonkin Consulting to undertake occupancy surveys for two days in October 2022, and a summary of the results are contained in **Attachment A**.

The surveys identified that a Mobile Nursing Service operating from Payneham Road was the major contributing factor to high parking demand. The Nursing Service subsequently relocated and as such, an additional survey was undertaken in May 2023.

Parking occupancy surveys were undertaken at First and Second Avenues, between Harrow Road and Lambert Road on:

- Wednesday 10 May 2023 at 10am, 1pm and 4pm; and
- Thursday 11 May 2023 at 11am, 2pm and 5pm.

Parking occupancy surveys were undertaken at Harrow Road between Payneham Road and Fourth Avenue and St Peters Street, Westminster Street, Winchester Street and Lambert Road between Payneham Road and Second Avenue on:

- Wednesday 9 August 2023 at 9.30am, 1pm and 4pm

The details of the surveys are contained in **Attachment B,** and the key observations are set out below.

First Avenue

- The *No Parking, 7am – 10am, Mon – Fri, Resident Parking Only* zone on both sides of the road between Harrow Road and house numbers 15-16 First Avenue, consists of 50 parking spaces which were at or less than, 49% occupancy, with an average of 21% occupancy and therefore underutilised. The occupancy percentage justifies removal of the existing parking controls which, as of 22 June 2023, consist of two (2) resident parking permits and one (1) visitor permit.
- A *Temporary Disabled Parking Only* zone consisting of one (1) parking space at house number 93 was installed in December 2022 to meet specific requirements for the household who found it difficult to find a car park in front or near their residence, when the mobile nursing service was operating. Given that this nursing service has since relocated and the occupancy rate has significantly reduced, there is justification to remove of this parking control.
- The remaining unrestricted spaces consist of approximately 250 spaces. These were at, or less than, 63% occupancy with an average of 37%, indicating an underutilisation of parking spaces overall. Parking was evenly distributed with minor concentration of parking at properties where construction works were underway.

Second Avenue

- The existing *Permit Zone, 7am – 10am, Mon – Fri* on both sides of the road between Harrow Road and house numbers 14-15 Second Avenue consist of 43 parking spaces which were at or less than 14% with an average 10% occupancy and therefore underutilised. The occupancy percentage justifies removal of the parking control.
- The *No Parking, 8 - 9am, 3 - 4pm, School Days* zone, adjacent to East Adelaide school consists of 15 parking spaces. At the time of the surveys there were no parked vehicles (0% occupancy). This indicates that residents and employees of the school and St Basils Aged Care are opting to park in the unrestricted zones for longer periods of time.

- A *Permit Zone, Resident Parking Only* that consists of one parking space at house number 63 was at 100% occupancy, and it was observed that the property does not have a front driveway but there is access available via Second Lane. As of the 22 June 2023, one (1) residential permit and one (1) visitor permit have been issued to the household.
- A section of unrestricted parking for 4-5 vehicles is located outside the school and was at 100% occupancy over the two surveys. As this location is directly in front of the school it is reasonable to assume that these vehicles belong to school staff or St. Basil's aged care staff. This location does not directly impact residential properties and is considered a suitable location for long term employee parking.
- A section of unrestricted parking north of Winchester Street was reviewed separately due to its proximity to St. Basil's Aged Care. The length of road reviewed was 50-60m north of Winchester Street and consisted of approximately 12-14 parking spaces. The average occupancy rate for two days was 28%, well below 65%. However, higher occupancy rates were identified on Winchester St and if parking controls on Winchester Street are proposed, the impacts of parking shifting to Second Avenue should be considered.
- The remainder of the unrestricted parking between the Permit Zone to East Adelaide Primary School (142 parking spaces) and between St Basils Aged Care and Lambert Road (100 parking spaces) had an average occupancy rate for two days of 24%, well below 65%.

Harrow Road

- The indented *1P 7am – 7pm Mon – Fri* zone on the south-western side of the road adjacent to the commercial activity near Payneham Road consists of one (1) parking space which was at 100% occupancy. The *Parking Policy* advises that occupancy above 85% suggests that parking management intervention may be required. However, given that the car park is indented, cannot be extended, and concern has not been raised, there is no justification for modification.
- The *Permit Zone, 6am – 11am, Mon – Fri* on both sides of the road between Hartford Lane and Second Avenue consists of 43 parking spaces which were at or less than 33%, with an average of 24% occupancy and therefore underutilised. Five (5) cars were parked in the zone all day and only one (1) vehicle displayed a resident parking permit. The low occupancy percentage justifies removal of the parking control.
- The *Permit Zone, 7am – 10am, Mon – Fri* extends to College Street on the south side of the road, and Fourth Avenue on the north side from Second Avenue. This permit zone consists of 53 parking spaces which were at or less than 32% with an average of 25% occupancy and therefore underutilised. Six vehicles were parked in the zone all day and no vehicles were displaying a resident parking permit. Renovation works were underway at house numbers 24 and 25, and three (3) trades vehicles were parked at the immediate front of these houses.
- As of 22 June 2023, eight (8) resident parking permits and four (4) visitor permits have been issued to households at Harrow Road, and this is further evidence that the permit zone is underutilised.

St Peters Street

- The *Loading Zone* for one (1) vehicle adjacent to the library was vacant during all occupancy surveys. However, it is expected that the car park is utilised throughout the day for deliveries to the library and surrounding businesses.
- *The 1P 7am – 7pm Mon – Fri* zone consists of six (6) car parks, three (3) adjacent to the library and three (3) adjacent to the residences between First Lane and First Avenue. Average occupancy for these car parks was 61% and two (2) vehicles were parked all day in front of the residential properties. One vehicle had an expired permit, and no permit was

displayed for the other vehicle. Although the average occupancy is <65%, vehicle turnover was observed, with peak occupancy at 83% supporting the requirement for parking control.

- A *Disabled Parking Only* zone consisting of one (1) parking space car park at Otto Reserve was installed as to provide access to the park. No vehicles were parked in the space during the survey times.
- The remainder of the unrestricted parking consists of ten (10) carparks which were at or less than 67% occupancy, with an average 48% occupancy. One vehicle was observed to park all day.
- An off-street car park exists for the library and surrounding businesses adjacent to St Peters Street which consists of approximately 21 car parks. These car parks are currently uncontrolled, and a separate review is in progress to determine whether timed controls are required.

Westminster Street

- Parking along Westminster Street is unrestricted between Payneham Road and Second Avenue and consists of 33 parking spaces. The occupancy was at or less than 64% with an average 55% occupancy. Most of these vehicles were observed within proximity of Payneham Road, adjacent to a three-storey property comprising eighteen (18) residential units. Nine (9) vehicles were parked all day between Payneham Road and Second Avenue, eight (8) were parked immediately adjacent to or across from the units at the intersection with Payneham Road and were not impacting on parking for other residents or visitors.

Winchester Street

- The *2P 7am – 7pm Mon – Fri* zone on both sides of the road between Payneham Road and First Avenue consists of fifteen (15) parking spaces which were at or less than 67%, with an average of 40% occupancy. Three (3) vehicles were observed to be parked all day. The surveys suggest that the existing parking zone is underutilised.
- The remainder of the unrestricted parking between First Avenue and Second Avenue consists of thirteen (13) carparks which were at or less than 72% occupancy, with an average 69% parking occupancy. Four (4) vehicles were observed to be parked all day. The parking occupancy supports the requirement for parking control, however as this section of road is only 90m in length, the extent of restrictions will need to consider the overflow of parking to the surrounding streets. Higher car parking demand between First Avenue and Second Avenue can be attributed to its proximity to East Adelaide Primary School and St. Basil's Aged Care, with staff or visitors parking on-street to visit the facilities.
- Nathaniel's coffee and dining and SA Music and Art Academy are located at Payneham Road intersection and both properties provide off-street parking for staff and customers. Three shops abutting Nathaniel's are vacant and the remainder of properties in this section are residential.

Lambert Road

- The *1/2P At All Times* zone from Payneham Road to 70m north-west, consists of ten (10) parking spaces which were less than 40% occupancy and therefore underutilised. No vehicles were observed to park all day. The occupancy percentage justifies removal of the parking control.
- The remainder of the unrestricted parking to Second Avenue consists of sixteen (16) carparks which were at or less than 38% occupancy, indicating an underutilisation of the parking spaces.

- Gaynes Park Joslin Aged Care, a three-storey facility is located at Payneham Road intersection and provides under croft parking managed via boom gates. A large parcel of land secured with temporary fencing comprising 6-7 vacant shops is also located at Payneham Road intersection.

5. Recommendations

The recommendations set out below are in accordance with the Council's On-street Car parking Policy. Consultation with directly affected property owners will be undertaken prior to any the implementation of these recommenndations.

First Avenue

- Remove No Parking 7am-10am, Mon –Fri, *Resident Parking Only* zone. Monitor the subsequent on-street parking demand for impacts and modify if required.
- Monitor on-street parking adjacent to St Peters Street for impacts of any changes to the off-street car parking control.
- Remove *Temporary Disabled Parking Only* zone.

Second Avenue

- Remove *Permit Zone 7am - 10am Mon – Fri* zone. Monitor the subsequent on-street parking demand for impacts and modify if required.
- Install *4P 9am-5pm Mon-Fri* zone, 120m north of Winchester Street on western side (12 parking spaces). Refer to Figure 3.
- Remove *Resident Parking Only* zone.

Harrow Road

- Remove *Permit Zone 6am - 11am Mon – Fri* zone. Monitor the subsequent on-street parking demand for impacts and modify if required.
- Remove *Permit Zone 7am - 10am Mon – Fri* zone. Monitor the subsequent on-street parking demand for impacts and modify if required.

St Peters Street

- No proposed changes to the parking control.

Westminster Street

- No proposed changes to the parking control.

Winchester Street

- Alter the *2P 7am-7pm Mon-Fri* zone to a *4P 9am-5pm Mon-Fri* zone. This will be consistent with the additional parking control proposed.
- Install *4P 9am-5pm Mon-Fri* zone between First Ave and Second Ave on southern side and between Second Ave and Third Ave on the northern side (total 11 parking spaces). Refer to Figure 3.

Lambert Road

- Remove *1/2P At All Times* zone. Monitor the subsequent on-street parking demand for impacts and modify if required.

Figure 3: Recommended parking controls install – Second Avenue and Winchester Street



Attachment A

Tonkin Consulting occupancy survey results for two days in October 2022, prior to Mobile Nursing Home relocation.

- First Avenue, unrestricted parking between St Peters Street and Resident Parking Only (70% average occupancy over three surveys).
- First Avenue, within the Resident Parking Only area which applies 7-10am, available parking was in abundance, including outside of these hours.
- Whilst First Avenue between St Peters Street and Stephen Terrace had lower than 50% occupancy rates on average, it was noted that majority of this 50% were parked against the St Peters Street roundabout.
- First Avenue, between Westminster and Winchester Streets (83% average occupancy over three surveys).
- First Avenue, from Winchester Street to 200m north (79% average occupancy over three surveys) and thereafter to Lambert Road (28-48% occupancy over the three surveys).
- Second Avenue between Winchester Street and Lambert Road (low – moderate occupancy for most of the day).
- Winchester Street between Payneham Road and First Avenue (high rates of occupancy between 50-100% (average over three surveys of 77%).
- Winchester Street between First Avenue and Second Avenue (unrestricted parking) showed high rates of occupancy between 72-100% (average over three surveys of 83%).

Attachment B

Occupancy Surveys

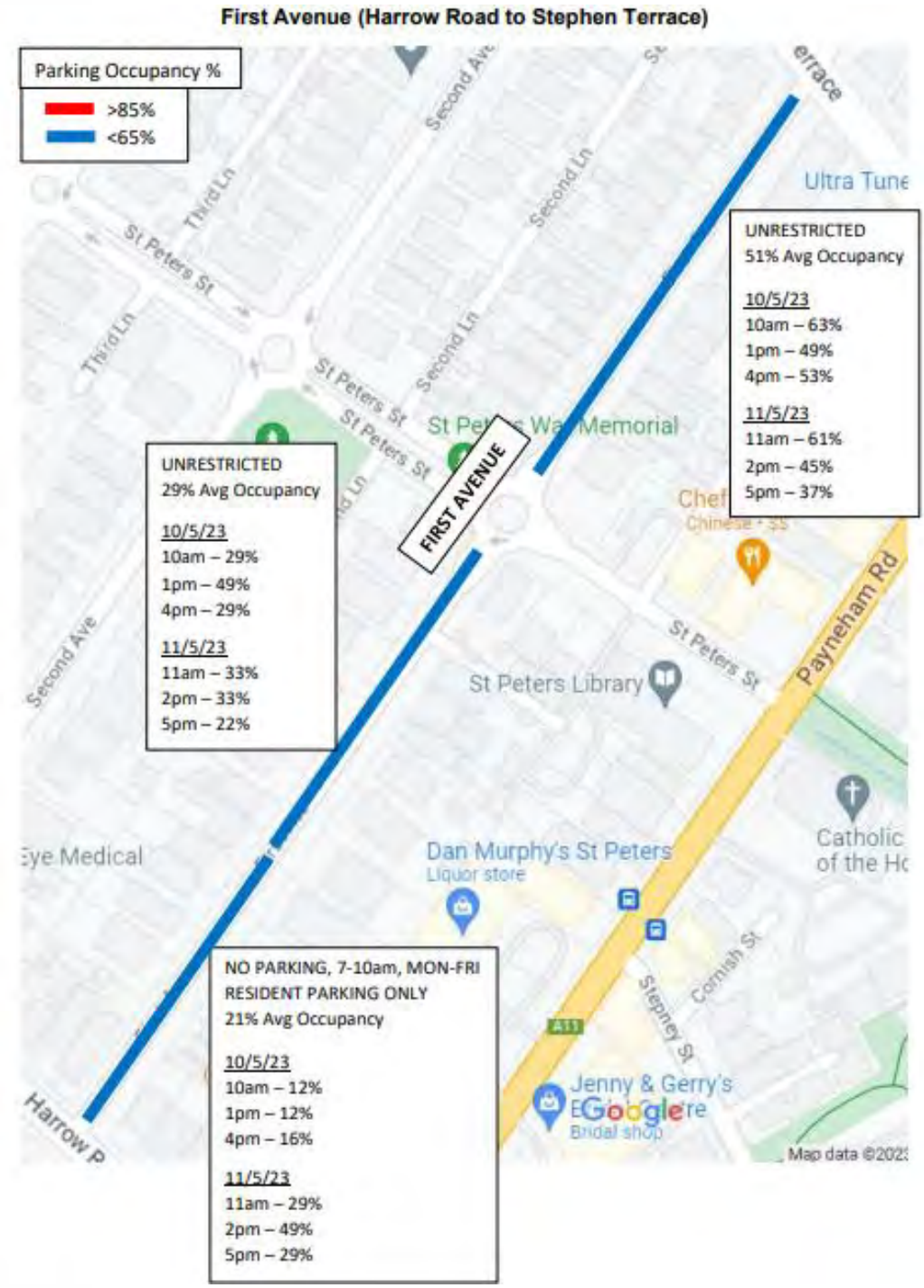
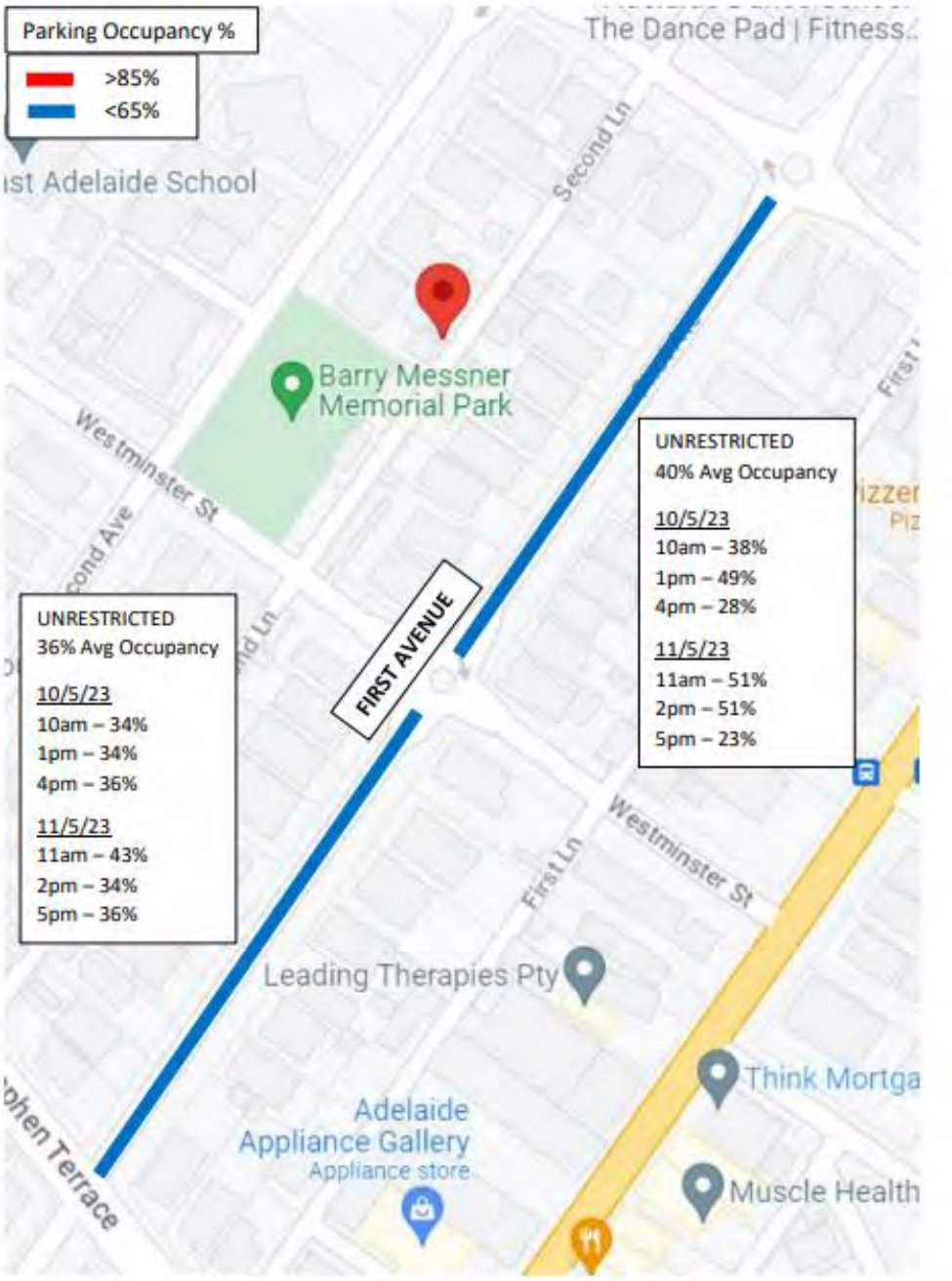
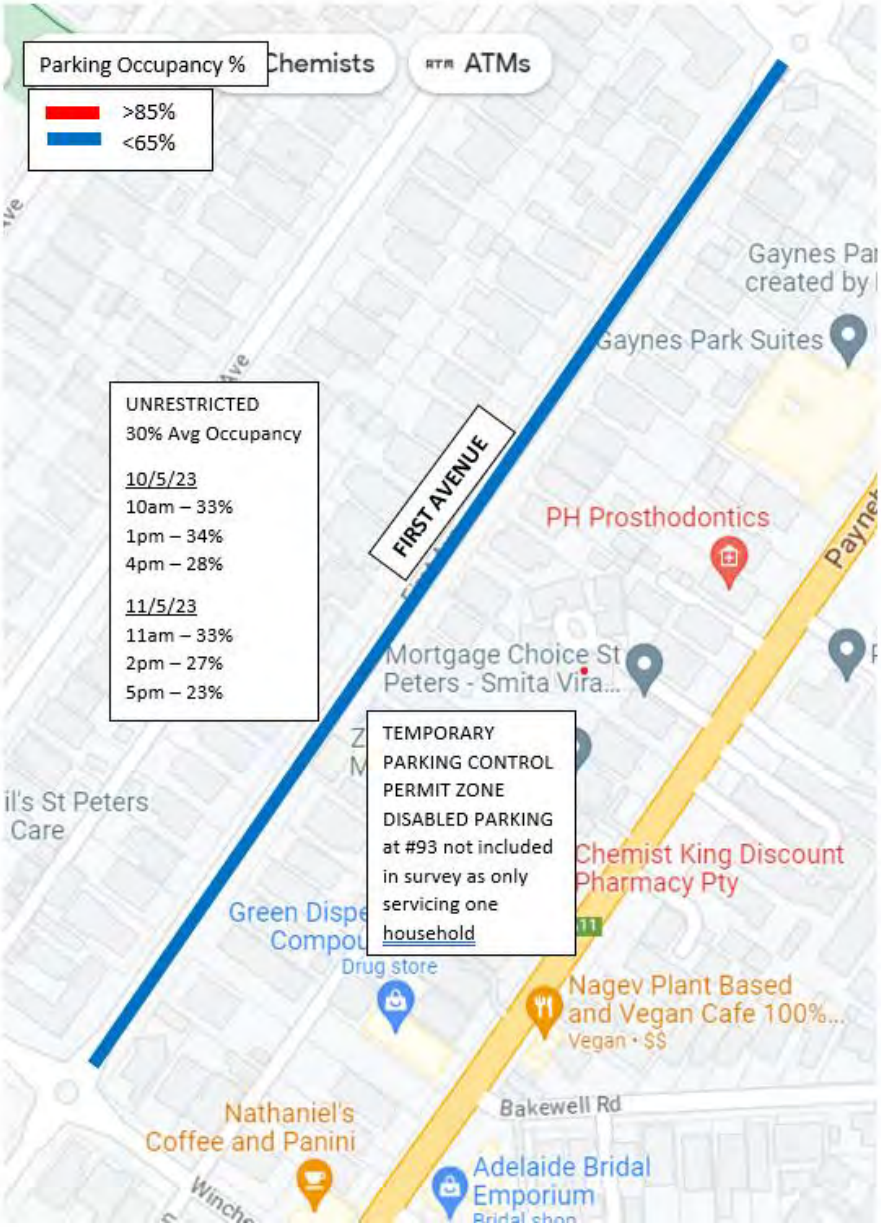


Figure 2: Parking Occupancy Survey Results

First Avenue (Stephen Terrace to Winchester Street)



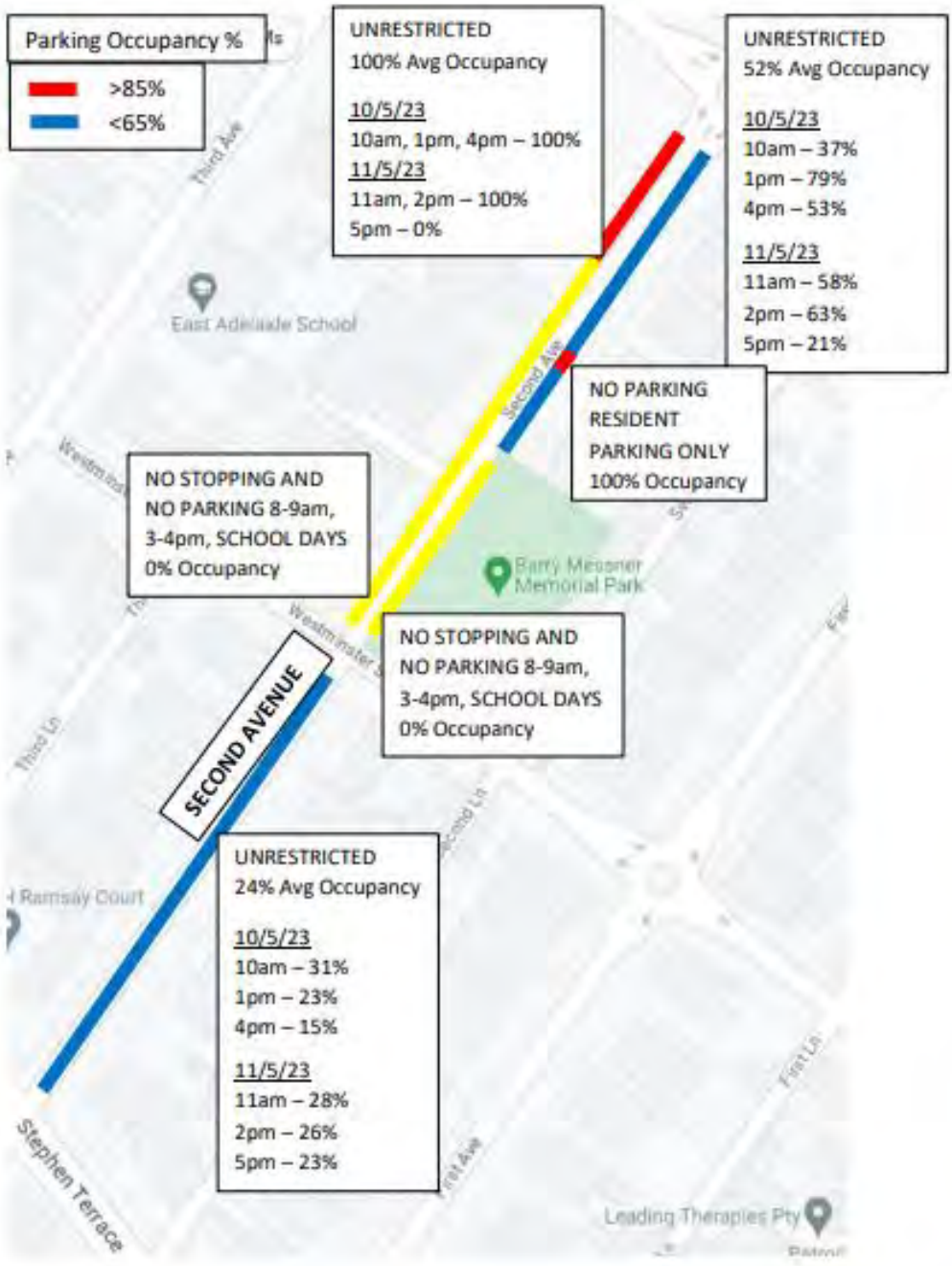
First Avenue (Winchester Street to Lambert Road)



Second Avenue (Harrow Road to Stephen Terrace)



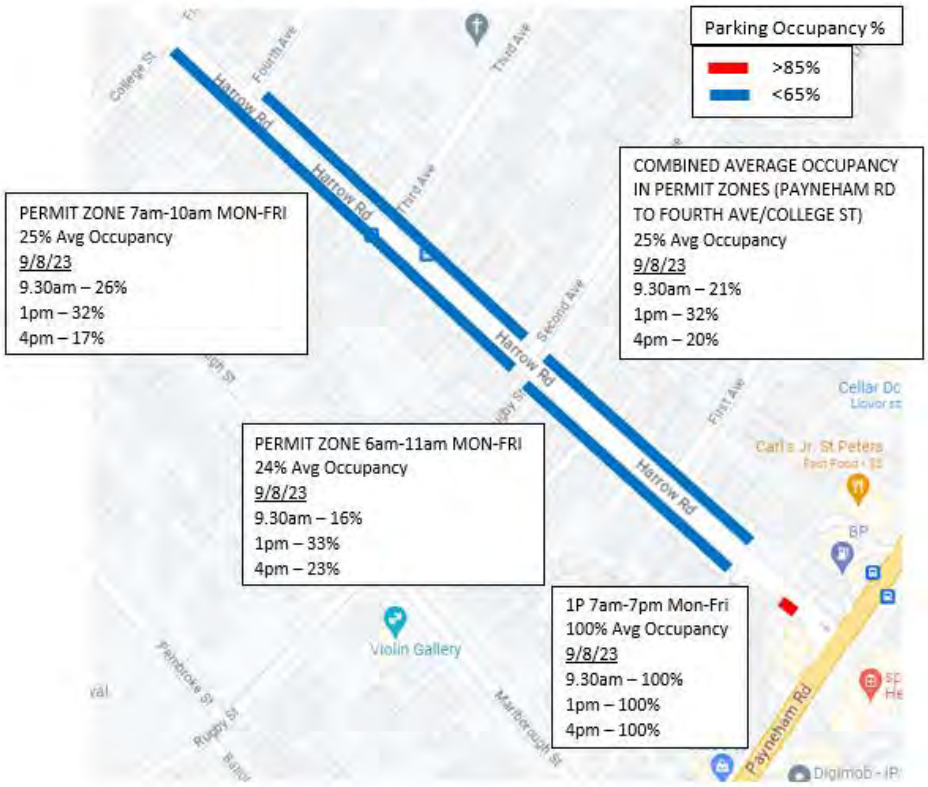
Second Avenue (Stephen Terrace to Winchester Street)



Second Avenue (Winchester Street to Lambert Road)



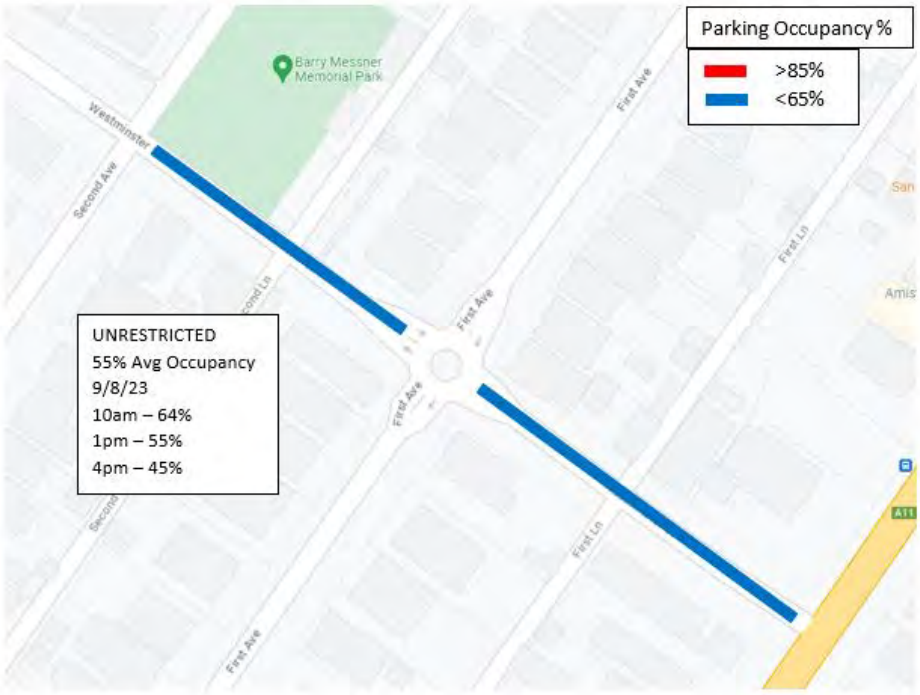
Harrow Road (Payneham Road to Second Avenue and thereafter to Fourth Avenue (north side) and College Street (south side)



St Peters Street (Payneham Road to Second Avenue)



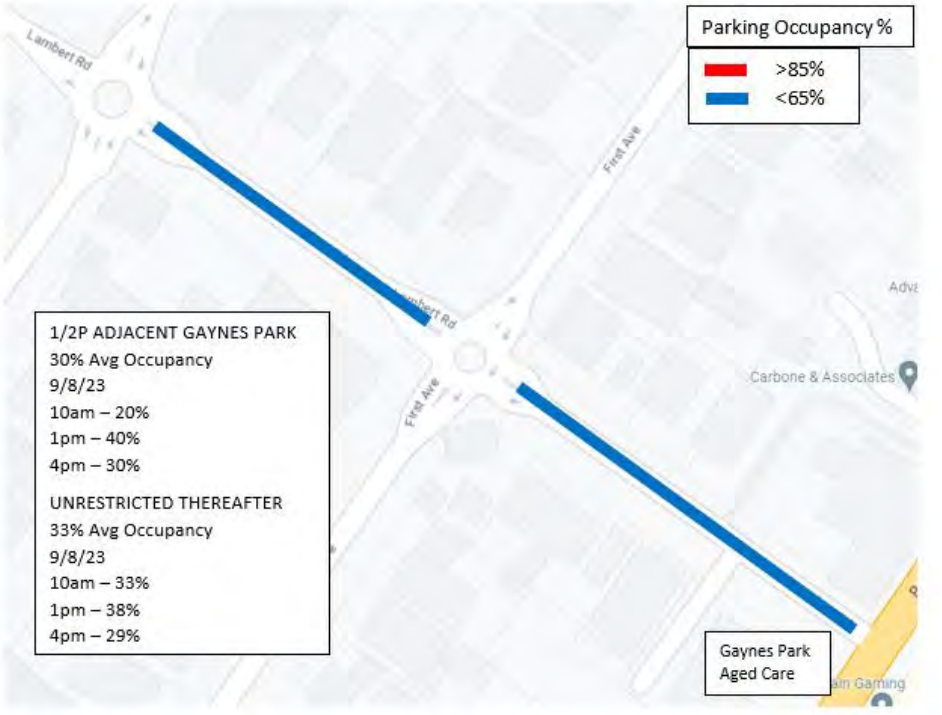
Westminster Street (Payneham Road to Second Avenue)



Winchester Street (Payneham Road to Second Avenue)



Lambert Road (Payneham Road to Second Avenue)



5.4 CONCEPT DESIGNS FOR COMMUNITY CONSULTATION - GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY

REPORT AUTHOR: Manager, Traffic & Integrated Transport
APPROVED BY: General Manager, Urban Planning & Environment
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 outcomes of the investigation, together with concept designs prepared for the Priority 2 treatment options identified in the Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management Study.

BACKGROUND

At its meeting held on 21 February 2023, the Traffic Management and Road Safety Committee resolved the following:

1. *That the report prepared by Stantec Consultants, dated 30 January 2023 and titled Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management, as contained in **Attachment A**, be received and noted.*

2. *That the Committee notes that the Priority 1 recommendation to implement an area-wide 40km/h speed limit in all streets bound by Payneham Road, Glynburn Road, Magill Road and Portrush Road, has been supported by the majority of respondents. Given that a 40km/h area-wide speed limit has already been endorsed by the Council (subject to consultation as the program is progressively implemented), this recommendation can be implemented without the need for consideration by the Committee.*

3. *That having considered the information in this report, the Committee recommends to the Council that the implementation of the 40km/h speed limit be undertaken, together with progressing the investigation and design of the Priority 2 projects, as set-out below:*

    - *Gage Street, Firle, Ryan Avenue to Stapleton Street;*
    - *Jones Avenue, Aberdare Avenue and Seventh Avenue (in coordination with the design and construction of the Trinity Valley Stormwater Drainage project);*
    - *Barnes Road, Glynde;*
    - *Luhrs Road, Payneham South;*
    - *Albermarle Avenue, Trinity Gardens;*
    - *Ashbrook Avenue and John Street, Payneham;*
    - *Gwynne Street, Firle;*
    - *Marian Road (completion of cycle route);*
    - *Payneham Road and Avenue Road junction;*
    - *Payneham Road and Ashbrook Avenue Junction; and*
    - *investigation of traffic control devices on Davis Road, Coorara Avenue and Avenue Road.*

4. *That the Committee notes that the citizens who engaged with the Council during the community consultation stage of the Traffic Report will be informed of the outcomes of this project.*

5. *The Committee recommends to the Council that the Priority 2 projects be implemented as a priority and that adequate resources and funding be allocated by the Council to facilitate implementation of the devices.*

6. *That the Committee notes that if the Priority 2 recommendations are implemented, the investigation and design of the Priority 3 and 4 recommendations, would be assessed.*

7. *That the Committee notes that the order of the implementation of the recommendations may change to enable integration into other capital works projects, such as road reconstruction or stormwater drainage works.*

8. *That staff liaise with the Department for Infrastructure and Transport (DIT) to request the re-routing of buses from Coorara Avenue to Luhrs Road.*

The Council subsequently endorsed the Committee's recommendations at its meeting held on 6 March 2023 and supported the progression of the project through the annual budget process.

An Information Session for Committee Members was held on 27 January 2026, at which Council staff presented concept designs and potential treatment options for the Priority 2 streets identified for intervention. To further inform the design process, Committee Members participated in a bus tour as part of the Information Session to inspect the streets that are being considered for traffic management interventions. The site inspections provided an opportunity to review the identified locations and discuss the suitability of the proposed traffic management treatments in the context of each street environment.

This report consolidates the outcomes of the Information Session and subsequent design investigations and presents the recommended treatment options for the Committee's consideration prior to progressing to community consultation.

In addition, the Priority 1 action identified in the Traffic Management Study, was the implementation of area-wide 40 km/h speed limits across the suburbs of Payneham, Glynde, Payneham South, Firle, Trinity Gardens and St Morris.

This initiative was completed with the installation and implementation of the area-wide 40 km/h speed limit in July 2025.

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

FINANCIAL AND BUDGET IMPLICATIONS

The Council allocated $40,000 in the 2025–2026 Budget for preparation of the concept designs, investigation and community consultation of the proposed traffic management interventions.

As community consultation will now occur in the 2026–2027 financial year, following the development of the recommended treatment options, the majority of the remaining budget is proposed to be carried forward to the 2026-2027 financial year.

The 2026–2027 Annual Business Plan includes an allocation of $150,000 to progress the detailed design of the recommended traffic management interventions following completion of community consultation.

The implementation of all recommended traffic management interventions across the study area will require a significant capital investment and is expected to be delivered over a number of financial years.

Future funding requirements required to fund the implementation of the proposed traffic management interventions, will be considered by the Council through its annual budget process. Where possible, Council staff will seek to leverage external grant funding and coordinate implementation with planned capital renewal and infrastructure upgrade programs to maximise value and minimise disruption for affected citizens.

RISK MANAGEMENT

As the road authority for the local road network, the Council has a responsibility to manage traffic in a manner that promotes road safety, supports residential amenity and provides a safe environment for all road users. The Traffic Management Study identified a number of streets where traffic management interventions are recommended to reduce vehicle speeds and traffic volumes and improve safety and amenity outcomes.

This staged approach to investigation, design, community consultation and implementation enables the Council to appropriately manage the risks associated with project delivery, ensuring that proposed treatments are evidence-based, informed by community feedback and prioritised in accordance with available funding and operational priorities.

CONSULTATION

Elected Members

Elected Members have been kept informed of the status of this project through the Council's standard corporate reporting processes. In addition, as part of the preparation of the Annual Business Plan and Budget, the Council has considered and allocated funding to support the progression of the project through its subsequent stages.

Community

Two (2) key stages have been undertaken during the development of the Traffic Management Study, including the identification of traffic issues and the prioritisation of streets for intervention. The next stage of the project, subject to the Committee's endorsement, is targeted consultation with directly affected property owners, residents and stakeholders, on the proposed traffic management treatments for each identified street.

Staff

General Manager, Urban Planning & Environment
Manager, Assets & Projects
Senior Traffic Engineer
Traffic Engineer

Other Agencies

The Department for Infrastructure & Transport (DIT)
South Australian Public Transport Authority (SAPTA)

DISCUSSION

Design investigation process

Council staff have completed the detailed investigation and concept design for the Priority 2 projects identified within the Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management Study.

The concept design process involved a detailed assessment of each location to identify the most appropriate traffic management approach, having regard to the function and operating characteristics of each street. In developing the recommended concepts, staff considered a range of strategic and site-specific factors, including:

- the nature of the identified traffic issue (vehicle speeds, traffic volumes, crash history, etc.);
- road function and hierarchy;
- existing road geometry and available road reserve, including the potential impacts on existing infrastructure such as trees and services;
- public transport operations;
- connectivity for walking and cycling;
- on-street parking;
- adjacent land uses, including schools, reserves and community facilities; and
- the anticipated effectiveness of potential traffic management treatments.

In addition, each concept was assessed to ensure that it achieves an appropriate balance between improving road safety and residential amenity while maintaining the operational function of the road network. This included consideration of the operational, safety and ongoing maintenance implications of the proposed treatments.

As part of this assessment, a broad range of traffic management measures and traffic control devices have been investigated across the study area.

Depending on the characteristics and constraints of each location, the treatment options considered included:

- roundabouts;
- raised intersections;
- Intersection modifications, including changes to intersection priority and modified T-intersections;
- Road cushions;
- pavement threshold treatments;
- two-way slow points;
- angled slow points;
- landscaped protuberances;
- tree pits and associated landscaping treatments;
- raised pedestrian priority (wombat) crossings; and
- pedestrian crossing improvements, including road narrowing and pedestrian refuge islands.

Preferred concept design

Following the design investigations, the Information Session and the Committee's site inspection of all of the affected streets, staff have developed preferred concept designs for each of the Priority 2 locations. While the approach for each location has been tailored to respond to its local conditions, the recommended concepts adopt a consistent treatment philosophy throughout the study area, comprising raised intersections and platforms, road narrowing, pedestrian improvements and other complementary traffic calming measures where appropriate.

Raised intersections and platforms provide a traffic calming treatment that reduces vehicle speeds by introducing vertical deflection and reinforcing the lower-speed function of the surrounding local road network. When implemented as part of a coordinated series of treatments, raised intersections and platforms contribute to reduced vehicle speeds over a broader length of street, improve driver awareness of the intersection environment and provide opportunities to enhance pedestrian crossing conditions. Raised intersections and platforms can also be designed to accommodate bus routes and generally have limited impacts on access to properties.

Key considerations associated with raised intersections and platforms include existing drainage infrastructure, underground services and other site-specific constraints. From a road geometry perspective, raised intersections can generally be accommodated within the existing kerb lines, minimising the extent of changes to the surrounding road layout. While they are a higher-cost treatment per location due to the more substantial civil works required, raised intersections are typically installed at greater spacing than other forms of traffic calming devices, meaning fewer treatments may be required along a corridor.

The preferred concept designs also incorporate kerb "build-outs" at the intersections in order to reduce pedestrian crossing distances and allow pedestrians to establish themselves in a more visible position before crossing the road. The kerb "build-outs" provide an additional horizontal constraint to the road environment and reinforce lower vehicle speeds at intersections, which represent key conflict points within the local road network.

Concept plans are contained in **Attachment B**.

The plans have been prepared at a high-level feasibility and concept design stage and are intended to illustrate the proposed treatment philosophy, treatment locations and general configuration of the recommended improvements.

Prior to community consultation, Council staff will undertake further technical review and refinement of the concepts, which may result in minor adjustments to the geometry, dimensions or configurations in response to site constraints, design requirements and other matters identified through the review process. Any such refinements will remain consistent with the overall treatment philosophy and objectives presented in this report.

<u>Albermarle Avenue, Trinity Gardens</u>

The preferred concept for Albermarle Avenue comprises of a series of raised intersections incorporating lane narrowing and pedestrian refuge facilities. This treatment philosophy aims to reduce vehicle speeds while improving pedestrian connectivity and crossing opportunities along the corridor. The concept also incorporates pedestrian refuge crossing opportunities near the Trinity Gardens Bowling Club in order to improve pedestrian accessibility and facilitate safer crossing movements.

<u>Gwynne Street, Firle</u>

The preferred treatment for Gwynne Street comprises one-lane slow points at key locations along the corridor. This approach responds to the existing street geometry while reducing operating speeds without significantly affecting local access as Gwynne Street is a low traffic volume local road.

Gage Street, Firle

The preferred concept for Gage Street comprises raised intersections at key locations, supported by pedestrian improvements including kerb protuberances and upgraded crossing facilities. As Gage Street forms part of an existing bus route, the proposed treatments have been developed to accommodate bus movements while reducing vehicle speeds and improving safety for all road users. The concept maintains existing network connectivity while providing targeted improvements at key intersections along the corridor.

Avenue Road, Payneham

The preferred concept incorporates raised intersections combined with localised lane narrowing treatments. The concept responds to the identified speeding concerns while improving pedestrian safety at key crossing locations. The final location of individual treatments will be refined during detailed design to account for site constraints, including driveway access.

Shelley Street, Firle

The preferred concept comprises raised intersections and pedestrian improvements along Shelley Street, including improved pedestrian connectivity to the adjacent shopping centre. As Shelley Street forms part of Council’s strategic cycling network, the concept also incorporates improvements to support safer and more convenient cycling movements along the corridor.

Luhrs Road, Payneham South

The preferred concept for Luhrs Road comprises raised intersections together with strategically located mid-block platforms. The proposed treatments have been developed to reduce vehicle speeds while maintaining the corridor's function and providing flexibility to accommodate a potential future bus route should this proceed following further investigation and consultation.

Coorara Avenue, Payneham South

The preferred concept for Coorara Avenue similarly comprises raised intersections and mid-block platforms to address speeding and improve safety. The concept has been developed to accommodate the existing bus route and provides flexibility should the route remain on Coorara Avenue or be relocated to Luhrs Road in the future.

Payneham Rd and Avenue Road

The intersection of Payneham Road and Avenue Road is constrained by the existing road geometry, including a narrow footpath on the northern side of Avenue Road that does not provide an appropriate level of pedestrian accessibility, together with a large established tree located within the existing splitter island. The location also forms an important pedestrian connection to the pedestrian-actuated crossing on Payneham Road. As Payneham Road is under the care and control of DIT, any modifications to the intersection would be subject to further consultation and approval by DIT.

The preferred concept proposes restricting the left-turn movement from Payneham Road into Avenue Road by modifying the existing kerb alignment and splitter island. This would provide additional space around the existing tree and enable the footpath and pedestrian crossing environment to be improved at this key crossing location. The concept would be subject to further consultation with DIT to confirm the feasibility of the proposed access restriction and associated intersection modifications.

Aberdare Avenue St

Aberdare Avenue forms part of Council's strategic cycling network, comprising the St Morris Bikeway, which provides an important east–west cycling connection through the study area. Concept planning for Aberdare Avenue was progressed ahead of the broader LATM study to align the investigation and potential delivery of traffic management improvements with Council's forward asset renewal program and other planned infrastructure works.

Council staff subsequently developed a concept design comprising road narrowing treatments at key intersections along Aberdare Avenue, particularly the four-way intersections, together with pedestrian crossing improvements, including a proposed wombat crossing near Trinity Gardens Primary School. Community consultation on these concept designs has already been completed.

Following a broader strategic review of the study area and to provide greater consistency with the preferred treatment approach proposed for other key corridors, it is now recommended that the concept designs for Aberdare Avenue be further developed to incorporate raised intersections, road narrowing and complementary pedestrian improvements. This revised approach would retain the objectives of the previous concept designs while providing a more consistent traffic calming design philosophy across the broader study area.

Glynde Heavy Vehicle Study

The investigation and concept design for Barnes Road, Davis Road and Marian Road, have been placed on hold pending completion of the Glynde Heavy Vehicle Study, which will assess existing and future heavy vehicle movements within and around the Glynde Industrial Precinct.

As the findings and recommendations of the Glynde Heavy Vehicle Study have not yet been finalised, it is considered premature to determine the most appropriate traffic management treatments for these corridors. Accordingly, Barnes Road, Davis Road and Marian Road will be considered separately following completion of the study.

Once the outcomes of the Glynde Heavy Vehicle Study are confirmed, staff will undertake a further assessment of these corridors, including investigating the feasibility of incorporating raised intersections where appropriate, to provide a consistent treatment philosophy across the broader precinct while ensuring the operational requirements of the industrial road network are appropriately accommodated.

Bus Route Relocation – Luhrs Road

Staff consulted with the Department for Infrastructure and Transport (DIT) regarding the potential relocation of the existing bus route from Coorara Avenue to Luhrs Road.

DIT has advised that it is supportive of investigating the proposal in principle; however, it has identified several matters that would require further assessment before any route changes could be progressed. These include identifying suitable bus stop locations, undertaking community consultation and confirming that the proposed route can safely accommodate bus turning movements.

DIT also identified a number of potential benefits associated with relocating the route to Luhrs Road, including:

- improved operating conditions on the wider carriageway;
- the opportunity to provide an additional outbound service to Stop 10 on Portrush Road;
- minimal change to the existing pedestrian catchment; and
- the retention of suitable access via the dedicated right-turn movement from Portrush Road into Luhrs Road.

To further inform this investigation, staff have undertaken a high-level assessment of Luhrs Road to identify potential bus stop locations and the associated infrastructure requirements. These preliminary investigations, shown in **Attachment C**, identify suitable verge locations for bus stops together with any high-level intersection or kerb infrastructure modifications that may be required to facilitate a future route relocation.

As the investigations undertaken to date are preliminary in nature, the next step would be to further engage with DIT to refine the proposal, including confirming the feasibility and preferred locations of future bus stops and any associated infrastructure requirements. Subject to DIT's approval of the alternate bus route, the proposal can then progress to community consultation.

It is important to note that the Council has previously investigated and consulted with the community regarding the relocation of the existing bus route from Coorara Avenue to Luhrs Road. The proposal did not proceed at that time due to a lack of community support. While Luhrs Road presents as the preferred corridor from a traffic management and bus operation perspective, relocating an established bus route to a street not previously serviced by buses, can raise concerns for affected residents.

It is also noted that the recommended traffic management treatments for both Luhrs Road and Coorara Avenue comprise raised platform intersections. These treatments can be designed to safely accommodate bus operations on either corridor, providing flexibility should the existing bus route remain on Coorara Avenue or be relocated to Luhrs Road.

OPTIONS

Throughout the investigation and concept development process, Council staff considered a broad range of traffic management treatments across the Study Area. This included the assessment of intersection and mid-block treatments for each Priority 2 corridor, having regard to the identified traffic issues, road function, surrounding land uses, existing infrastructure and site-specific opportunities and constraints.

The documents contained in Attachment A, provide the supporting corridor assessments, including the traffic management options considered, the relative benefits and limitations and the basis for identifying the preferred treatment approach for each corridor.

The preferred concept designs presented in this report, represent the outcome of this assessment process and provide a co-ordinated approach to traffic management across the broader study area. While the preferred treatments vary slightly between corridors in response to local conditions, the proposed treatments have been developed within a consistent design philosophy focused on reducing vehicle speeds, improving pedestrian and cycling conditions, addressing key conflict points and maintaining the appropriate function and connectivity of the local road network.

The Committee may consider alternative traffic management treatments or design approaches to those recommended in this report, including other feasible options identified through the corridor assessments contained in Attachment A. Any alternative approach would require further design development and assessment of its technical feasibility, impacts, costs and alignment with the broader objectives of the LATM Study.

CONCLUSION

Council staff have completed the investigation and concept design process for the majority of the Priority 2 projects identified in the Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Management Study.

This work has included consideration of a broad range of traffic management treatments, detailed assessment of the function, operating conditions and constraints of each corridor and further refinement of the concepts following the Committee Information Session and inspection of the affected streets.

The preferred concept designs have been tailored to the conditions of each corridor while adopting a consistent treatment philosophy across the study area, focused on reducing vehicle speeds, improving pedestrian and cycling conditions, addressing key conflict points and maintaining the appropriate function and connectivity of the local road network.

The recommended concepts generally comprise of raised intersections and platforms, road narrowing and pedestrian crossing improvements, with provision made to accommodate public transport operations and other site-specific requirements where necessary.

The investigations relating to Barnes Road, Davis Road and Marian Road, will be progressed separately following completion of the Glynde Heavy Vehicle Study, while further engagement with DIT is required to determine the feasibility of relocating the existing bus route from Coorara Avenue to Luhrs Road.

The preferred concept designs represent the outcome of the investigation and option assessment process and provide a coordinated basis for progressing the Priority 2 projects to community consultation. Subject to the Committee's endorsement, Council staff will undertake targeted consultation with affected residents and stakeholders to seek feedback on the proposed treatments before finalising the concepts and progressing to detailed design. The outcomes of community consultation, together with any resulting design changes, will inform the subsequent detailed design, prioritisation and staged delivery of the traffic management improvements, having regard to available funding, opportunities to coordinate works with Council's capital renewal and infrastructure programs, and potential external funding opportunities.

RECOMMENDATION

1. *That the report be received and noted.*

2. *For the purposes of progressing to community consultation, the Committee endorses the preferred concept designs for the Priority 2 traffic management projects:*

    a. ***Albermarle Avenue**– raised intersections incorporating road narrowing, pedestrian refuge facilities and pedestrian crossing improvements;*
    b. ***Gwynne Street** – one-lane slow points at key locations along the corridor;*
    c. ***Gage Street** – raised intersections and associated pedestrian improvements, designed to accommodate existing bus operations;*
    d. ***Avenue Road** – raised intersections, localised road narrowing and pedestrian crossing improvements;*
    e. ***Shelley Street** – raised intersections and pedestrian improvements, including improved connectivity to the adjacent shopping centre and improvements supporting the function of the strategic cycling network;*
    f. ***Luhrs Road**– raised intersections and strategically located mid-block platforms, designed to accommodate a potential future bus route;*
    g. ***Coorara Avenue**– raised intersections and strategically located mid-block platforms, designed to accommodate existing or future bus operations;*
    h. ***Aberdare Avenue**– further development of the concept design to incorporate raised intersections, road narrowing and pedestrian improvements, including improvements supporting the function of the St Morris Bikeway and pedestrian access near Trinity Gardens Primary School; and*
    i. ***Payneham Road and Avenue Road intersection** – modification of the existing intersection to restrict the left-turn movement from Payneham Road into Avenue Road and improve pedestrian access and the surrounding public realm, subject to further investigation and approval by the Department for Infrastructure and Transport.*

3. *That the Committee notes that the concept designs are high-level feasibility plans and that Council staff may undertake further technical review and make minor amendments to treatment locations, geometry, dimensions and configurations prior to community consultation, provided that any amendments remain consistent with the treatment philosophies endorsed in Part 2 of the Committee’s resolution.*

4. *That Council staff undertake community consultation with affected residents and stakeholders on the preferred concept designs identified in Part 2 of this resolution and report the outcomes of the community consultation back to the Committee for further consideration, prior to progressing the preferred concept designs to detailed design.*

5. *That Council staff to engage with the Department for Infrastructure & Transport regarding the proposed modifications to the Payneham Road and Avenue Road intersection and subject to the Department's Approval, incorporate the proposal as part of the community consultation process.*

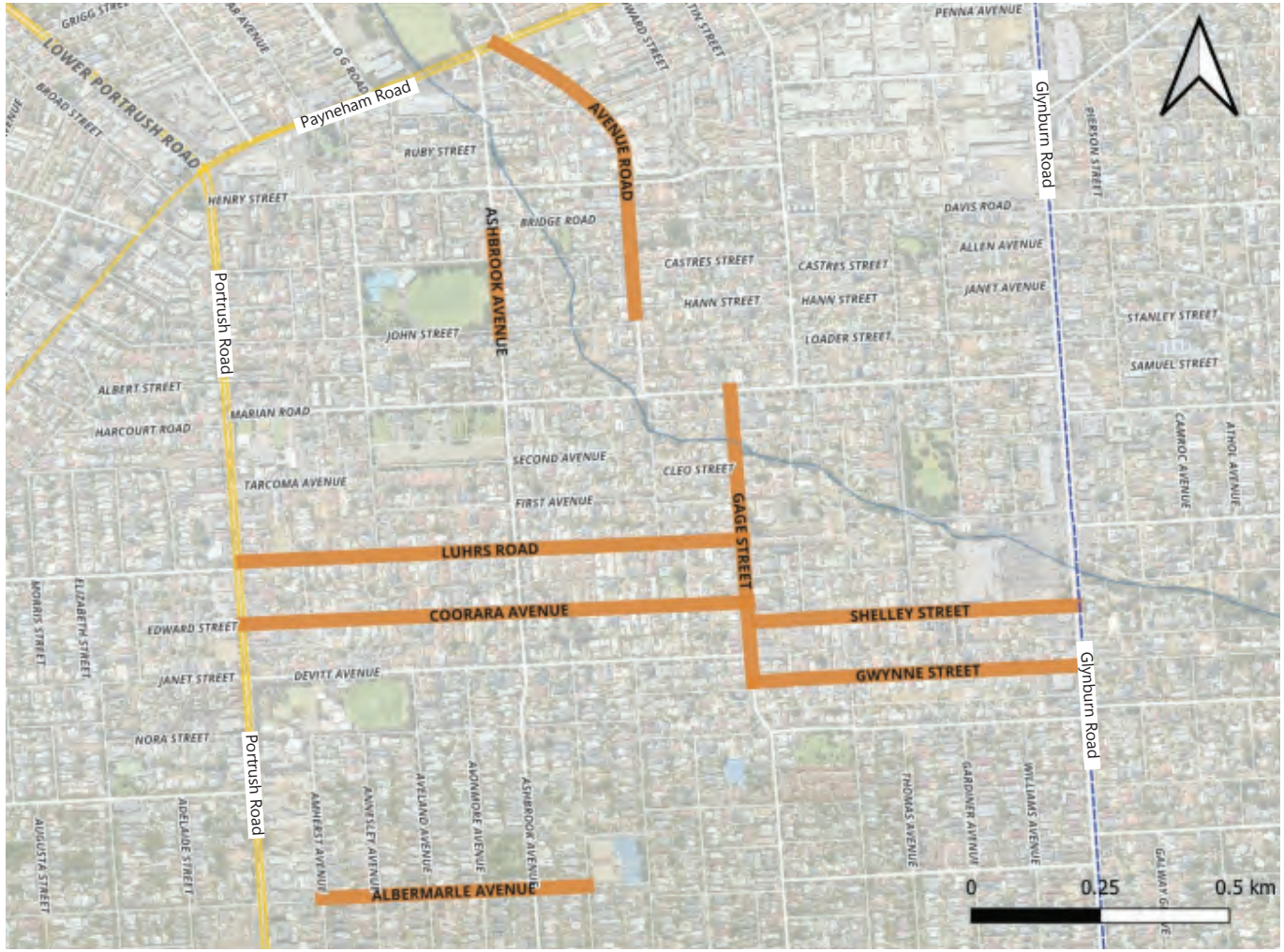
6. *That Council staff to engage with the Department for Infrastructure & Transport and the South Australian Public Transport Authority, to investigate the potential relocation of the existing bus route from Coorara Avenue to Luhrs Road, including the feasibility of the proposed route, bus stop locations and associated infrastructure requirements.*

7. *That, subject to approval by the Department for Infrastructure &Transport and the South Australian Public Transport Authority, for the proposed relocation of the bus route, Council staff undertake community consultation with affected property owners, residents and stakeholders and report the outcomes of the investigation and community consultation to the Committee for further consideration.*

8. *That the Committee notes that the investigation and concept design process for Barnes Road, Davis Road and Marian Road, will be progressed separately following completion of the Glynde Heavy Vehicle Study and that the outcomes of these investigations will be presented to the Committee for consideration.*

9. *That the Committee notes that the implementation of the preferred traffic management treatments will be subject to the outcomes of community consultation, completion of detailed design, future budget allocation by the Council and opportunities to coordinate delivery with Council's capital renewal and infrastructure programs and external funding opportunities.*

Traffic Committee Bus Tour Info Pack



Precinct Wide Map of Traffic Calming Locations

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.

City of Norwood Payneham & St Peters

Albermarle Avenue, Trinity Gardens

Corridor length – approximately 620m
Road width – approximately 12.5m

Option 1 - Lane Narrowing at Intersections



Option 2 - Raised Intersections



Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	2000-3000	2943	Collector Road. Heavy vehicle access required. Also 15 cyclists per day.
AM Peak Traffic Volume %	<13	9	
PM Peak Traffic Volume %	<13	9.1	
Crashes	0	7	2 at existing roundabout (1 involved a bicycle) 4 at intersections 1 mid block

Legend

- Existing Bus Route
- Road Narrowing at Intersection
- Pedestrian Refuge
- Raised Intersection

N

2

Albermarle Avenue, Trinity Gardens

Corridor length – approximately 620m
Road width – approximately 12.5m

Option 3 - Roundabout and Lane Narrowing



Option 4 - Two-Lane Slow Points



Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	2000-3000	2943	Collector Road. Heavy vehicle access required. Also 15 cyclists per day.
AM Peak Traffic Volume %	<13	9	
PM Peak Traffic Volume %	<13	9.1	
Crashes	0	7	2 at existing roundabout (1 involved a bicycle) 4 at intersections 1 mid block

Legend

- Existing Bus Route
- Existing Bus Route
- Two-Lane Slow Point
- Pedestrian Refuge
- Roundabout

N

3

Gage Street, Firle

Corridor length – approximately 790m
Road width – approximately 12m

Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Per-centile (km/h)	40	53	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	2000 - 3000	4619	Collector Road
AM Peak Traffic Volume %	<13	10.8	
PM Peak Traffic Volume %	<13	10.2	
Crashes	0	6	Each crash occurred at an intersection

Legend

- Existing Bus Route
- Existing Bike Route
- Raised Intersection
- Lane Narrowing

Option 1 - Raised Intersections



Option 2 - Additional Lane Narrowing



N

Gage Street, Firle

Corridor length – approximately 790m
Road width – approximately 12m

Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Per-centile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	2000 - 3000	3464	Collector Road
AM Peak Traffic Volume %	<13	10.8	
PM Peak Traffic Volume %	<13	10.2	
Crashes	0	6	Each crash occurred at an intersection

Legend

- Existing Bus Route
- Existing Bike Route
- Pedestrian Refuge
- Splitter Island

Option 3 - Pedestrian Refuge Islands



Option 4 - Splitter Island between Existing Protuberances



N

5

Gwynne Street, Firle

Corridor length – approximately 630m
Road width – approximately 8.6m

Option 1 - One-Lane Slow Points



Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	51	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	<2000	940	Neighbourhood Street
AM Peak Traffic Volume %	<13	10.5	
PM Peak Traffic Volume %	<13	12.8	
Crashes	0	3	Each crash occurred mid block

Legend

Existing Bike Route

One-Lane Slow Point

N

6

Shelley Street, Firle (Bus Route)

Corridor length – approximately 630m
Road width – approximately 12m

Option 1 - Pedestrian Refuges



Option 2 - Lane Narrowing (with or without road cushions)



Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	3000-6000	4584	Main Collector Road Also 15 cyclists per day
AM Peak Traffic Volume %	<13	10	
PM Peak Traffic Volume %	<13	11.2	
Crashes	0	11	7 midblock 4 intersection 2 out of 11 were casualty

Legend

- Existing Bus Route
- Pedestrian Refuge
- Lane Narrowing with or without Road Cushions

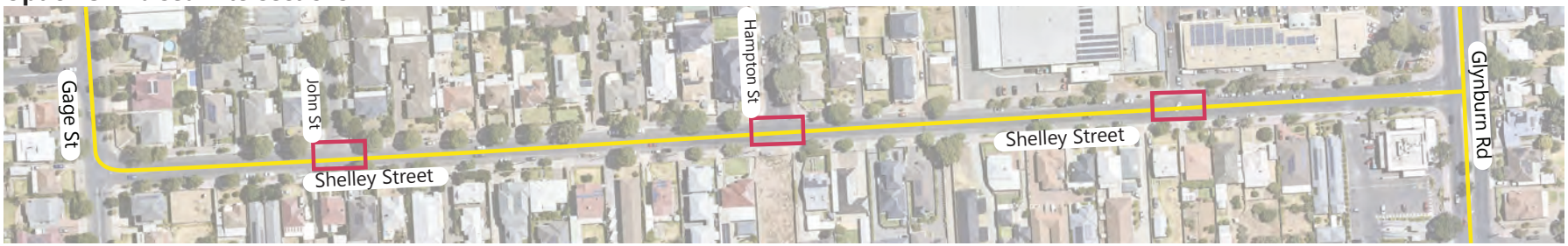
N

7

Shelley Street, Firle (Bus Route)

Corridor length – approximately 630m
Road width – approximately 12m

Option 3 - Raised Intersections



Option 4 - Roundabouts



Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	3000-6000	4584	Main Collector Road Also 15 cyclists per day
AM Peak Traffic Volume %	<13	10	
PM Peak Traffic Volume %	<13	11.2	
Crashes	0	11	7 midblock 4 intersection 2 out of 11 were casualty

Legend

- Existing Bus Route
- Modified Intersection
- Roundabout

N

8

Luhrs Road, Payneham South

Corridor length – approximately 970m
Road width – approximately 12m

Option 1 - Modified Intersections and Two-Lane Slow Points



Option 2 - Modified Intersections



Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	3000 - 6000	3464	Main Collector Road
AM Peak Traffic Volume %	<13	11.6	
PM Peak Traffic Volume %	<13	10.1	
Crashes	0	4	2 at existing roundabout 1 mid block 1 at intersection with residential street

Legend

- Existing Bus Route
- Existing Bike Route
- Modified Intersection
- Pedestrian Refuge
- Two-Lane Slow Point

N

9

Luhrs Road, Payneham South (Proposed Bus Route)

Corridor length – approximately 970m
Road width – approximately 12m

Option 1 - Raised Intersections and Midblock Platforms



Option 2 - Roundabouts



*Options can be considered for non bus route as well

Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	3000 - 6000	3464	Main Collector Road
AM Peak Traffic Volume %	<13	11.6	
PM Peak Traffic Volume %	<13	10.1	
Crashes	0	4	2 at existing roundabout 1 mid block 1 at intersection with residential street

Legend

- Existing Bus Route
- Proposed Bus Route
- Existing Bike Route
- Raised Intersection
- Mid-block Road Platform
- Roundabout
- Lane Narrowing

N

10

Luhrs Road, Payneham South (Proposed Bus Route)

Corridor length – approximately 970m
Road width – approximately 12m

Option 3 - Lane Narrowing (with or without road cushions)



*Options can be considered for non bus route as well

Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	3000 - 6000	3464	Main Collector Road
AM Peak Traffic Volume %	<13	11.6	
PM Peak Traffic Volume %	<13	10.1	
Crashes	0	4	2 at existing roundabout 1 mid block 1 at intersection with residential street

Legend

- Existing Bus Route
- Proposed Bus Route
- Existing Bike Route
- Lane Narrowing

N

11

Coorara Avenue - Payneham South (Bus Route)

Corridor length – approximately 970m
Road width – approximately 10m

Option 1 - Raised Intersections, Midblock Platforms and Lane Narrowing



Option 2 - Roundabouts



*Options can be considered for non bus route as well

Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	2000-3000	2458	Collector Road
AM Peak Traffic Volume %	<13	9.2	
PM Peak Traffic Volume %	<13	9.4	
Crashes	0	6	3 at existing roundabout 3 mid block 2 crashes involved cyclists

Legend

- Existing Bus Route
- Existing Bike Route
- Raised Intersection
- Road Narrowing at Intersection
- Round-a-Bout
- Mid-block Road Platform

N

Coorara Avenue - Payneham South (Bus Route)

Corridor length – approximately 970m
Road width – approximately 10m

Option 3 - Lane Narrowing (with or without road cushions)



*Option can be considered for non bus route as well

Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	2000-3000	2458	Collector Road
AM Peak Traffic Volume %	<13	9.2	
PM Peak Traffic Volume %	<13	9.4	
Crashes	0	6	3 at existing roundabout 3 mid block 2 crashes involved cyclists

Legend

- Existing Bus Route
- Existing Bike Route
- Lane Narrowing

N

Coorara Avenue - Payneham South (Removal of Bus Route)

Corridor length – approximately 970m
Road width – approximately 10m

Option 1 - Modified Intersections and Two-Lane Slow Points



Option 2 - Modified Intersections and One-Lane Slow Points



Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	2000-3000	2458	Collector Road
AM Peak Traffic Volume %	<13	9.2	
PM Peak Traffic Volume %	<13	9.4	
Crashes	0	6	3 at existing roundabout 3 mid block 2 crashes involved cyclists

Legend

- Existing Bus Route
- Existing Bike Route
- Road Narrowing at Intersection
- Pedestrian Refuge
- Modified Intersection
- Single Lane Slow Point
- Two Lane Slow Point

N

Avenue Road, Payneham

Corridor length – approximately 920m
Road width – approximately 7.5-9.0m

Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Percentile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	3000 - 6000	3464	Main Collector Road
AM Peak Traffic Volume %	<13	9.5	
PM Peak Traffic Volume %	<13	9.6	
Crashes	0	7	3 mid block 2 at existing roundabout (1 involved a bicycle) 2 at intersections

Legend

- Existing Bus Route
- Existing Bike Route
- Tree/Garden Protuberance
- Modified Intersection
- Road Closure
- Movement Restriction into Avenue Road
- Roundabout

Option 1 - Roundabouts



Option 2 - Modified Intersections and Tree Protuberances



N

Avenue Road, Payneham

Corridor length – approximately 920m
Road width – approximately 7.5-9.0m

Key Traffic Data

	Desirable	Current Data	Comments
Speed - 85th Per-centile (km/h)	40	52	Note - data captured prior to 40km/h speed limit
Traffic Volumes (veh/day)	3000 - 6000	3464	Main Collector Road
AM Peak Traffic Volume %	<13	9.5	
PM Peak Traffic Volume %	<13	9.6	
Crashes	0	7	3 mid block 2 at existing roundabout (1 involved a bicycle) 2 at intersections

Legend

- Existing Bus Route
- Existing Bike Route
- Raised Intersection
- Movement Restriction into Avenue Road
- Road Narrowing

Option 3 - Raised Intersections



Option 4 - Lane Narrowing (with or without road cushions)



Treatment Options

Cautions about isolated or widely spaced devices

There may be a temptation (for cost reasons, for example, or to deal with complaints with minimal effort) to opt for treatments that are too far apart to be fully effective. However, spacings much above 120 m are unlikely to result in reduction of the maximum speeds reached by drivers in the street, but will instead create a sequence of accelerations and decelerations which, combined with the high speeds in between and the noise created at the devices themselves, is likely to increase public perception of traffic-related problems – with justification (AS 1742.13 – 2009, Section 2.4.1.4).

Raised Intersections

Benefits

- Suitable for a bus route
- Reduction in vehicle speed in the vicinity of the device, and when used in a series, speeds are reduced over the length of the street
- Minimal impact on parking and property access

Limitations

- Higher on-street car parking loss to meet pedestrian sight line requirements



Example - Beulah Road and Woods Street, Norwood

Radial Roundabout

Benefits

- Suitable for a bus route
- Controls turning movements
- Can provide landscaping opportunities
- Reduction in vehicle speed in the vicinity of the device, and when used in a series, speeds are reduced over the length of the street
- Minimal impact on property access

Limitations

- Can incur high costs
- Pedestrian connectivity at device requires further consideration (pushes pedestrians away from the intersection)
- On-street parking loss on approaches
- Provides limited reduction in speed once negotiated



Example - Beulah Road and George Street, Norwood

Treatment Options

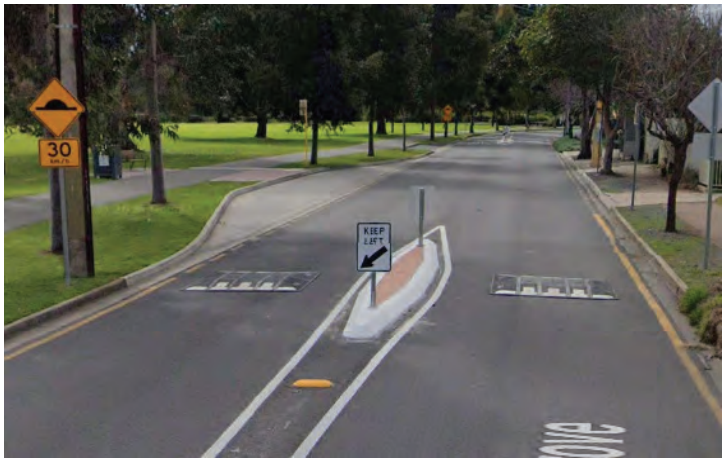
Lane Narrowing (with Road Cushions)

Benefits

- Suitable for a bus route
- Can integrate landscaping or improved pedestrian connectivity within the kerb protuberances
- Relatively lower cost compared due to smaller physical coverage
- Reduction in vehicle speed in the vicinity of the device
- Discourage through traffic
- Minimal impact on property access

Limitations

- Some on-street parking loss where protuberances are in place
- Increase in traffic noise
- Should be provided as an in series treatment



Example - Langman Grove, Felixstow

Lane Narrowing (without Road Cushions)

Benefits

- Suitable for a bus route
- Should be provided as an in series treatment
- Can provide landscaping opportunities
- Can improve pedestrian connections
- Minimal impact on property access
- Lower cost to implement compared to other devices

Limitations

- Some on-street parking loss due to protuberance
- Not as effective in speed control compared to other treatments



Example - Gage St, Firle

Treatment Options

Raised Platforms (Mid-Block)

Benefits

- Suitable for a bus route
- Reduction in vehicle speed in the vicinity of the device, and when used in a series, speeds are reduced over the length of the street
- Minimal impact on property access
- Can provide landscaping opportunities
- Discourage through traffic

Limitations

- Increase traffic noise
- Some on-street parking loss if landscaping is utilised
- Can incur high costs
- No pedestrian connectivity benefits



Example - Beulah Road, Norwood

Modified Intersections

Benefits

- Reduction in vehicle speed in the vicinity of the device, and when used in a series, speeds are reduced over the length of the street
- Discourage through traffic

Limitations

- Higher on-street parking loss
- Can alter property access
- Pedestrian connectivity at device requires further consideration (pushes pedestrians away from the intersection)
- Speed reduction highly dependent on the size of the design vehicle
- Cyclist navigate with vehicles
- Mid-cost option



Example - Chellaston Road, Munno Para West

Treatment Options

Single Lane Slow Point / Driveway Link

Benefits

- Reduction in vehicle speed in the vicinity of the device, and when used in a series, speeds are reduced over the length of the street
- Discourage through traffic
- Suitable for neighbourhood streets only
- Cyclist bypass possible
- Minimal impact on property access
- Can provide landscaping

Limitations

- Higher on-street parking loss
- Confrontations between opposing drivers may occur (for one lane angled points) when arriving simultaneously and it may be unclear who should give way
- Speed reduction highly dependent on the size of the design vehicle
- Mid-cost option
- No pedestrian connectivity benefits



Example - Prospect

Two Lane Slow Point

Benefits

- Reduction in vehicle speed in the vicinity of the device, and when used in a series, speeds are reduced over the length of the street
- Discourage through traffic
- Cyclist bypass possible
- Can provide landscaping opportunities

Limitations

- Higher on-street parking loss
- Speed reduction highly dependent on the size of the design vehicle
- Can alter property access
- Mid-cost option
- No pedestrian connectivity benefits



Image taken from DIT Manual of Uniform Traffic Control Devices

Treatment Options

Partial Road Closure / Road Closure / Modal Filter

Benefits

- Minimal impact on parking
- Significantly reduces through traffic
- Cyclist bypass possible
- Minimal impact on property access
- Lower cost to implement compared to other devices
- Improved pedestrian safety at the location of implementation
- Can provide landscaping

Limitations

- May increase travel times for residents
- Does not treat vehicle speeds



Example - Thornbury Street, Beulah Park

Blister Island

Benefits

- Reduction in vehicle speed in the vicinity of the device, and when used in a series, speeds are reduced over the length of the street
- Can provide landscaping opportunities

Limitations

- Higher on-street parking loss
- Can alter property access
- No pedestrian connectivity benefits
- Speed reduction highly dependent on the size of the design vehicle



Example - Bridge Street, Kensington

Treatment Options

Pedestrian Refuge

Benefits

- Suitable for a bus route
- Minimal impact on property access
- Lower cost to implement compared to other devices
- Improved safety for pedestrians crossing the street

Limitations

- Higher on-street car parking loss to meet pedestrian sight line requirements



Example - Williams Street and Fullarton Road, Norwood

Zebra/Wombat Crossing

Benefits

- Suitable for a bus route
- Minimal impact on property access
- Pedestrians are given priority to cross the street

Limitations

- Higher on-street car parking loss to meet pedestrian sight line requirements
- Increase traffic noise
- Mid-cost option


Example - Dulwich Avenue near Gurney Street, Dulwich

Albermarle Avenue, Trinity Gardens

Preferred Option - Raised Intersections with Pedestrian Refuges / Lane Narrowing



Note: At most intersections, the existing kerb ramps provided do not provide a sufficient landing. Pedestrian safety and connectivity should be improved along the length of the street in addition to the proposed rasied intersections.

Gwynne Street, Firle

Preferred Option (with existing concept design) - One-Lane Slow Points



Legend

- Existing Bus Route
- Road Narrowing at Intersection
- Pedestrian Refuge
- Raised Intersection
- Existing Bike Route
- One-Lane Slow Point

N

1

Gage Street, Firle

Preferred Option - Raised Intersections with Pedestrian Refuges

Note: Raised intersections to be integrated with pedestrian protuberances and kerb ramps as per the Gage Street concept pack 1 prepared by Tonkin.



Legend

- Existing Bus Route
- Existing Bike Route
- Raised Intersection
- Lane Narrowing
- Mid-block Road Platform
- Movement Restriction into Avenue Road

Avenue Road, Payneham

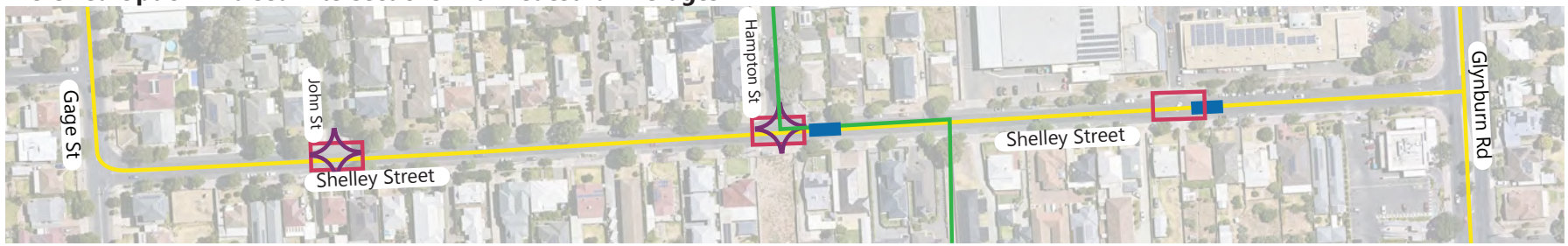
Preferred Option - Raised Intersections with Lane Narrowing

Note: Raised intersection is proposed at Rosella St however location may be adjusted to the south or north depending on driveway conflicts. Pedestrian improvements to be considered similar to Gage Street.



Shelley Street, Firle (Bus Route)

Preferred Option - Raised Intersections with Pedestrian Refuges



Note: A safe system aligned pedestrian and cycle crossing to be installed across Shelly Street near Hampton Street. A pedestrian refuge to be installed as close as possible to the entrance of the shopping centre.

Luhrs Road, Payneham South

Preferred Option - Raised Intersections and Midblock Platforms



Legend

- Existing Bus Route
- Existing Bike Route
- Proposed Bus Route
- Pedestrian Refuge
- Raised Intersection
- Mid-block Road Platform

N

Coorara Avenue - Payneham South (Bus Route)

Preferred Option - Raised Intersections and Midblock Platforms



Legend

- Existing Bus Route
- Existing Bike Route
- Raised Intersection
- Mid-block Road Platform
- Road Narrowing at Intersection

N

CITY OF NORWOOD PAYNEHAM AND ST PETERS
ALBERMARLE AVENUE, FIRLE
RAISED INTERSECTION INVESTIGATIONS
CONCEPT DESIGN

DRAFT



LOCALITY PLAN
SCALE 1:1000

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SHEET SIZE
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A	ISSUED FOR COMMENT	06.07.26	JM	JM

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SURVEY DATE:N/A
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CITY OF NORWOOD PAYNEHAM AND ST PETERS
ALBERMARLE AVENUE, TRINITY GARDENS
CONCEPT DESIGN
LOCALITY PLAN AND DRAWIGN SCHEDULE

FILENAME: 261096_C001_GENERAL_CONSTRUCTION_ALBERMARLE AVE.DWG
PROJECT NUMBER 261096 | DRAWING NUMBER C001 | REVISION A

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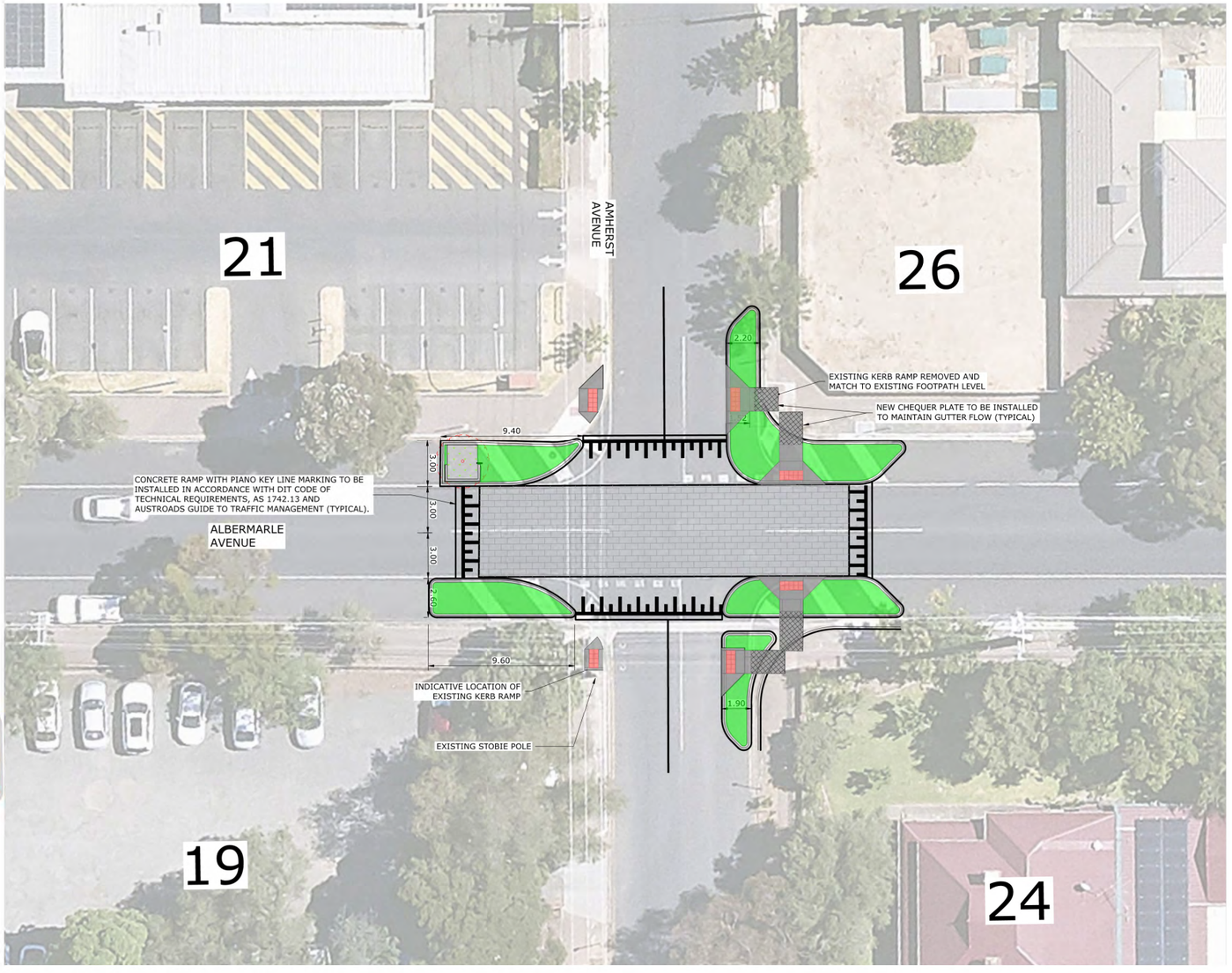
GENERAL NOTES:

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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND

DRAFT



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CITY OF NORWOOD PAYNEHAM AND ST PETERS

ALBERMARLE AVENUE, TRINITY GARDENS
CONCEPT DESIGN
AMHERST AVE RAISED INTERSECTION

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PROJECT NUMBER	DRAWING NUMBER	REVISION
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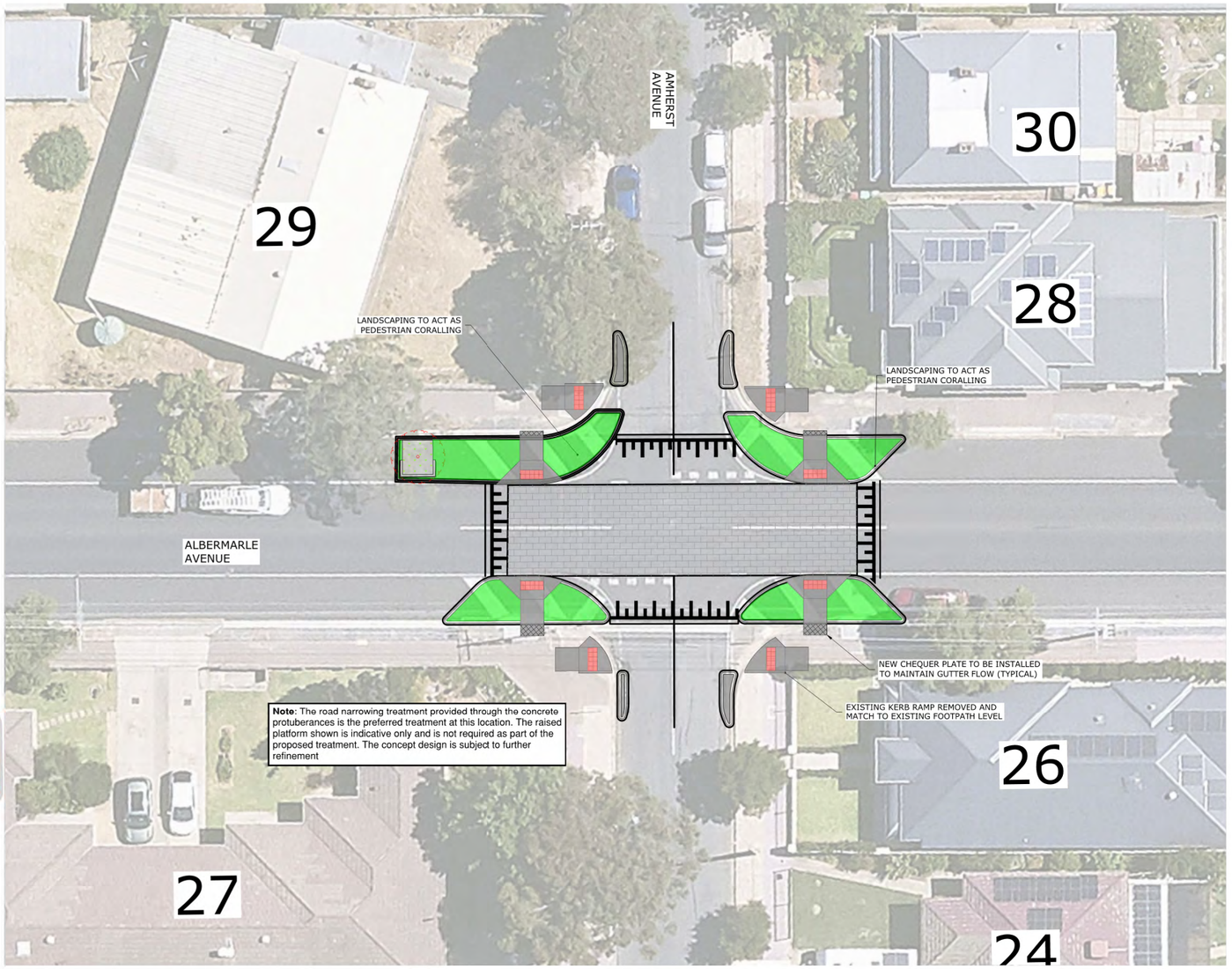
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- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND

DRAFT



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CITY OF NORWOOD PAYNEHAM AND ST PETERS

ALBERMARLE AVENUE, TRINITY GARDENS
CONCEPT DESIGN
ANNESLEY RAISED INTERSECTION

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PROJECT NUMBER 261096 | DRAWING NUMBER C003 | REVISION A

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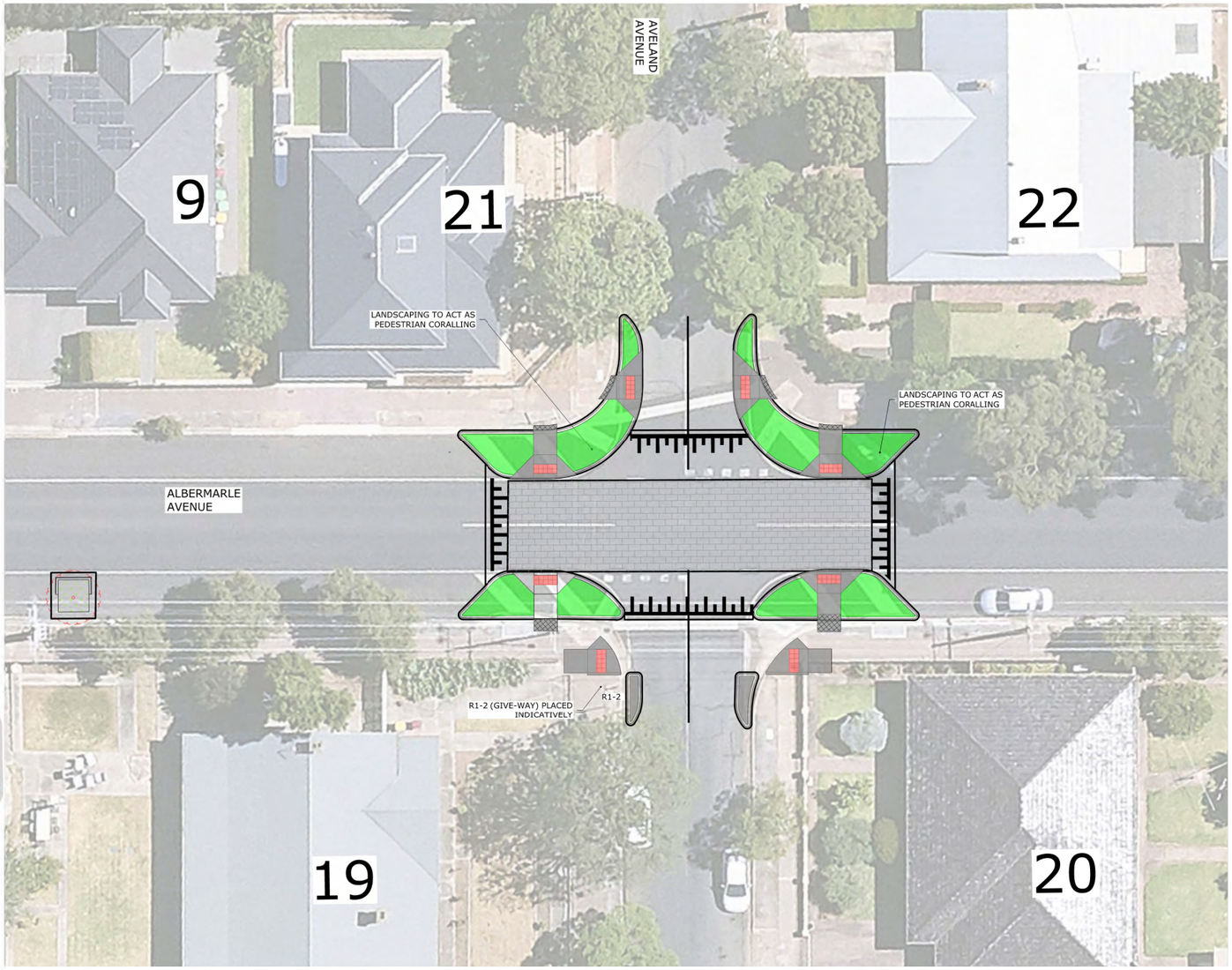
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DRAFT



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CITY OF NORWOOD PAYNEHAM AND ST PETERS

ALBERMARLE AVENUE, TRINITY GARDENS
CONCEPT DESIGN
AVELAND RAISED INTERSECTION

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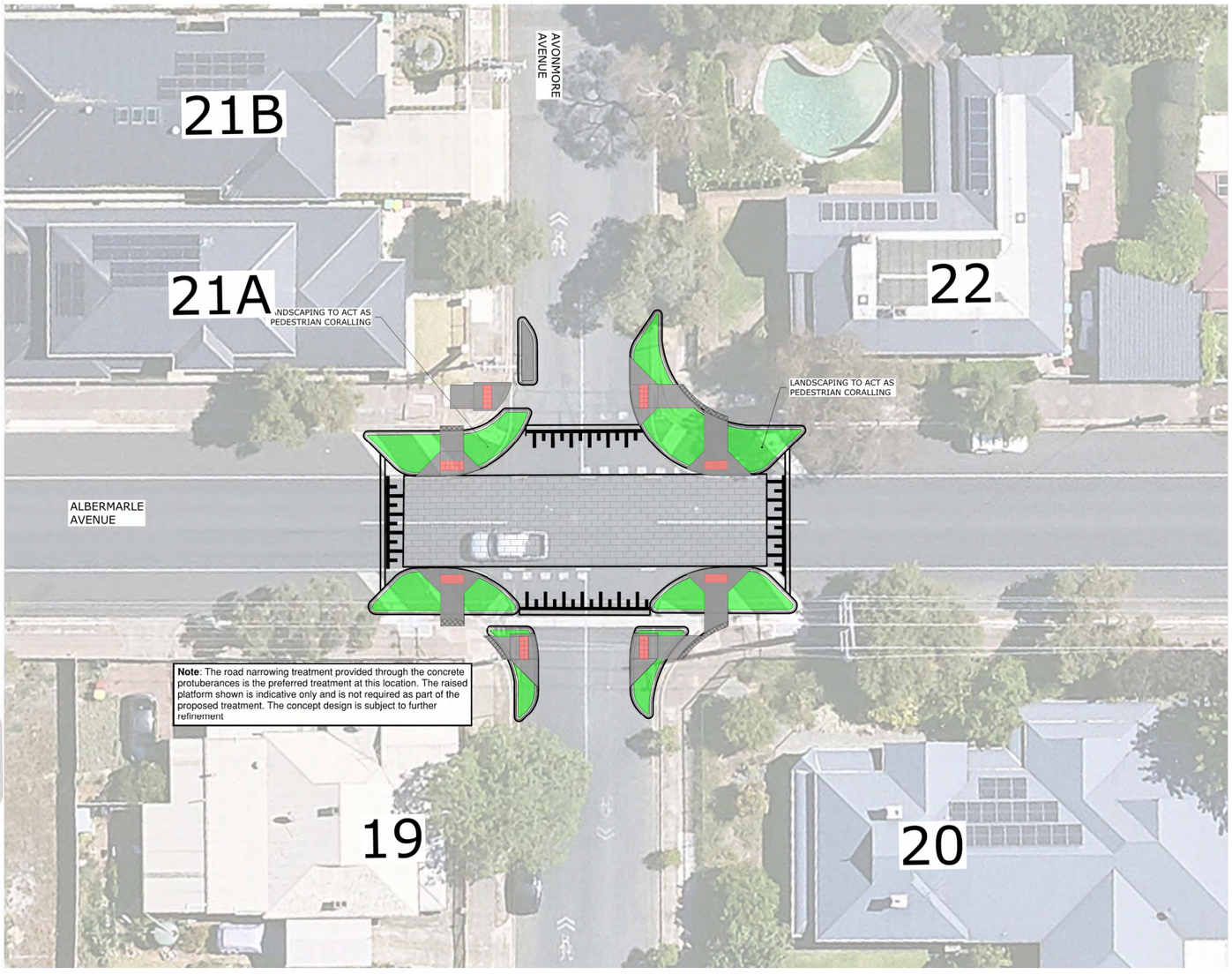
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SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

NOT FOR CONSTRUCTION

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

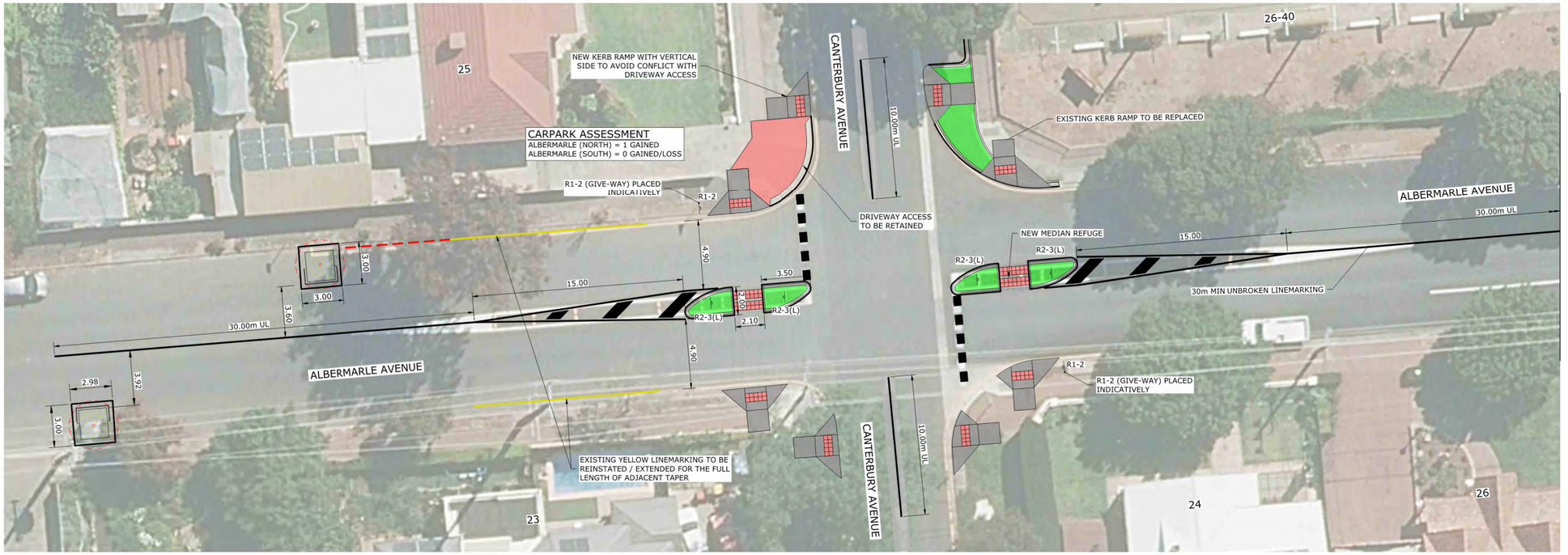
ALBERMARLE AVENUE, TRINITY GARDENS
CONCEPT DESIGN
AVONMORE RAISED INTERSECTION

FILENAME: 261096_C001_GENERAL_CONSTRUCTION_ALBERMARLE AVE.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C005	A

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T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C001_GENERAL_CONSTRUCTION_ALBERMARLE AVE.DWG -GC_05- (06-07-26 4:50:49PM)



GENERAL NOTES:

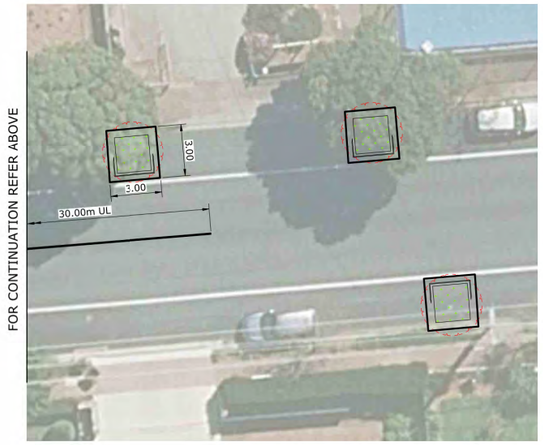
1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
2. ALL PAVEMENT MARKING, RETROFLECTIVE RAISED PAVEMENT MARKERS AND PAVEMENT BARS SHALL BE IN ACCORDANCE WITH THE DIT 'PAVEMENT MARKING MANUAL' AND DTPI MASTER SPECIFICATION
3. NEW SIGNS TO BE INSTALLED AS PER THE 'DIT MASTER SPECIFICATION, PART RD-LM-C4-SIGN INSTALLATION', WITH THE EXCEPTION OF ALL SIGNS TO BE INSTALLED ON ROUND POSTS
4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
6. FACE OF ALL ISLAND KERBS SHALL BE PAINTED REFLECTORISED WHITE
7. LIGHTING ASSESSMENT AND DESIGN TO BE UNDERTAKEN
8. DIMENSIONS ARE ONLY APPROXIMATE AND BASED ON AERIAL SURVEY ONLY
9. CONCEPT DESIGN IS SUBJECT TO APPROPRIATE EXISTING SERVICE CLEARANCES AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- WHITE LINEMARKING
- NEW CHEQUER PLATE
- GIVE WAY LINEMARKING (600mm STRIPE AND GAP, 450mm WIDTH)
- CONCRETE SURFACE
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND
- EXTENT OF YELLOW LINEMARKING TO BE REMOVED
- NEW SIGNAGE
- PAVEMENT BARS
- YELLOW LINEMARKING

SIGN SCHEDULE

No.	CODE	DESCRIPTION
2	R1-2	GIVE WAY SIGN
4	R2-3(L)	KEEP LEFT



THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR REVIEW	23.05.25	DG	RM

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

PUBLIC UTILITIES:
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

ALBERMARLE AVENUE, TRINITY GARDENS
CONCEPT DESIGN
PEDESTRIAN REFUGE

FILENAME: 231436_CONCEPT DESIGN ALBERMARLE AVENUE.DWG
PROJECT NUMBER 231436 | DRAWING NUMBER 005 | REVISION A

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C:\USERS\LOCAL_~1.PER\TEMP\ACPUBLISH_31032\231436_CONCEPT DESIGN ALBERMARLE AVENUE.DWG -AAGC_05- (23-05-25 12:08:46PM)

CITY OF NORWOOD PAYNEHAM AND ST PETERS
SHELLEY STREET, FIRLE
RAISED INTERSECTION INVESTIGATIONS
CONCEPT DESIGN



note: *detail sheet not* shown for raised platform and pedestrian improvements

LOCALITY PLAN
SCALE 1:1000

DRAFT

Note: The extent of the raised platform is indicative and will be reviewed and rationalised through further design development, with a view to reducing its overall footprint where practicable while maintaining the intended traffic management and pedestrian accessibility outcomes.

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 10 20 40 60
1 : 1,000m (A1) - 1 : 2,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:1000
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

NOT FOR CONSTRUCTION

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CITY OF NORWOOD PAYNEHAM AND ST PETERS
SHELLEY STREET, FIRLE
CONCEPT DESIGN
LOCALITY PLAN AND DRAWIGN SCHEDULE

FILENAME: 261096_C010_GENERAL_CONSTRUCTION_SHELLEY ST.DWG
PROJECT NUMBER 261096 | DRAWING NUMBER C010 | REVISION A

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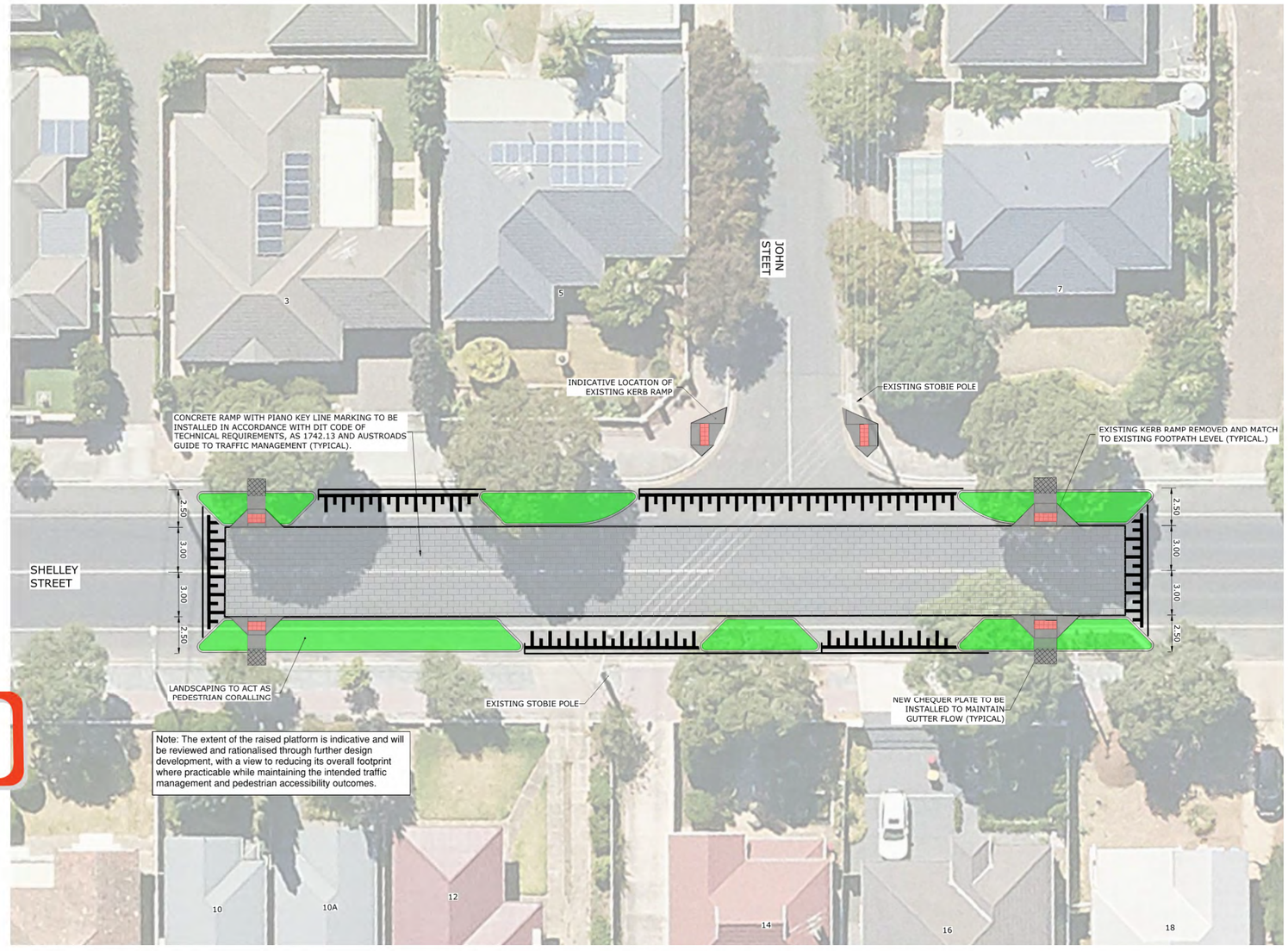
T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C010_GENERAL_CONSTRUCTION_SHELLEY ST.DWG -GC_10- (06-07-26 4:51:09PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
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8. CONCEPT DESIGN AND DIMENSIONS SHOWN ARE APPROXIMATE ONLY. ALL INFORMATION HAS BEEN PREPARED USING AERIAL IMAGERY AND SHALL NOT BE USED FOR CONSTRUCTION. SITE CONDITIONS, EXISTING SERVICE CLEARANCES, AND POTENTIAL IMPACTS TO THE BROADER DRAINAGE NETWORK MUST BE CONFIRMED DURING DETAILED DESIGN AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND



DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1 2 4 6
1 : 100m (A1) - 1 : 200m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

SHELLEY STREET, FIRLE
CONCEPT DESIGN
JOHN ST RAISED INTERSECTION

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
261096_C010_GENERAL_CONSTRUCTION_SHELLEY ST.DWG	261096	C011	A

T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C010_GENERAL_CONSTRUCTION_SHELLEY ST.DWG -GC_11- (06-07-26 4:51:15PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND

DRAFT



THIS DRAWING IS TO BE VIEWED IN COLOUR AS *SOME FEATURES / SYMBOLS ARE DIFFERENTIATED* BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1 2 4 6
1 : 100m (A1) - 1 : 200m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

NOT FOR CONSTRUCTION

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CITY OF NORWOOD PAYNEHAM AND ST PETERS
SHELLEY STREET, FIRLE
CONCEPT DESIGN
HAMPDEN ST RAISED INTERSECTION

FILENAME: 261096_C010_GENERAL_CONSTRUCTION_SHELLEY ST.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C012	A

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T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C010_GENERAL_CONSTRUCTION_SHELLEY ST.DWG -GC_12- (06-07-26 4:51:17PM)

CITY OF NORWOOD PAYNEHAM AND ST PETERS
LURHS ROAD, FIRLE
RAISED INTERSECTION INVESTIGATIONS
CONCEPT DESIGN



LOCALITY PLAN
SCALE 1:1500

DRAFT

Note: The extent of the raised platform is indicative and will be reviewed and rationalised through further design development, with a view to reducing its overall footprint where practicable while maintaining the intended traffic management and pedestrian accessibility outcomes.

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0 10 20 40 60
1 : 1,500m (A1) - 1 : 3,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:1500
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

PUBLIC UTILITIES:
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CITY OF NORWOOD PAYNEHAM AND ST PETERS
LUHRS ROAD, PAYNEHAM SOUTH
CONCEPT DESIGN
LOCALITY PLAN AND DRAWIGN SCHEDULE

FILENAME: 261096_C020_GENERAL_CONSTRUCTION_LUHRS RD.DWG
PROJECT NUMBER 261096 | DRAWING NUMBER C020 | REVISION A

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T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C020_GENERAL_CONSTRUCTION_LUHRS RD.DWG -GC_20- (06-07-26 4:51:37PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND

DRAFT



THIS DRAWING IS TO BE VIEWED IN COLOUR AS *SOME FEATURES / SYMBOLS* ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

PUBLIC UTILITIES:
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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

LUHRS ROAD, PAYNEHAM SOUTH
CONCEPT DESIGN
MC CORMACK AVE RAISED INTERSECTION

FILENAME: 261096_C020_GENERAL_CONSTRUCTION_LUHRS RD.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C021	A

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T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C020_GENERAL_CONSTRUCTION_LUHRS RD.DWG -GC_21- (06-07-26 4:51:41PM)

GENERAL NOTES:

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5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND



DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS *SOME FEATURES / SYMBOLS* ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

LUHRS ROAD, PAYNEHAM SOUTH
CONCEPT DESIGN
ARTHUR ST RAISED INTERSECTION

FILENAME: 261096_C020_GENERAL_CONSTRUCTION_LUHRS RD.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C022	A

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T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C020_GENERAL_CONSTRUCTION_LUHRS RD.DWG -GC_22- (06-07-26 4:51:43PM)

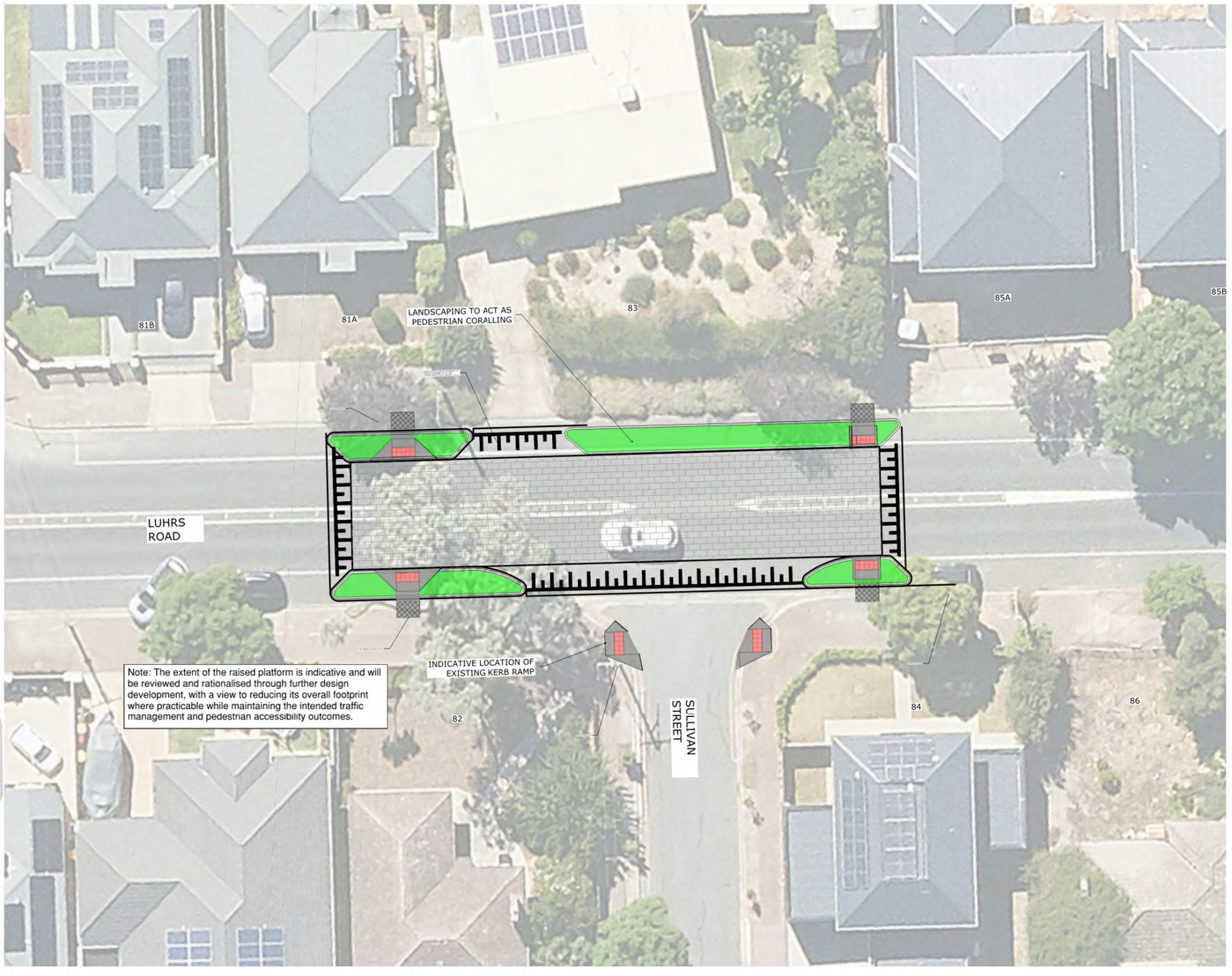
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND

DRAFT



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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

LUHRS ROAD, PAYNEHAM SOUTH
CONCEPT DESIGN
SULLIVAN ST RAISED INTERSECTION

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
261096_C020_GENERAL_CONSTRUCTION_LUHRS RD.DWG	261096	C023	A

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T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C020_GENERAL_CONSTRUCTION_LUHRS RD.DWG -GC_23- (06-07-26 4:51:47PM)

CITY OF NORWOOD PAYNEHAM AND ST PETERS
GWYNNE STREET, FIRLE
LOCAL AREA TRAFFIC MANAGEMENT
CONCEPT DESIGN

DRAWING INDEX	
Sheet Number	Sheet Title
100	LOCALITY PLAN AND DRAWING SCHEDULE
101	ONE LANE SLOW POINT SHEET 1 OF 3
102	ONE LANE SLOW POINT SHEET 2 OF 3
103	ONE LANE SLOW POINT SHEET 3 OF 3
104	ONE LANE SLOW POINT AND PAVEMENT BAR
105	VEHICLE SIMULATION - SHEET 1
106	VEHICLE SIMULATION - SHEET 2
107	VEHICLE SIMULATION - SHEET 3



LOCALITY PLAN
SCALE 1:1000

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 10 20 40 60
1 : 1,000m (A1) - 1 : 2,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
C	ISSUED FOR REVIEW	09.12.24	RM	RM
B	REVISED CONCEPT FOR APPROVAL	TBA	KDA	KDA
A	ISSUED FOR CONCEPT DESIGN	24.04.24	EA	LB

COORDS: -
DATUM: -
SCALE: 1:1000
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

GWYNNE STREET, FIRLE
CONCEPT DESIGN
LOCALITY PLAN AND DRAWING SCHEDULE

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG	231436	100	C

T:\2023\231436 LATM CONCEPT DESIGN - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\GWYNNE STREET\231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG -GWSGC_00- (16-12-24 10:17:32AM)



GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
2. ALL PAVEMENT MARKING, RETROFLECTIVE RAISED PAVEMENT MARKERS AND PAVEMENT BARS SHALL BE IN ACCORDANCE WITH THE DIT 'PAVEMENT MARKING MANUAL' AND DTPI MASTER SPECIFICATION
3. NEW SIGNS TO BE INSTALLED AS PER THE 'DIT MASTER SPECIFICATION, PART RD-LM-C4-SIGN INSTALLATION', WITH THE EXCEPTION OF ALL SIGNS TO BE INSTALLED ON ROUND POSTS
4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
6. FACE OF ALL ISLAND KERBS SHALL BE PAINTED REFLECTORISED WHITE
7. LIGHTING ASSESSMENT AND DESIGN TO BE UNDERTAKEN
8. DIMENSIONS ARE ONLY APPROXIMATE AND BASED ON AERIAL SURVEY ONLY
9. CONCEPT DESIGN IS SUBJECT TO APPROPRIATE EXISTING SERVICE CLEARANCES AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW SIGN SIGNAGE
- NEW POST MOUNTED DELINEATOR
- BICYCLE LANE LINEMARKING
- GREEN BIKE LANE TREATMENT
- NO-STOPPING LINEMARKING
- GIVE WAY LINEMARKING
- PAVEMENT BAR

SIGN SCHEDULE

No.	CODE	DESCRIPTION
2	D4-1-2	UNIDIRECTIONAL HAZARD SIGN
2	W5-33	SLOW POINT SIGN
2	W8-16	ONE LANE SIGN

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
C	ISSUED FOR REVIEW	09.12.24	RM	RM
B	REVISED CONCEPT FOR APPROVAL	TBA	KDA	KDA
A	ISSUED FOR CONCEPT DESIGN	24.04.24	EA	LB

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

GWYNNE STREET, FIRLE
CONCEPT DESIGN
ONE LANE SLOW POINT SHEET 1 OF 3

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG	231436	101	C

T:\2023\231436 LATM CONCEPT DESIGN - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\GWYNNE STREET\231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG -GWSGC_01_OPT2- (16-12-24 10:17:33AM)



GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
2. ALL PAVEMENT MARKING, RETROFLECTIVE RAISED PAVEMENT MARKERS AND PAVEMENT BARS SHALL BE IN ACCORDANCE WITH THE DIT 'PAVEMENT MARKING MANUAL' AND DTPI MASTER SPECIFICATION
3. NEW SIGNS TO BE INSTALLED AS PER THE 'DIT MASTER SPECIFICATION, PART RD-LM-C4-SIGN INSTALLATION', WITH THE EXCEPTION OF ALL SIGNS TO BE INSTALLED ON ROUND POSTS
4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
6. FACE OF ALL ISLAND KERBS SHALL BE PAINTED REFLECTORISED WHITE
7. LIGHTING ASSESSMENT AND DESIGN TO BE UNDERTAKEN
8. DIMENSIONS ARE ONLY APPROXIMATE AND BASED ON AERIAL SURVEY ONLY
9. CONCEPT DESIGN IS SUBJECT TO APPROPRIATE EXISTING SERVICE CLEARANCES AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW SIGN SIGNAGE
- NEW POST MOUNTED DELINEATOR
- BICYCLE LANE LINEMARKING
- GREEN BIKE LANE TREATMENT
- NO-STOPPING LINEMARKING
- GIVE WAY LINEMARKING
- PAVEMENT BAR

SIGN SCHEDULE		
No.	CODE	DESCRIPTION
2	D4-1-2	UNIDIRECTIONAL HAZARD SIGN
2	W5-33	SLOW POINT SIGN
2	W8-16	ONE LANE SIGN

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
C	ISSUED FOR REVIEW	09.12.24	RM	RM
B	REVISED CONCEPT FOR APPROVAL	TBA	KDA	KDA
A	ISSUED FOR CONCEPT DESIGN	24.04.24	EA	LB

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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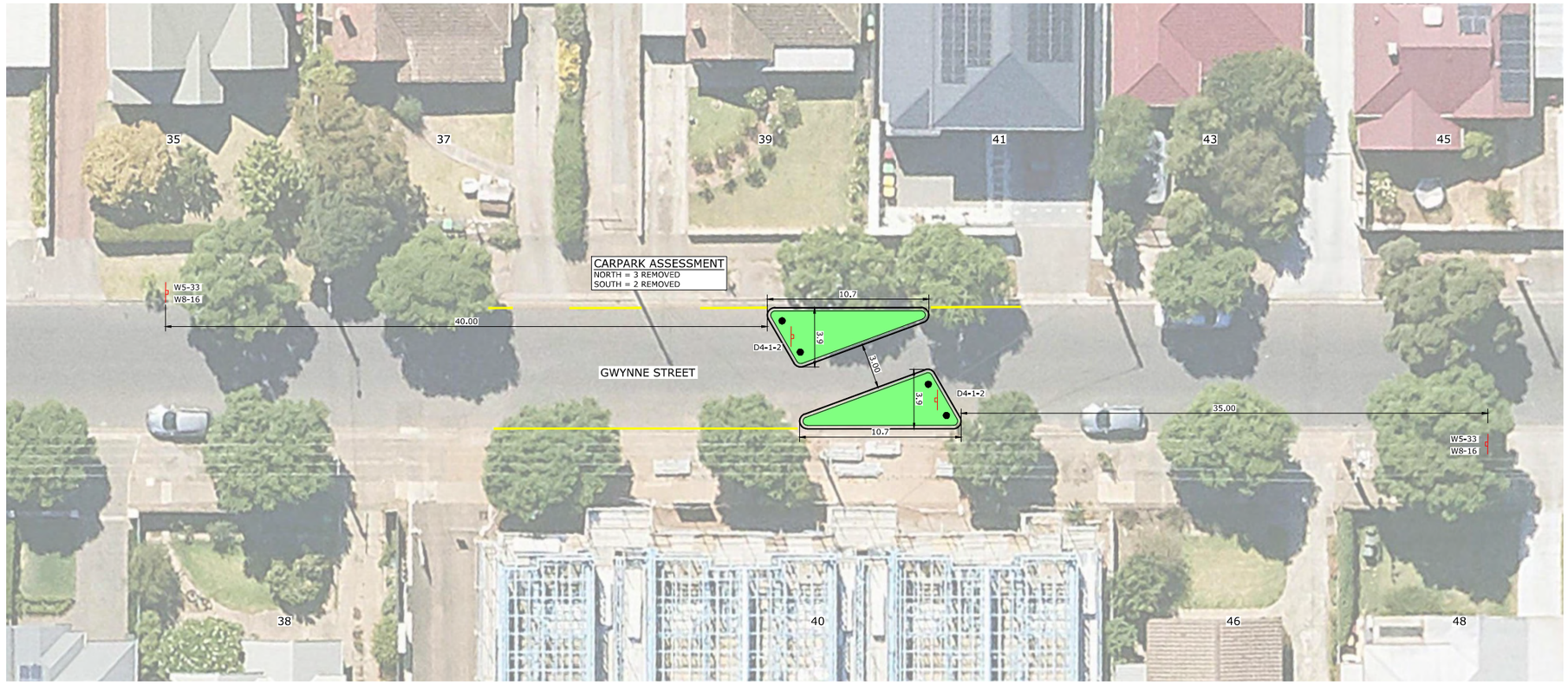
NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

GWYNNE STREET, FIRLE
CONCEPT DESIGN
ONE LANE SLOW POINT SHEET 2 OF 3

FILENAME: 231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG
PROJECT NUMBER: 231436
DRAWING NUMBER: 102
REVISION: C

T:\2023\231436 LATM CONCEPT DESIGN - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\GWYNNE STREET\231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG -GWSGC_02_OPT2- (16-12-24 10:17:35AM)



GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW SIGN SIGNAGE
- NEW POST MOUNTED DELINEATOR
- BICYCLE LANE LINEMARKING
- GREEN BIKE LANE TREATMENT
- NO-STOPPING LINEMARKING
- GIVE WAY LINEMARKING
- PAVEMENT BAR

SIGN SCHEDULE		
No.	CODE	DESCRIPTION
2	D4-1-2	UNIDIRECTIONAL HAZARD SIGN
2	W5-33	SLOW POINT SIGN
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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
C	ISSUED FOR REVIEW	09.12.24	RM	RM
B	REVISED CONCEPT FOR APPROVAL	TBA	KDA	KDA
A	ISSUED FOR CONCEPT DESIGN	24.04.24	EA	LB

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

GWYNNE STREET, FIRLE
CONCEPT DESIGN
ONE LANE SLOW POINT SHEET 3 OF 3

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG	231436	103	C

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T:\2023\231436 LATM CONCEPT DESIGN - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\GWYNNE STREET\231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG -GWSGC_03_OPT2- (16-12-24 10:17:36AM)



GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW SIGN SIGNAGE
- NEW POST MOUNTED DELINEATOR
- BICYCLE LANE LINEMARKING
- GREEN BIKE LANE TREATMENT
- NO-STOPPING LINEMARKING
- GIVE WAY LINEMARKING
- PAVEMENT BAR

SIGN SCHEDULE

No.	CODE	DESCRIPTION
2	D4-1-2	UNIDIRECTIONAL HAZARD SIGN
2	W5-33	SLOW POINT SIGN
2	W8-16	ONE LANE SIGN

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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
C	ISSUED FOR REVIEW	09.12.24	RM	RM
B	REVISED CONCEPT FOR APPROVAL	TBA	KDA	KDA
A	ISSUED FOR CONCEPT DESIGN	24.04.24	EA	LB

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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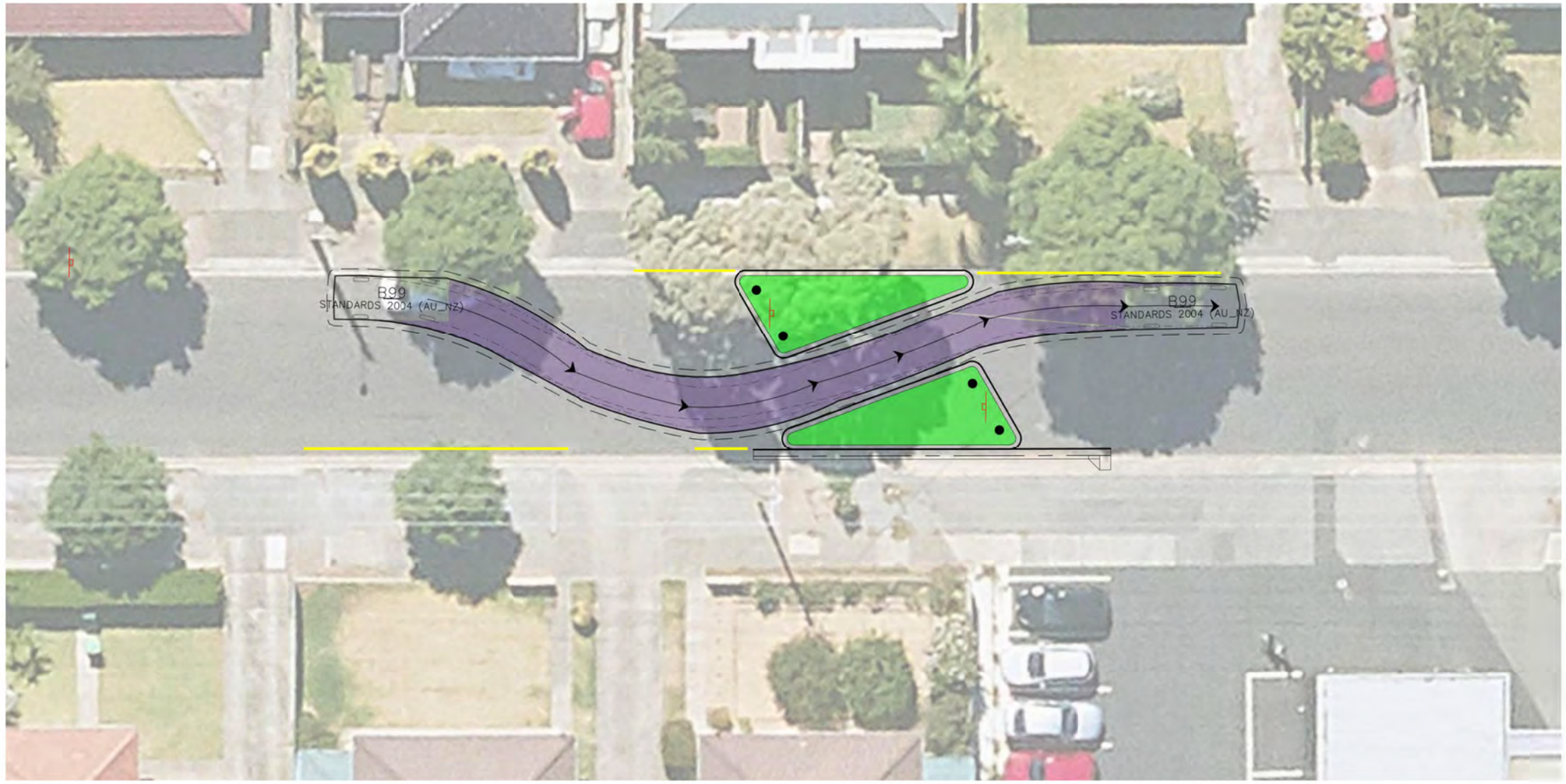
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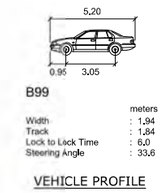
CITY OF NORWOOD PAYNEHAM AND ST PETERS

GWYNNE STREET, FIRLE
CONCEPT DESIGN
ONE LANE SLOW POINT AND PAVEMENT BAR

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG	231436	104	C

T:\2023\231436 LATM CONCEPT DESIGN - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\GWYNNE STREET\231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG -GWSGC_04_OPT2- (16-12-24 10:17:37AM)





VEHICLE PROFILE

5.2m PASSENGER CAR GWYNNE ST

SCALE 1:100

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1 2 4 6
1 : 100m (A1) - 1 : 200m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
C	ISSUED FOR REVIEW	09.12.24	RM	RM
B	REVISED CONCEPT FOR APPROVAL	TBA	KDA	KDA
A	ISSUED FOR CONCEPT DESIGN	24.04.24	EA	LB

COORDS: -
DATUM: -
SCALE: 1:100
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
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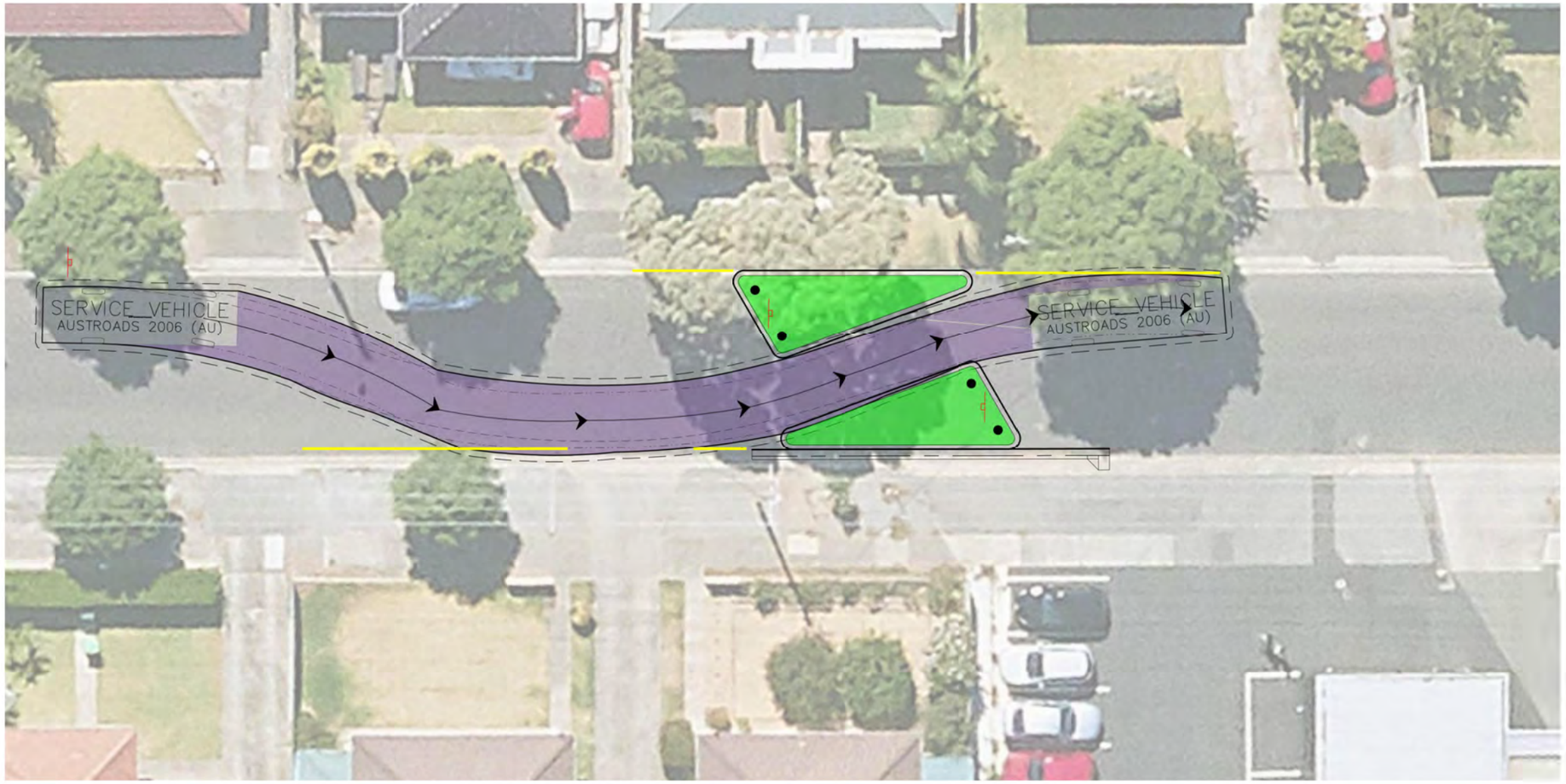
CITY OF NORWOOD PAYNEHAM AND ST PETERS

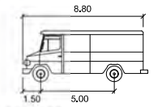
GWYNNE STREET, FIRLE
CONCEPT DESIGN
VEHICLE SIMULATION - SHEET 1
8.8m SERVICE VEHICLE

FILENAME: 231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG
PROJECT NUMBER: 231436
DRAWING NUMBER: 105
REVISION: C

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T:\2023\231436 LATM CONCEPT DESIGN - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\GWYNNE STREET\231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG -VM_01- (16-12-24 10:17:39AM)





SERVICE VEHICLE

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

VEHICLE PROFILE

8.8m SERVICE VEHICLE GWYNNE ST

SCALE 1:100

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1 2 4 6
1 : 100m (A1) - 1 : 200m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
C	ISSUED FOR REVIEW	09.12.24	RM	RM
B	REVISED CONCEPT FOR APPROVAL	TBA	KDA	KDA
A	ISSUED FOR CONCEPT DESIGN	24.04.24	EA	LB

COORDS: -
DATUM: -
SCALE: 1:100
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

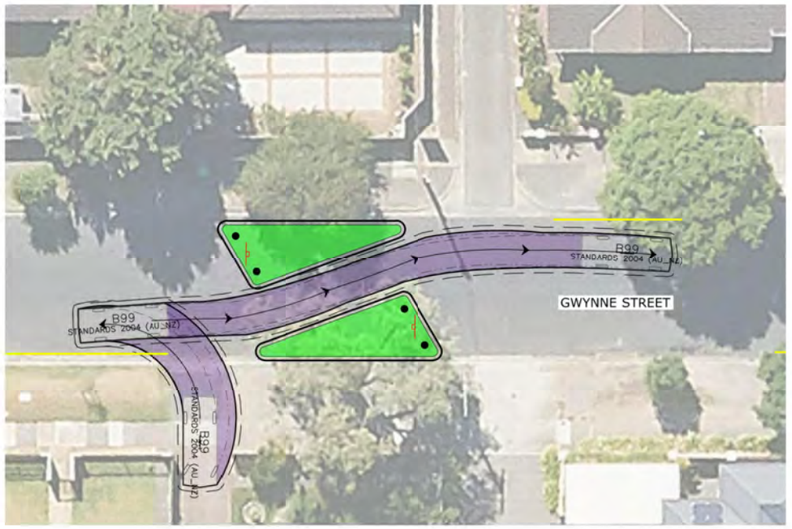
GWYNNE STREET, FIRLE
CONCEPT DESIGN
VEHICLE SIMULATION - SHEET 2
5.2m PASSENGER CAR

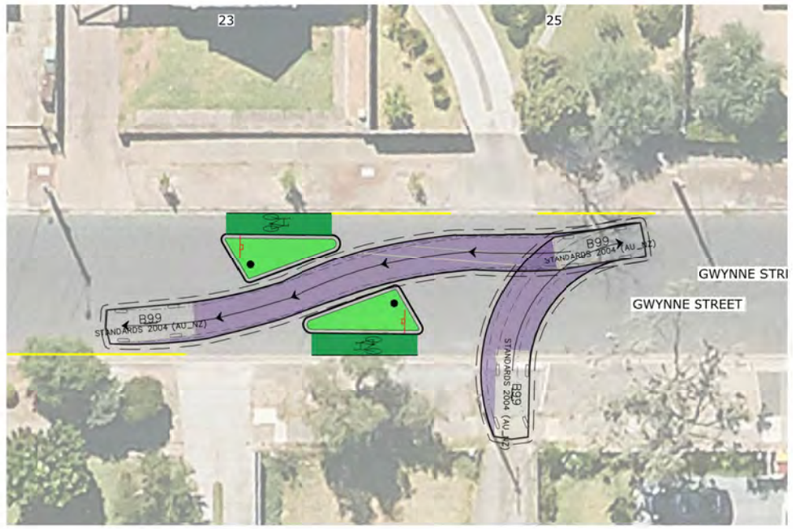
FILENAME: 231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
231436	106	C

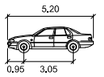
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B99

	meters
Width	: 1,94
Track	: 1,84
Lock to Lock Time	: 6,0
Steering Angle	: 33,6

VEHICLE PROFILE

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
C	ISSUED FOR REVIEW	09.12.24	RM	RM
B	REVISED CONCEPT FOR APPROVAL	TBA	KDA	KDA
A	ISSUED FOR CONCEPT DESIGN	24.04.24	EA	LB

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

NOT FOR CONSTRUCTION

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

GWYNNE STREET, FIRLE
CONCEPT DESIGN
VEHICLE SIMULATION - SHEET 3
DRIVEWAY ACCESS REVIEW

FILENAME: 231436_CONCEPT DESIGN GWYNNE STREET OPT 2.DWG
PROJECT NUMBER 231436
DRAWING NUMBER 107
REVISION C

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CITY OF NORWOOD PAYNEHAM AND ST PETERS
COORARA AVENUE,PAYNEHAM SOUTH
RAISED INTERSECTION INVESTIGATIONS
CONCEPT DESIGN



LOCALITY PLAN
SCALE 1:2000

Note: The extent of the raised platform is indicative and will be reviewed and rationalised through further design development, with a view to reducing its overall footprint where practicable while maintaining the intended traffic management and pedestrian accessibility outcomes.

DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 20 40 80 120
1 : 2,000m (A1) - 1 : 4,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:2000
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

PUBLIC UTILITIES:
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

NOT FOR CONSTRUCTION
CITY OF NORWOOD PAYNEHAM AND ST PETERS
COORARA AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
LOCALITY PLAN AND DRAWIGN SCHEDULE

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FILENAME: 261096_C030_GENERAL_CONSTRUCTION_COORARA AVE.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C030	A

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C:\USERS\LOCAL_~1.RON\TEMP\ACPUBLISH_22300\261096_C030_GENERAL_CONSTRUCTION_COORARA AVE.DWG -GC_30- (06-07-26 4:11:57PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
2. ALL PAVEMENT MARKING, RETROFLECTIVE RAISED PAVEMENT MARKERS AND PAVEMENT BARS SHALL BE IN ACCORDANCE WITH THE DIT 'PAVEMENT MARKING MANUAL' AND DTPI MASTER SPECIFICATION
3. NEW SIGNS TO BE INSTALLED AS PER THE 'DIT MASTER SPECIFICATION, PART RD-LM-C4-SIGN INSTALLATION', WITH THE EXCEPTION OF ALL SIGNS TO BE INSTALLED ON ROUND POSTS
4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
6. FACE OF ALL ISLAND KERBS SHALL BE PAINTED REFLECTORISED WHITE
7. LIGHTING ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN FUTURE DESIGN PHASE.
8. CONCEPT DESIGN AND DIMENSIONS SHOWN ARE APPROXIMATE ONLY. ALL INFORMATION HAS BEEN PREPARED USING AERIAL IMAGERY AND SHALL NOT BE USED FOR CONSTRUCTION. SITE CONDITIONS, EXISTING SERVICE CLEARANCES, AND POTENTIAL IMPACTS TO THE BROADER DRAINAGE NETWORK MUST BE CONFIRMED DURING DETAILED DESIGN AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

LANDSCAPED PROTUBERANCE INFILL

NEW MEDIAN KERBING

NEW CHEQUER PLATE

CONCRETE SURFACE

RAISED PAVEMENT

TACTILE SURFACE GROUND INDICATORS (TGSI'S)

NEW TREE AND SURROUND



DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS *SOME FEATURES / SYMBOLS* ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

PUBLIC UTILITIES:
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

COORARA AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
MC CORMACK AVE RAISED INTERSECTION

FILENAME: 261096_C030_GENERAL_CONSTRUCTION_COORARA AVE.DWG
PROJECT NUMBER 261096 | DRAWING NUMBER C031 | REVISION A

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C:\USERS\LOCAL_~1.RON\TEMP\ACPUBLISH_22300\261096_C030_GENERAL_CONSTRUCTION_COORARA AVE.DWG -GC_31- (06-07-26 4:11:59PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
2. ALL PAVEMENT MARKING, RETROFLECTIVE RAISED PAVEMENT MARKERS AND PAVEMENT BARS SHALL BE IN ACCORDANCE WITH THE DIT 'PAVEMENT MARKING MANUAL' AND DTPI MASTER SPECIFICATION
3. NEW SIGNS TO BE INSTALLED AS PER THE 'DIT MASTER SPECIFICATION, PART RD-LM-C4-SIGN INSTALLATION', WITH THE EXCEPTION OF ALL SIGNS TO BE INSTALLED ON ROUND POSTS
4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
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7. LIGHTING ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN FUTURE DESIGN PHASE.
8. CONCEPT DESIGN AND DIMENSIONS SHOWN ARE APPROXIMATE ONLY. ALL INFORMATION HAS BEEN PREPARED USING AERIAL IMAGERY AND SHALL NOT BE USED FOR CONSTRUCTION. SITE CONDITIONS, EXISTING SERVICE CLEARANCES, AND POTENTIAL IMPACTS TO THE BROADER DRAINAGE NETWORK MUST BE CONFIRMED DURING DETAILED DESIGN AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

LANDSCAPED PROTUBERANCE INFILL

NEW MEDIAN KERBING

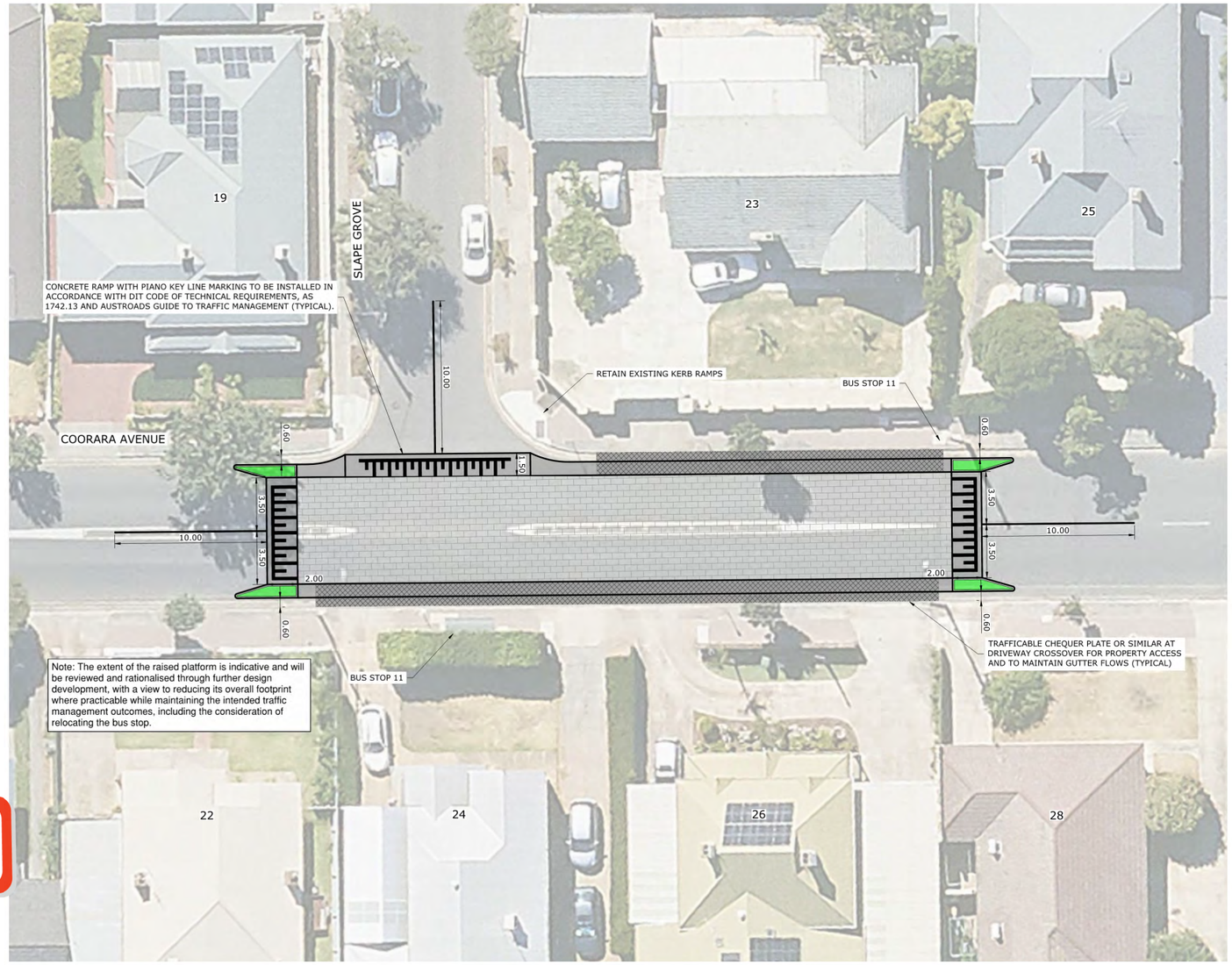
NEW CHEQUER PLATE

CONCRETE SURFACE

RAISED PAVEMENT

TACTILE SURFACE GROUND INDICATORS (TGSI'S)

NEW TREE AND SURROUND



DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

COORARA AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
SLAPE GROVE RAISED INTERSECTION

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
261096_C030_GENERAL_CONSTRUCTION_COORARA AVE.DWG	261096	C032	A

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C:\USERS\LOCAL_~1.RON\TEMP\ACPUBLISH_22300\261096_C030_GENERAL_CONSTRUCTION_COORARA AVE.DWG -GC_32- (06-07-26 4:12:01PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

LANDSCAPED PROTUBERANCE INFILL

NEW MEDIAN KERBING

NEW CHEQUER PLATE

CONCRETE SURFACE

RAISED PAVEMENT

TACTILE SURFACE GROUND INDICATORS (TGSI'S)

NEW TREE AND SURROUND



DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

PUBLIC UTILITIES:
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

COORARA AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
SULLIVAN ST RAISED INTERSECTION

FILENAME: 261096_C030_GENERAL_CONSTRUCTION_COORARA AVE.DWG
PROJECT NUMBER 261096 | DRAWING NUMBER C033 | REVISION A

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C:\USERS\LOCAL_~1.RON\TEMP\ACPUBLISH_22300\261096_C030_GENERAL_CONSTRUCTION_COORARA AVE.DWG -GC_33- (06-07-26 4:12:06PM)

CITY OF NORWOOD PAYNEHAM AND ST PETERS
AVENUE ROAD, FIRLE
RAISED INTERSECTION INVESTIGATIONS
CONCEPT DESIGN



Note: The extent of the raised platform is indicative and will be reviewed and rationalised through further design development, with a view to reducing its overall footprint where practicable while maintaining the intended traffic management and pedestrian accessibility outcomes.

LOCALITY PLAN
SCALE 1:1000

DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 10 20 40 60
1 : 1,000m (A1) - 1 : 2,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:1000
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

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NOT FOR CONSTRUCTION
CITY OF NORWOOD PAYNEHAM AND ST PETERS
AVENUE ROAD, PAYNEHAM
CONCEPT DESIGN
LOCALITY PLAN AND DRAWIGN SCHEDULE

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
261096_C040_GENERAL_CONSTRUCTION_ AVENUE RD.DWG	261096	C040	A

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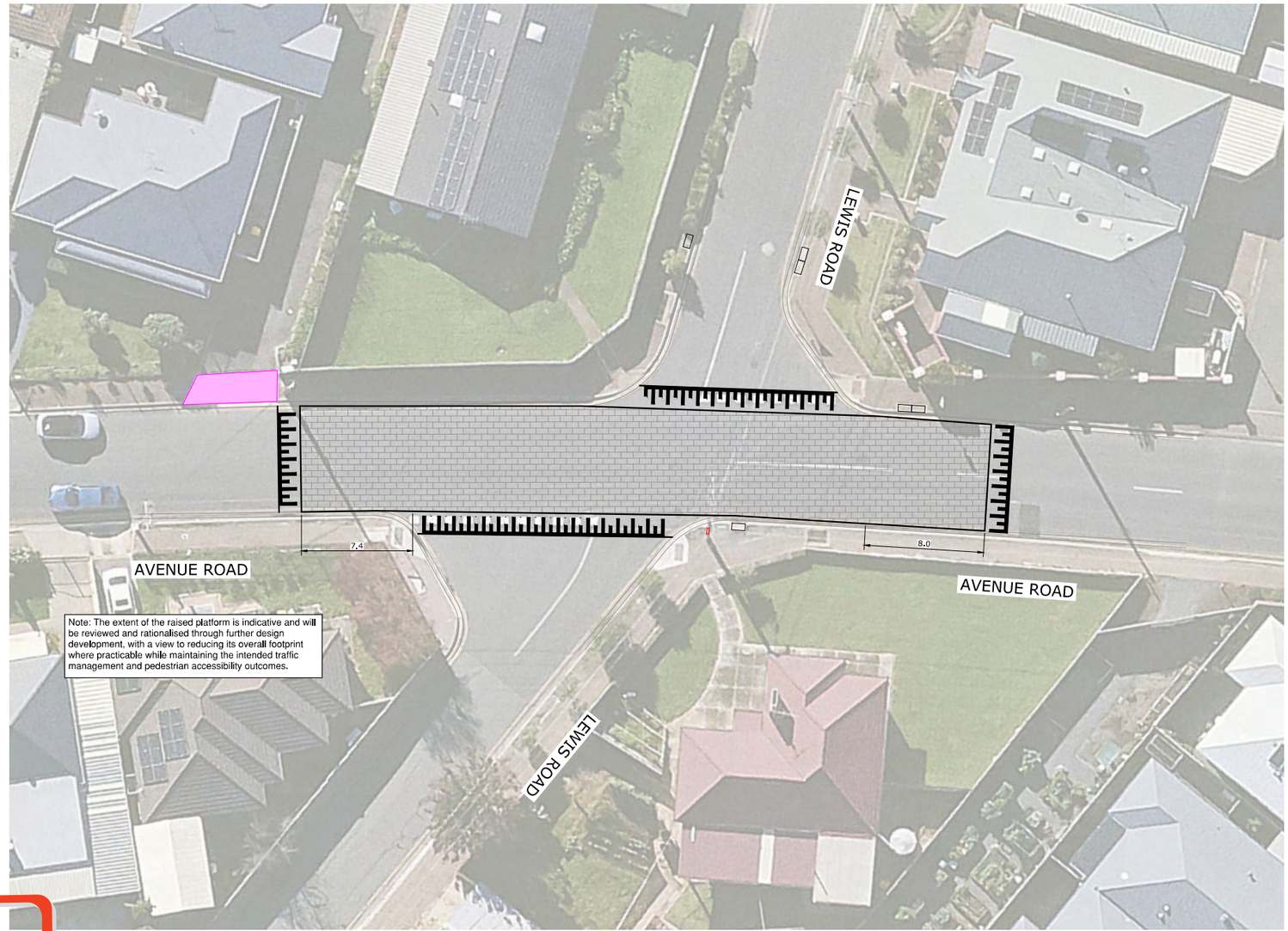
\\INTERNAL.TONKIN.COM.AU\TONDATA\PROJECTS\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C040_GENERAL_CONSTRUCTION_ AVENUE RD.DWG -GC_40- (06-07-26 2:49:02PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
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LEGEND

- NEW KERBING
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- STOBIE POLE
- SIDE ENTRY PIT LOCATION
- DRIVEWAY LOCTATION



DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

PUBLIC UTILITIES:
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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

AVENUE ROAD, PAYNEHAM
CONCEPT DESIGN
LEWIS ROAD RAISED INTERSECTION

FILENAME: 261096_C040_GENERAL_CONSTRUCTION_ AVENUE RD.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C041	A

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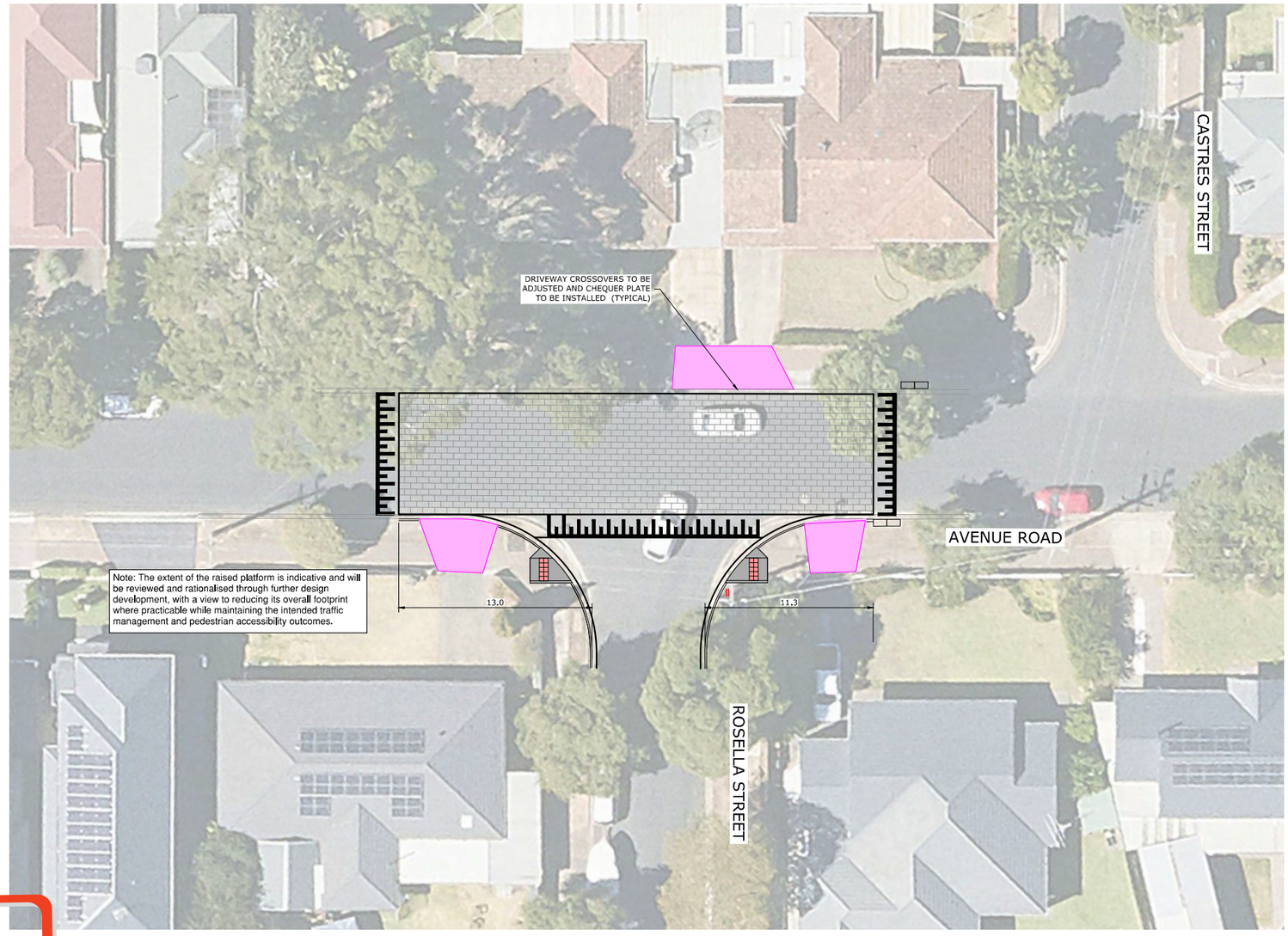
\\INTERNAL.TONKIN.COM.AU\TONDATA\PROJECTS\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C040_GENERAL_CONSTRUCTION_ AVENUE RD.DWG -GC_41- (06-07-26 2:49:07PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

- NEW KERBING
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- STOBIE POLE
- SIDE ENTRY PIT LOCATION
- DRIVEWAY LOCTATION



DRAFT

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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

AVENUE ROAD, PAYNEHAM
CONCEPT DESIGN
ROSELLA STREET RAISED INTERSECTION

FILENAME: 261096_C040_GENERAL_CONSTRUCTION_ AVENUE RD.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C042	A

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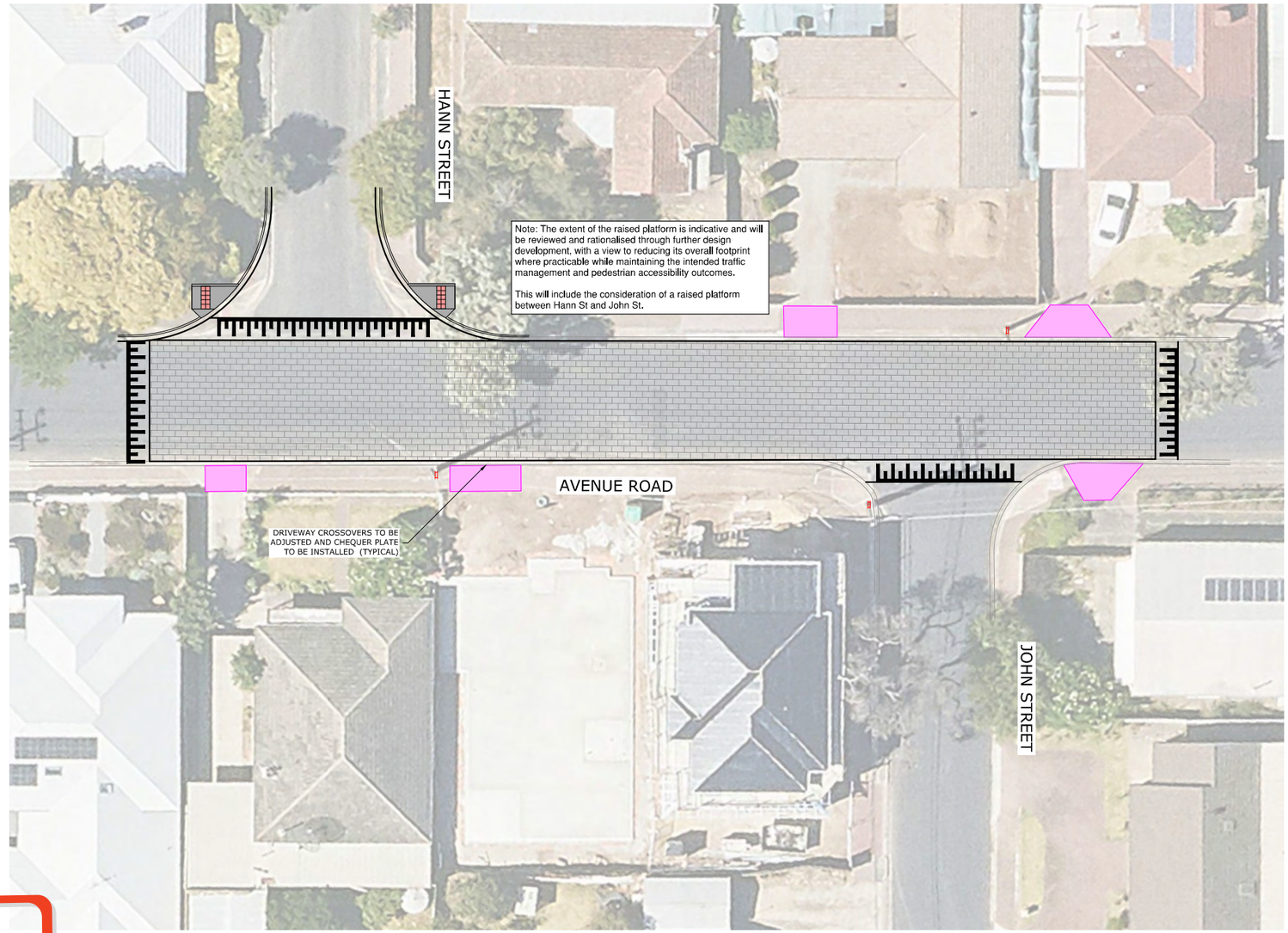
\\INTERNAL.TONKIN.COM.AU\TONDATA\PROJECTS\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C040_GENERAL_CONSTRUCTION_ AVENUE RD.DWG -GC_42- (06-07-26 2:49:12PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

- NEW KERBING
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- STOBIE POLE
- SIDE ENTRY PIT LOCATION
- DRIVEWAY LOCTATION



DRAFT

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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

PUBLIC UTILITIES:
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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

AVENUE ROAD, PAYNEHAM
CONCEPT DESIGN
HANN STREET & JOHN STREET RAISED INTERSECTION

FILENAME: 261096_C040_GENERAL_CONSTRUCTION_ AVENUE RD.DWG
PROJECT NUMBER 261096 | DRAWING NUMBER C043 | REVISION A

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\\INTERNAL.TONKIN.COM.AU\TONDATA\PROJECTS\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C040_GENERAL_CONSTRUCTION_ AVENUE RD.DWG -GC_43- (06-07-26 2:49:16PM)

AVENUE ROAD
LOCAL AREA TRAFFIC MANAGEMENT
CONCEPT DESIGN

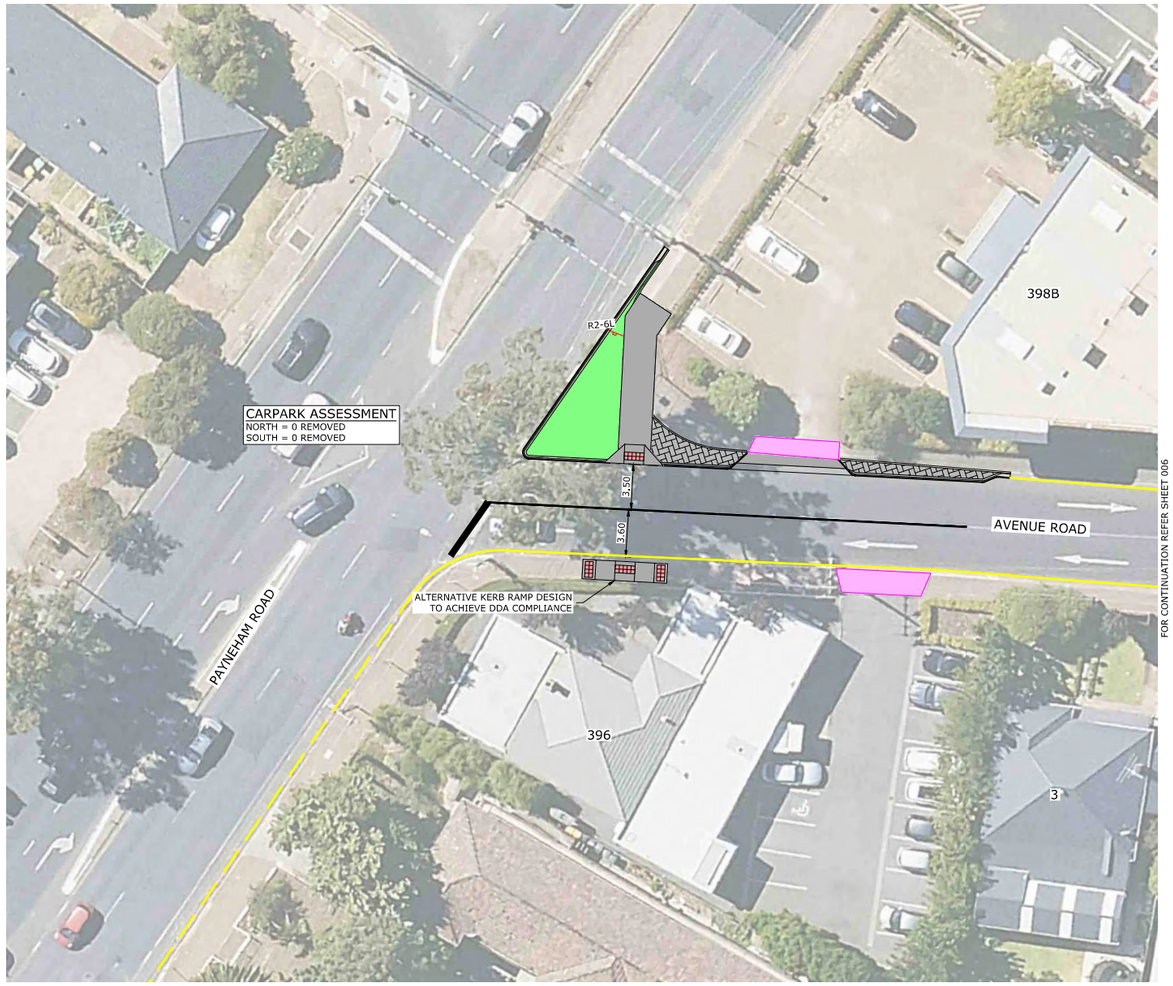
GENERAL NOTES:

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6. FACE OF ALL ISLAND KERBS SHALL BE PAINTED REFLECTORISED WHITE
7. LIGHTING ASSESSMENT AND DESIGN TO BE UNDERTAKEN
8. DIMENSIONS ARE ONLY APPROXIMATE AND BASED ON AERIAL SURVEY ONLY
9. CONCEPT DESIGN IS SUBJECT TO APPROPRIATE EXISTING SERVICE CLEARANCES AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW FOOTPATH
- NEW UPRIGHT KERB
- NEW SIGNAGE
- EXISTING "NO STOPPING" LINEMARKING
- GIVE WAY LINEMARKING (600mm STRIPE AND GAP, 450mm WIDTH)
- NEW GARDEN AREA - TO COUNCIL DESIGN
- NEW PRAM RAMP
- EXISTING DRIVEWAY

SIGN SCHEDULE		
No.	CODE	DESCRIPTION
1	R2-6L	NO LEFT TURN SIGN



THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 2 4 8 12
1 : 200m (A1) - 1 : 400m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR REVIEW	11.12.24	RM	RM

COORDS: -
DATUM: -
SCALE: 1:200
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

PUBLIC UTILITIES:
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

AVENUE ROAD, PAYNEHAM
CONCEPT DESIGN
LEFT TURNING RESTRICTION AND NARROWING

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
231436_CONCEPT DESIGN AVENUE ROAD.DWG	231436	007	A

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T:\2023\231436 LATM CONCEPT DESIGN - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\AVENUE ROAD\231436_CONCEPT DESIGN AVENUE ROAD.DWG -ARGC_05- (29-05-25 2:47:30PM)

CITY OF NORWOOD PAYNEHAM AND ST PETERS
GAGE STREET, FIRLE
RAISED INTERSECTION INVESTIGATIONS
CONCEPT DESIGN



DRAFT

Note: The extent of the raised platform is indicative and will be reviewed and rationalised through further design development, with a view to reducing its overall footprint where practicable while maintaining the intended traffic management and pedestrian accessibility outcomes.

LOCALITY PLAN
SCALE 1:1000

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 10 20 40 60
1:1,000m (A1) - 1 : 2,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:1000
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

PUBLIC UTILITIES:
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

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NOT FOR CONSTRUCTION
CITY OF NORWOOD PAYNEHAM AND ST PETERS
GAGE STREET, PAYNEHAM SOUTH
CONCEPT DESIGN
LOCALITY PLAN AND DRAWIGN SCHEDULE

FILENAME: 261096_C050_GENERAL_CONSTRUCTION_ GAGE ST.DWG
PROJECT NUMBER 261096 | DRAWING NUMBER C050 | REVISION A

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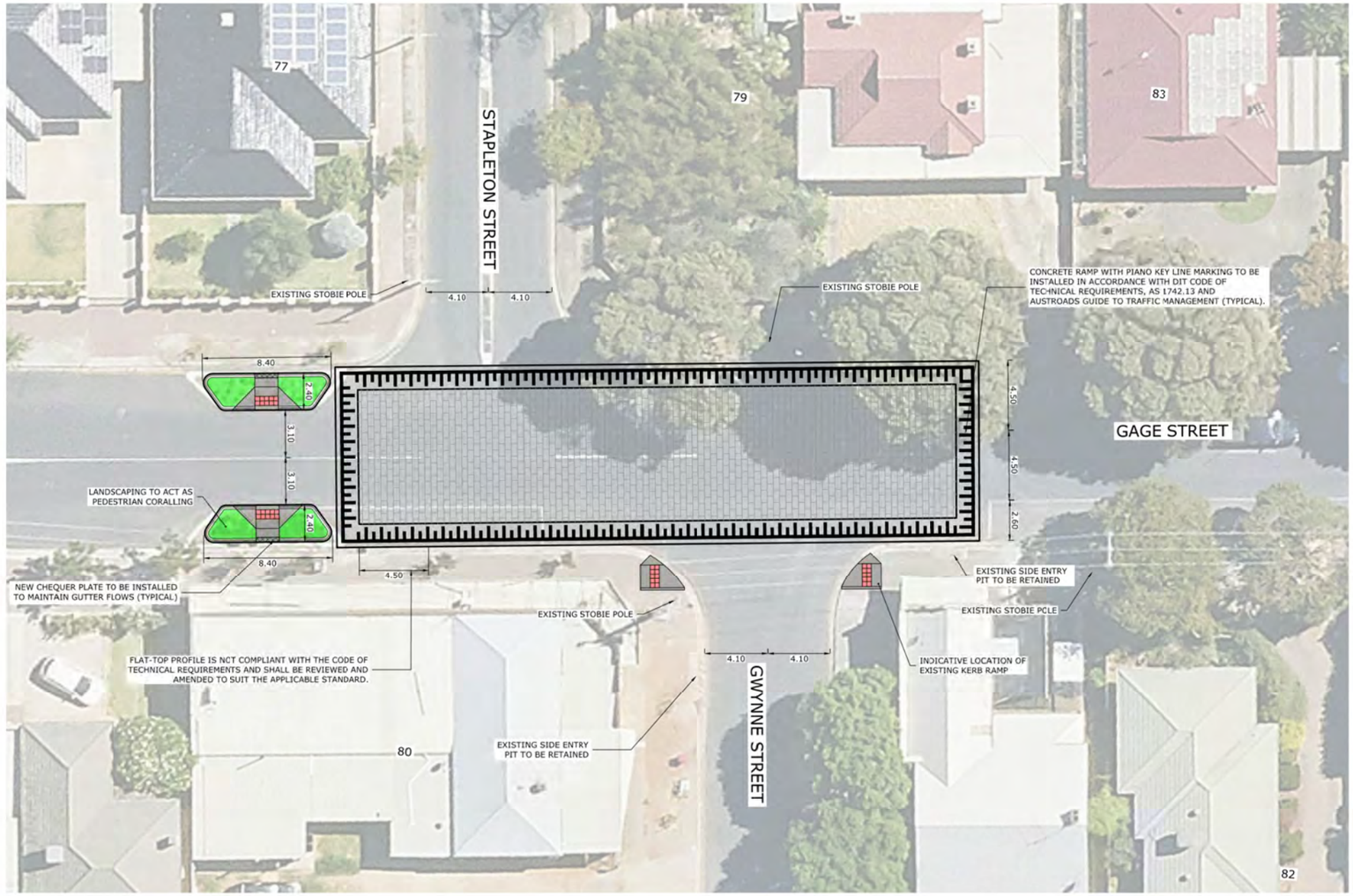
T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C050_GENERAL_CONSTRUCTION_ GAGE ST.DWG -GC_50- (06-07-26 3:55:37PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
2. ALL PAVEMENT MARKING, RETROFLECTIVE RAISED PAVEMENT MARKERS AND PAVEMENT BARS SHALL BE IN ACCORDANCE WITH THE DIT 'PAVEMENT MARKING MANUAL' AND DTPI MASTER SPECIFICATION
3. NEW SIGNS TO BE INSTALLED AS PER THE 'DIT MASTER SPECIFICATION, PART RD-LM-C4-SIGN INSTALLATION', WITH THE EXCEPTION OF ALL SIGNS TO BE INSTALLED ON ROUND POSTS
4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
6. FACE OF ALL ISLAND KERBS SHALL BE PAINTED REFLECTORISED WHITE
7. LIGHTING ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN FUTURE DESIGN PHASE.
8. CONCEPT DESIGN AND DIMENSIONS SHOWN ARE APPROXIMATE ONLY. ALL INFORMATION HAS BEEN PREPARED USING AERIAL IMAGERY AND SHALL NOT BE USED FOR CONSTRUCTION. SITE CONDITIONS, EXISTING SERVICE CLEARANCES, AND POTENTIAL IMPACTS TO THE BROADER DRAINAGE NETWORK MUST BE CONFIRMED DURING DETAILED DESIGN AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND



DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

GAGE STREET, PAYNEHAM SOUTH
CONCEPT DESIGN
GWYNNE STREET & STAPLETON STREET RAISED INTERSECTION

FILENAME: 261096_C050_GENERAL_CONSTRUCTION_ GAGE ST.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C051	A

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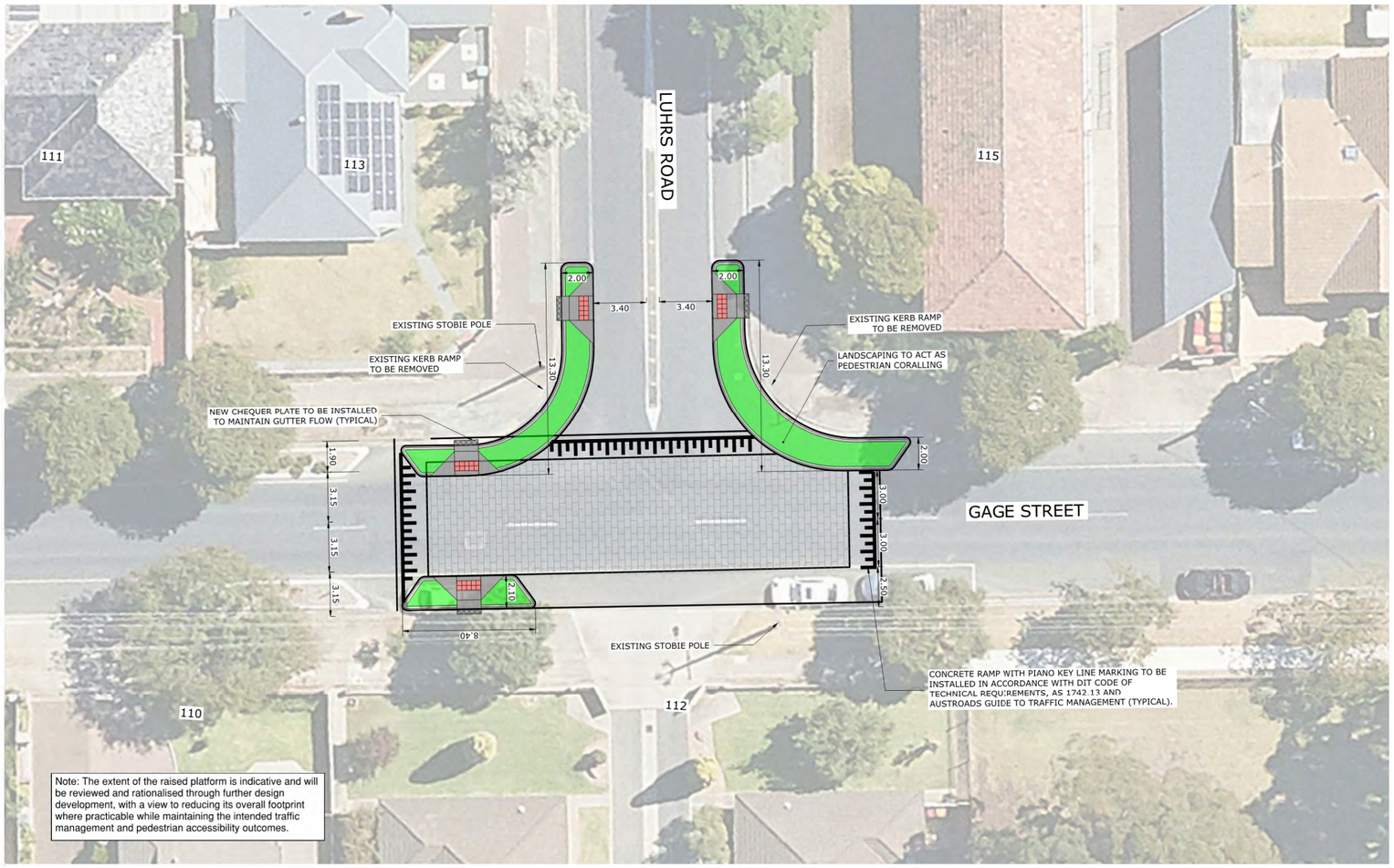
T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C050_GENERAL_CONSTRUCTION_ GAGE ST.DWG -GC_51- (06-07-26 3:55:41PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)



Note: The extent of the raised platform is indicative and will be reviewed and rationalised through further design development, with a view to reducing its overall footprint where practicable while maintaining the intended traffic management and pedestrian accessibility outcomes.

DRAFT

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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

GAGE STREET, PAYNEHAM SOUTH
CONCEPT DESIGN
LUHRS ROAD RAISED INTERSECTION

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
261096_C050_GENERAL_CONSTRUCTION_ GAGE ST.DWG	261096	C052	A

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T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C050_GENERAL_CONSTRUCTION_ GAGE ST.DWG -GC_52- (06-07-26 3:55:46PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)



DRAFT

THIS DRAWING IS TO BE VIEWED IN COLOUR AS *SOME FEATURES / SYMBOLS ARE DIFFERENTIATED* BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

PUBLIC UTILITIES:
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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

GAGE STREET, PAYNEHAM SOUTH
CONCEPT DESIGN
CLEO STREET RAISED INTERSECTION

FILENAME: 261096_C050_GENERAL_CONSTRUCTION_ GAGE ST.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C053	A

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T:\2026\261096 RAISED INTERSECTION INVESTIGATIONS - CITY OF NORWOOD PAYNEHAM AND ST PETERS\4_WORKING\1 CAD\CAD\261096_C050_GENERAL_CONSTRUCTION_ GAGE ST.DWG -GC_53- (06-07-26 3:55:50PM)

CITY OF NORWOOD PAYNEHAM AND ST PETERS
ABERDARE AVENUE
RAISED INTERSECTION INVESTIGATIONS
CONCEPT DESIGN



LOCALITY PLAN
SCALE 1:1000

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 10 20 40 60
1 : 1,000m (A1) - 1 : 2,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:1000
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

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CITY OF NORWOOD PAYNEHAM AND ST PETERS
ABERDARE AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
LOCALITY PLAN AND DRAWIGN SCHEDULE

FILENAME: 261096_C060_GENERAL_CONSTRUCTION_ ABERDARE AVE.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C060	A

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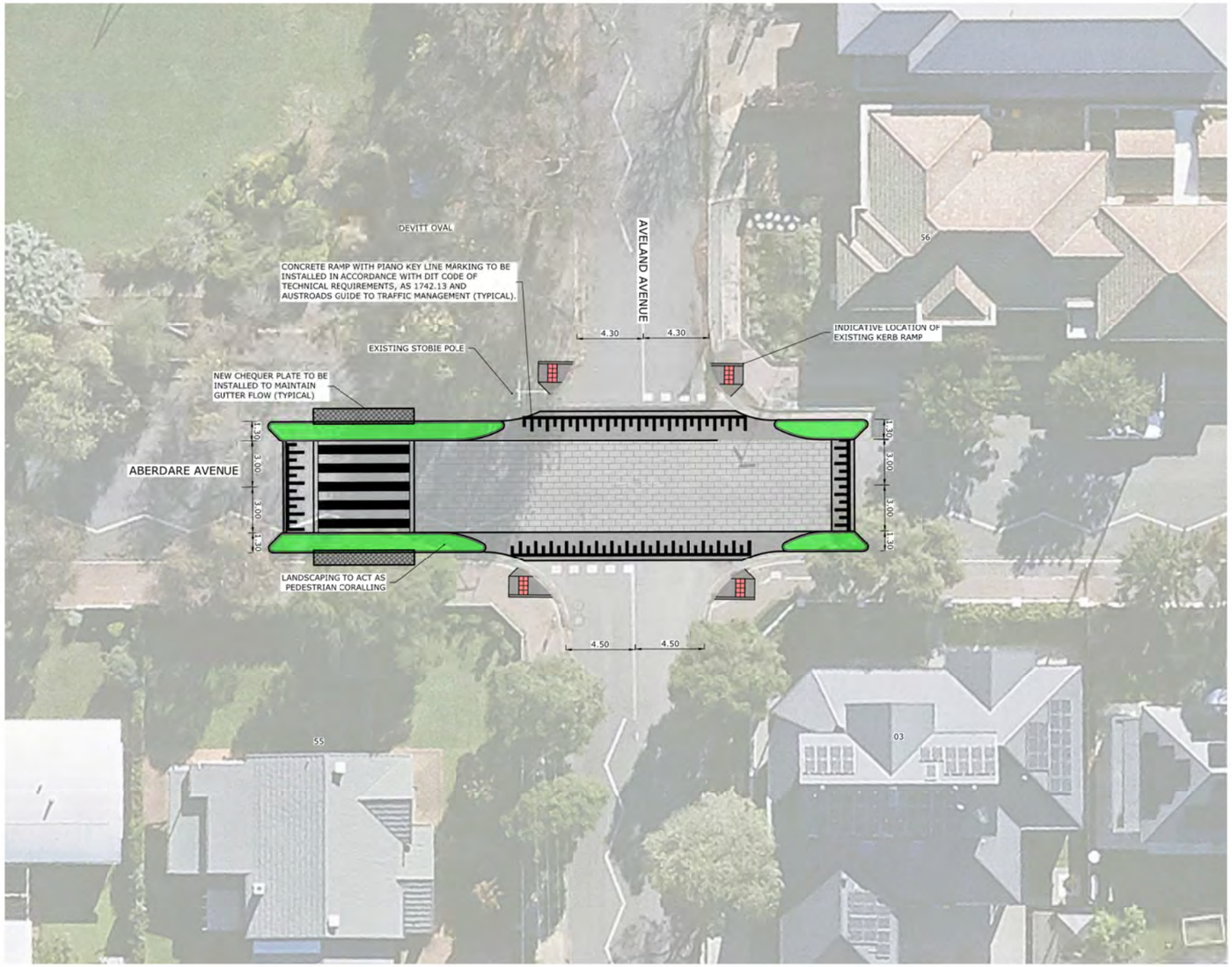
D:\JUAN.MALAGON\ACPUBLISH_72236\261096_C060_GENERAL_CONSTRUCTION_ ABERDARE AVE.DWG -GC_60- (07-07-26 5:14:38PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)
- NEW TREE AND SURROUND



THIS DRAWING IS TO BE VIEWED IN COLOUR AS *SOME FEATURES / SYMBOLS* ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) • 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

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NOT FOR CONSTRUCTION

CITY OF NORWOOD PAYNEHAM AND ST PETERS

ABERDARE AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
AVELAND AVENUE RAISED INTERSECTION

FILENAME: 261096_C061_GENERAL_CONSTRUCTION_ ABERDARE AVE.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C061	A

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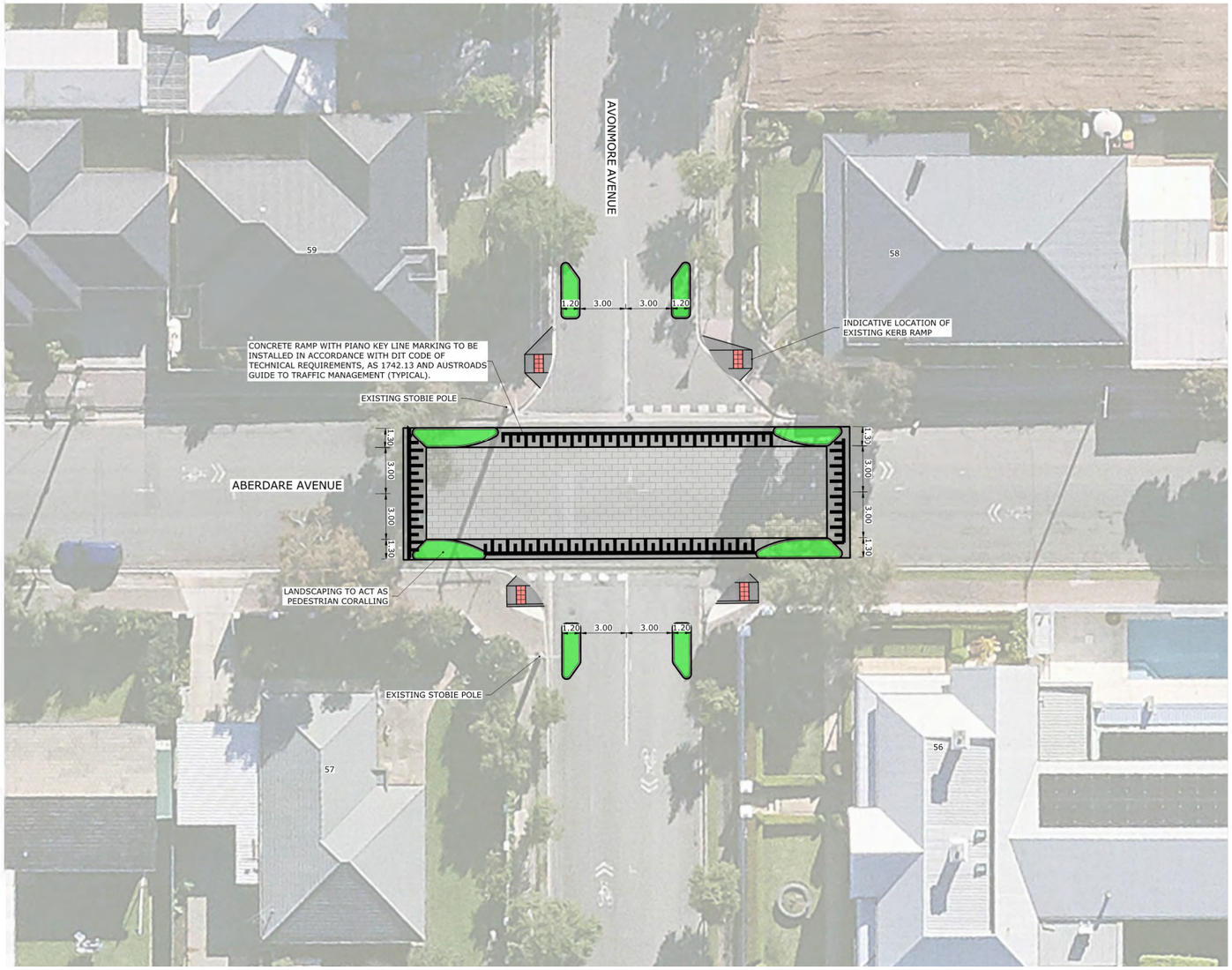
D:\JUAN.MALAGON\ACPUBLISH_72236\261096_C060_GENERAL_CONSTRUCTION_ ABERDARE AVE.DWG -GC_61- (07-07-26 5:14:41PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)



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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

ABERDARE AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
AVONMORE AVENUE RAISED INTERSECTION

FILENAME: 261096_C060_GENERAL_CONSTRUCTION_ ABERDARE AVE.DWG

PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C062	A

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D:\JUAN.MALAGON\ACPUBLISH_72236\261096_C060_GENERAL_CONSTRUCTION_ ABERDARE AVE.DWG -GC_62- (07-07-26 5:14:44PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
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LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)



THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

ABERDARE AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
ASHBROOK AVENUE RAISED INTERSECTION

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
261096_C060_GENERAL_CONSTRUCTION_ ABERDARE AVE.DWG	261096	C063	A

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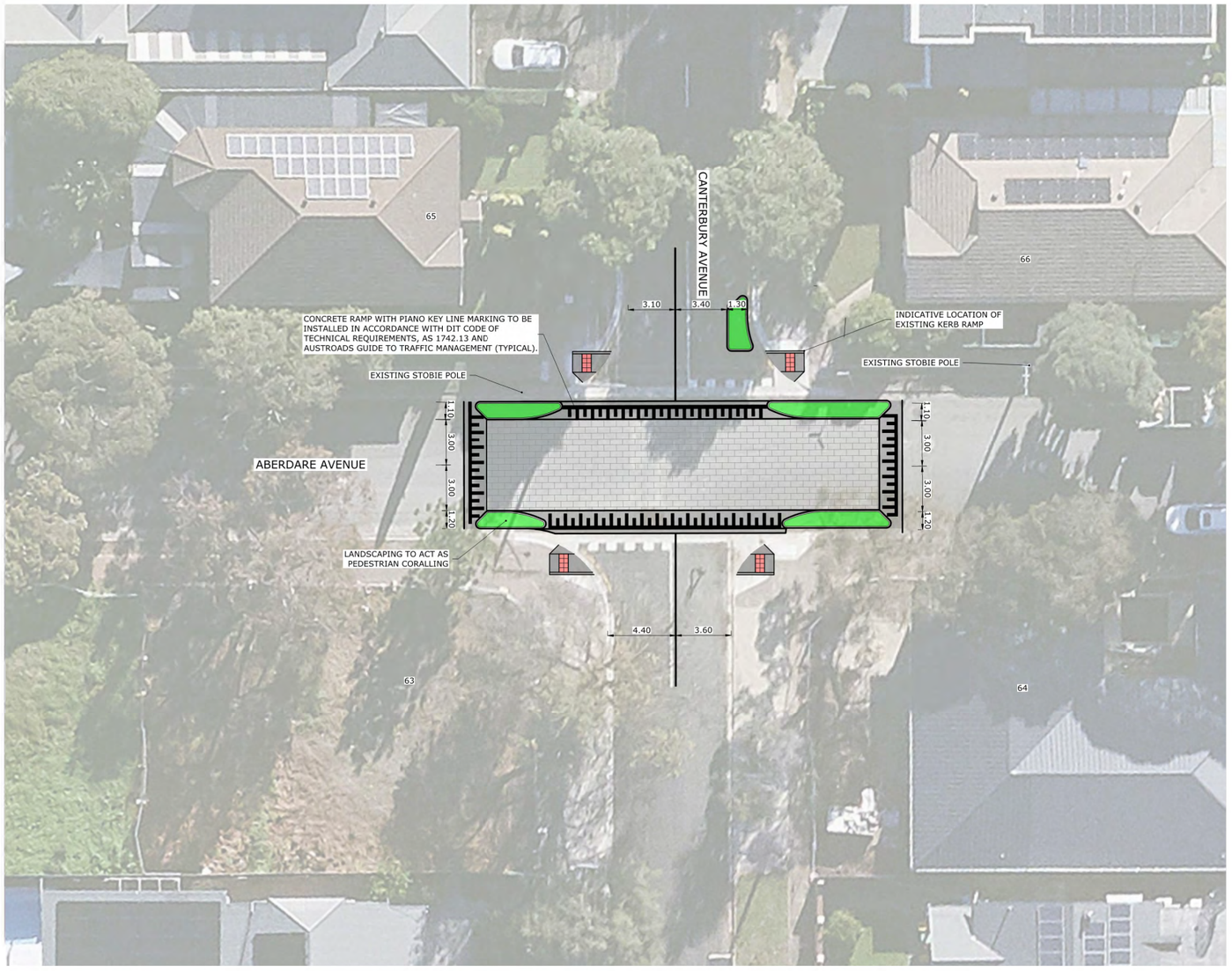
D:\JUAN.MALAGON\ACPUBLISH_72236\261096_C060_GENERAL_CONSTRUCTION_ ABERDARE AVE.DWG -GC_63- (07-07-26 5:14:47PM)

GENERAL NOTES:

1. TRAFFIC CONTROL DETAILS SHALL BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARD 'AS 1742 MANUAL OF TRAFFIC CONTROL DEVICES' AS MODIFIED BY THE DIT 'CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES'
2. ALL PAVEMENT MARKING, RETROFLECTIVE RAISED PAVEMENT MARKERS AND PAVEMENT BARS SHALL BE IN ACCORDANCE WITH THE DIT 'PAVEMENT MARKING MANUAL' AND DTPI MASTER SPECIFICATION
3. NEW SIGNS TO BE INSTALLED AS PER THE 'DIT MASTER SPECIFICATION, PART RD-LM-C4-SIGN INSTALLATION', WITH THE EXCEPTION OF ALL SIGNS TO BE INSTALLED ON ROUND POSTS
4. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB
5. ALL LINEMARKING SHALL BE 0.1m WIDE UNLESS OTHERWISE SHOWN
6. FACE OF ALL ISLAND KERBS SHALL BE PAINTED REFLECTORISED WHITE
7. LIGHTING ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN FUTURE DESIGN PHASE.
8. CONCEPT DESIGN AND DIMENSIONS SHOWN ARE APPROXIMATE ONLY. ALL INFORMATION HAS BEEN PREPARED USING AERIAL IMAGERY AND SHALL NOT BE USED FOR CONSTRUCTION. SITE CONDITIONS, EXISTING SERVICE CLEARANCES, AND POTENTIAL IMPACTS TO THE BROADER DRAINAGE NETWORK MUST BE CONFIRMED DURING DETAILED DESIGN AND DRAINAGE NETWORK ADJUSTMENTS SHALL BE CONFIRMED PRIOR TO CONSTRUCTION.

LEGEND

- LANDSCAPED PROTUBERANCE INFILL
- NEW MEDIAN KERBING
- NEW CHEQUER PLATE
- CONCRETE SURFACE
- RAISED PAVEMENT
- TACTILE SURFACE GROUND INDICATORS (TGSI'S)



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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

COORDS: GEOREFERENCED AERIAL IMAGERY
DATUM:
SCALE: 1:150
SURVEYED:N/A
SURVEY DATE:N/A
APPROVED / PROJECT LEADER
ELI ALABASTER

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
A	ISSUED FOR COMMENT	06.07.26	JM	JM

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

ABERDARE AVENUE, PAYNEHAM SOUTH
CONCEPT DESIGN
CANTERBURY AVENUE RAISED INTERSECTION

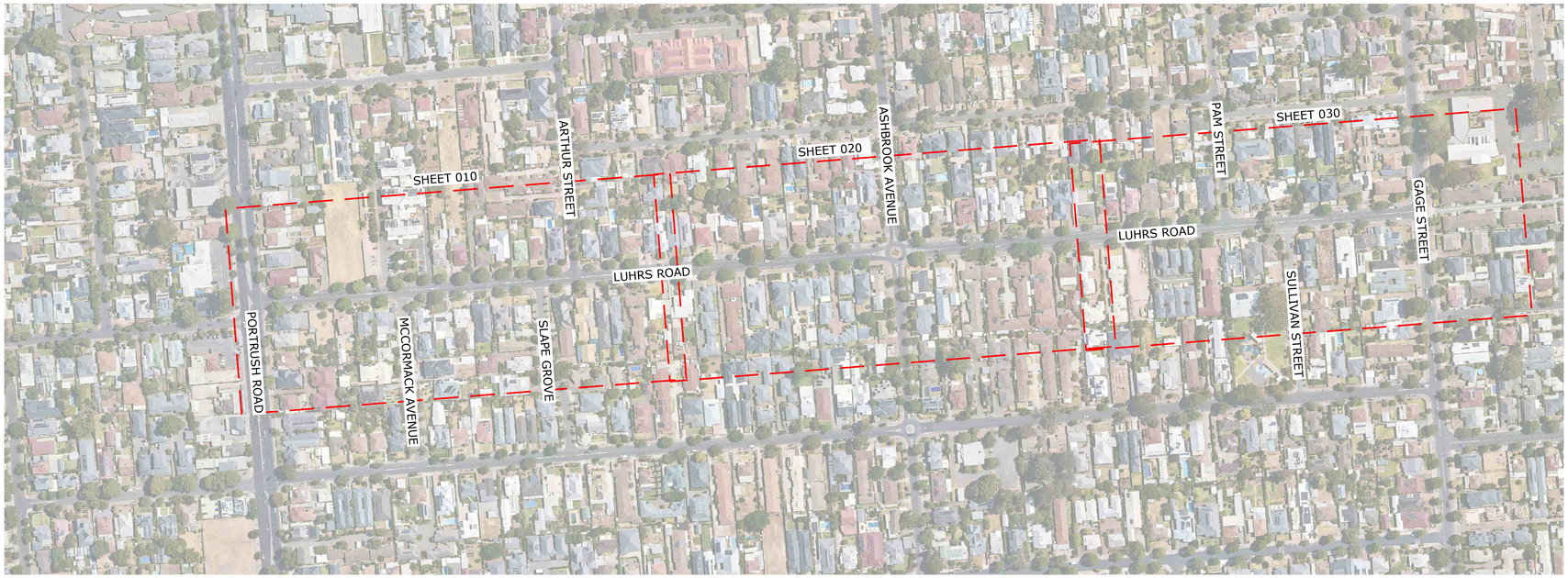
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PROJECT NUMBER	DRAWING NUMBER	REVISION
261096	C064	A

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CITY OF NORWOOD PAYNEHAM AND ST PETERS
LUHRS ROAD, FIRLE
LOCAL AREA TRAFFIC MANAGEMENT
CONCEPT DESIGN



LOCALITY PLAN
SCALE 1:2000

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 20 40 80 120
1 : 2,000m (A1) - 1 : 4,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.

COORDS: -
DATUM: -
SCALE: 1:2000
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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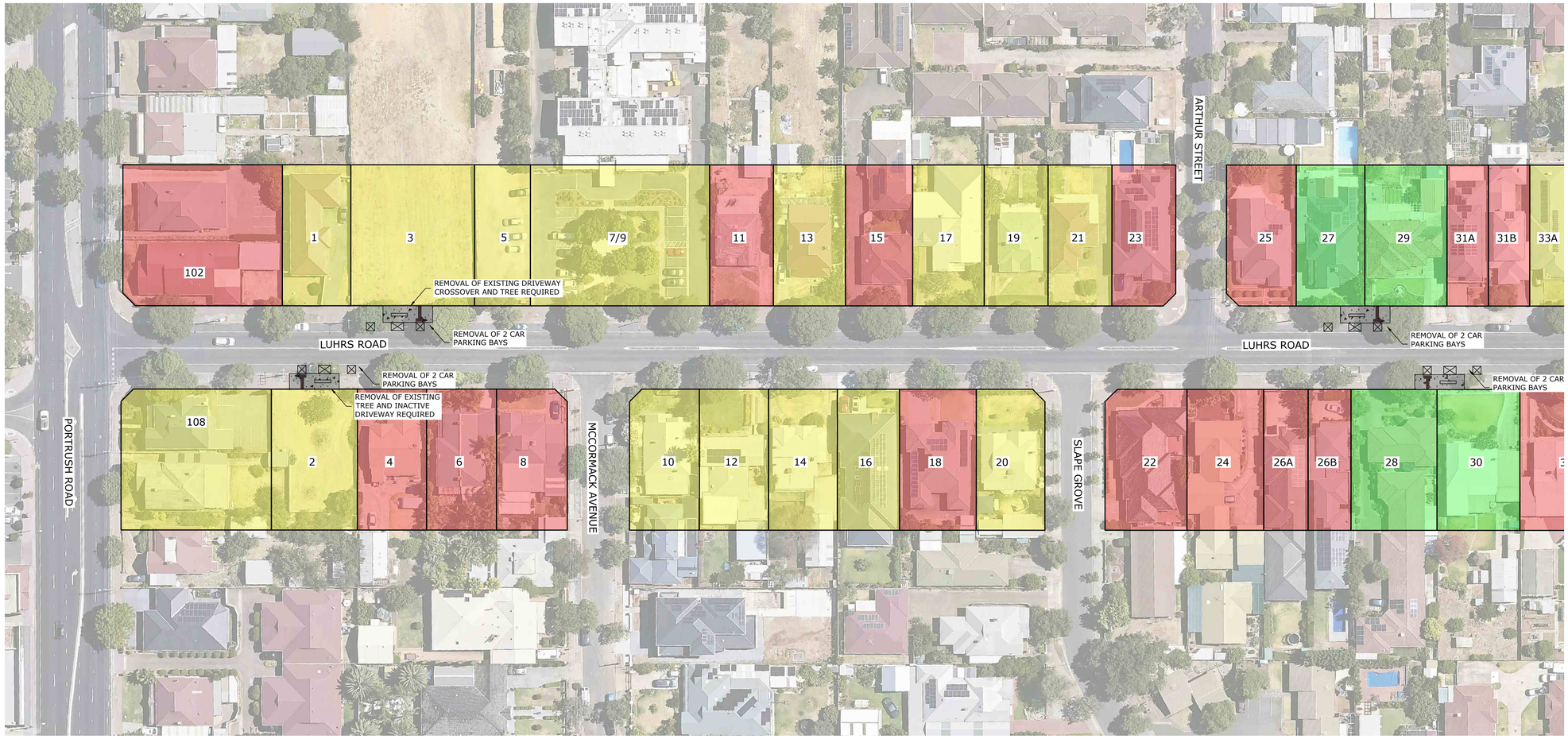
CITY OF NORWOOD PAYNEHAM AND ST PETERS

LUHRS ROAD, PAYNEHAM SOUTH
BUS BAY ASSESSMENT
LOCALITY PLAN AND DRAWING INDEX

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
231436_01_COVER.DWG	231436	001	

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LEGEND

- SUITABLE VERGE LENGTH - GREATER THAN 12m CLEAR LENGTH
- OBSTRUCTED VERGE AREA - GREATER THAN 12m OBSTRUCTED LENGTH
- OBSTRUCTED VERGE AREA - LESS THAN 12m LENGTH
- ARTICULATED BUS DOOR LOCATIONS (FRONT, MID & REAR)

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 5 10 20 30
1 : 500m (A1) - 1 : 1,000m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.

COORDS: -
DATUM: -
SCALE: 1:500
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

LUHRS ROAD, PAYNEHAM SOUTH
BUS BAY ASSESSMENT
GENERAL CONSTRUCTION - SHEET 1

FILENAME: 231436_02_BUS BAY LOCATIONS.DWG
PROJECT NUMBER: 231436
DRAWING NUMBER: 010
REVISION:

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LEGEND

- SUITABLE VERGE LENGTH - GREATER THAN 12m CLEAR LENGTH
- OBSTRUCTED VERGE AREA - GREATER THAN 12m OBSTRUCTED LENGTH
- OBSTRUCTED VERGE AREA - LESS THAN 12m LENGTH
- ARTICULATED BUS DOOR LOCATIONS (FRONT, MID & REAR)

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0 5 10 20 30
1 : 500m (A1) - 1 : 1,000m (A3)

100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV.	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.

COORDS: -
DATUM: -
SCALE: 1:500
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

LUHRS ROAD, PAYNEHAM SOUTH
BUS BAY ASSESSMENT
GENERAL CONSTRUCTION - SHEET 2

FILENAME: 231436_02_BUS BAY LOCATIONS.DWG
PROJECT NUMBER: 231436
DRAWING NUMBER: 011
REVISION:

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LEGEND

- SUITABLE VERGE LENGTH - GREATER THAN 12m CLEAR LENGTH
- OBSTRUCTED VERGE AREA - GREATER THAN 12m OBSTRUCTED LENGTH
- OBSTRUCTED VERGE AREA - LESS THAN 12m LENGTH
- ARTICULATED BUS DOOR LOCATIONS (FRONT, MID & REAR)

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0 5 10 20 30
1 : 500m (A1) - 1 : 1,000m (A3)

100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.

COORDS: -
DATUM: -
SCALE: 1:500
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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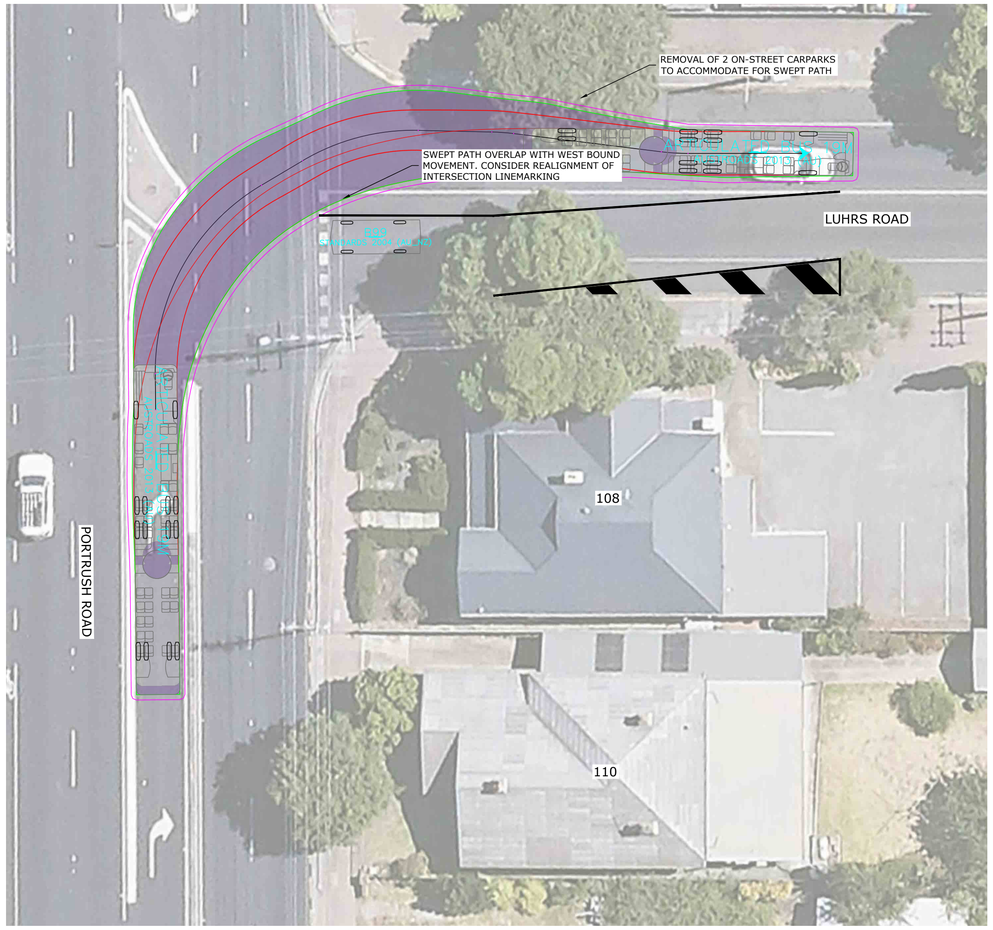
CITY OF NORWOOD PAYNEHAM AND ST PETERS

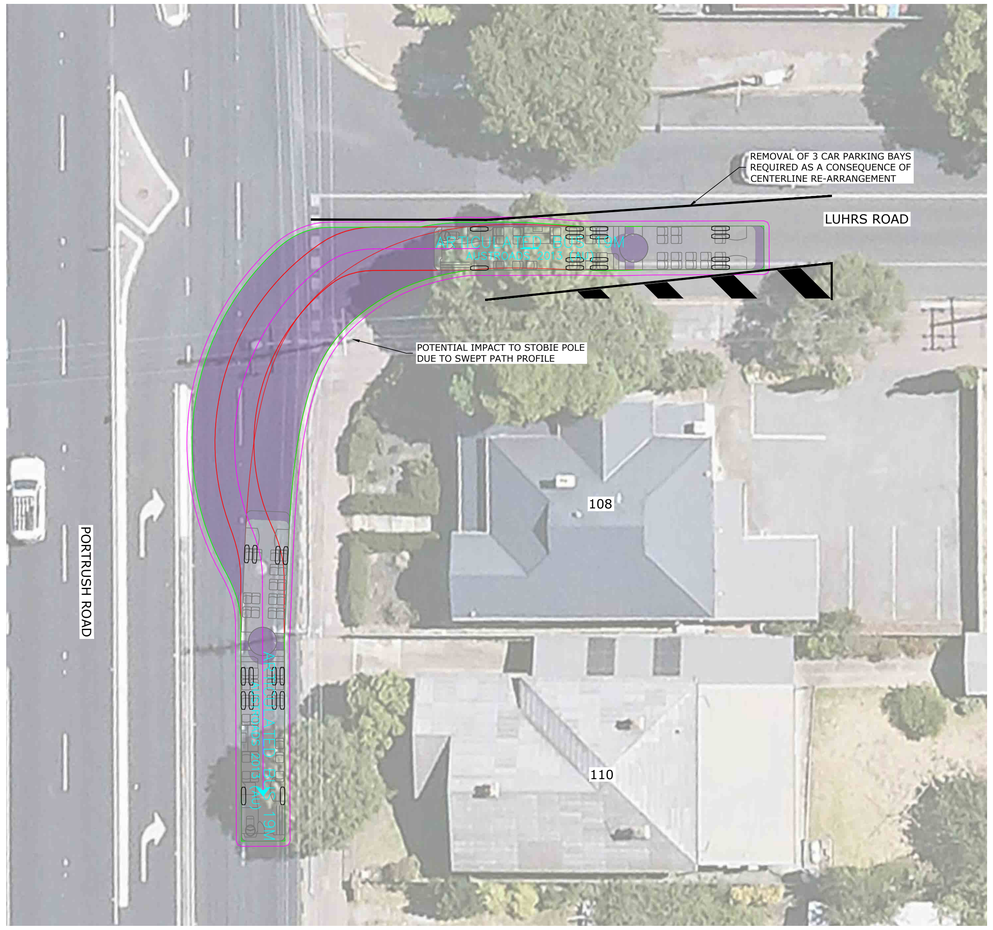
LUHRS ROAD, PAYNEHAM SOUTH
BUS BAY ASSESSMENT
GENERAL CONSTRUCTION - SHEET 3

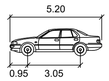
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231436_02_BUS BAY LOCATIONS.DWG	231436	012	

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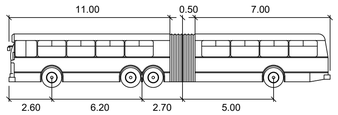






B99

		meters
Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	33.9



ARTICULATED BUS 19M

		meters		
Width	: 2.50	Lock to Lock Time	:	6.0
Track	: 2.50	Steering Angle	:	32.8
		Articulating Angle	:	70.0

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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
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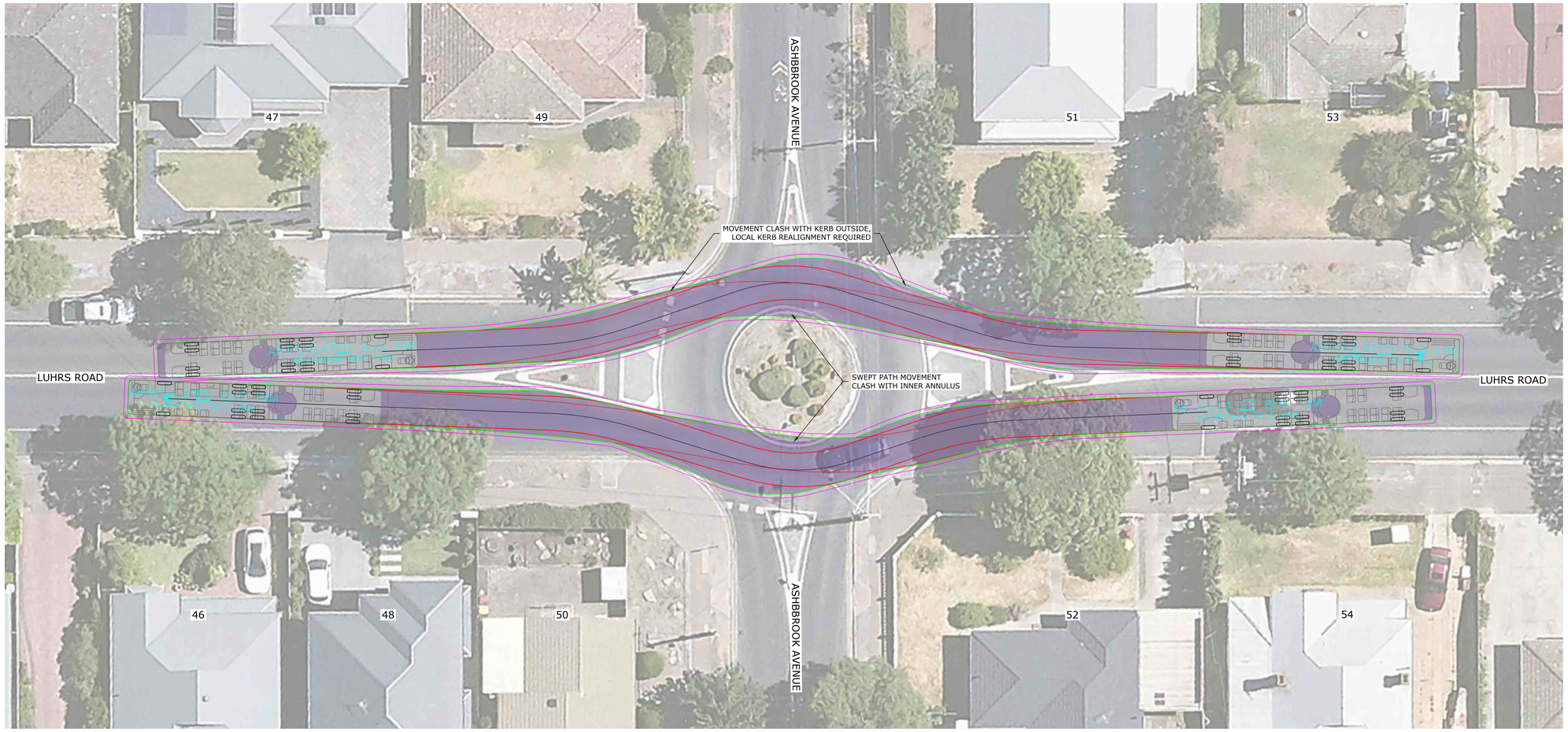
CITY OF NORWOOD PAYNEHAM AND ST PETERS

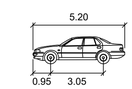
LUHRS ROAD, PAYNEHAM SOUTH
BUS BAY ASSESSMENT
VEHICLE SIMULATION - SHEET 1
19m ARTICULATED BUS

FILENAME: 231436_10_TURNING MOVEMENTS.DWG
PROJECT NUMBER 231436
DRAWING NUMBER 100
REVISION

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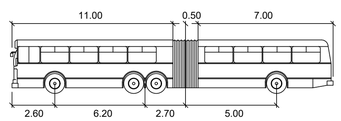
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B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



ARTICULATED BUS 19M

	meters		
Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 2.50	Steering Angle	: 32.8
		Articulating Angle	: 70.0

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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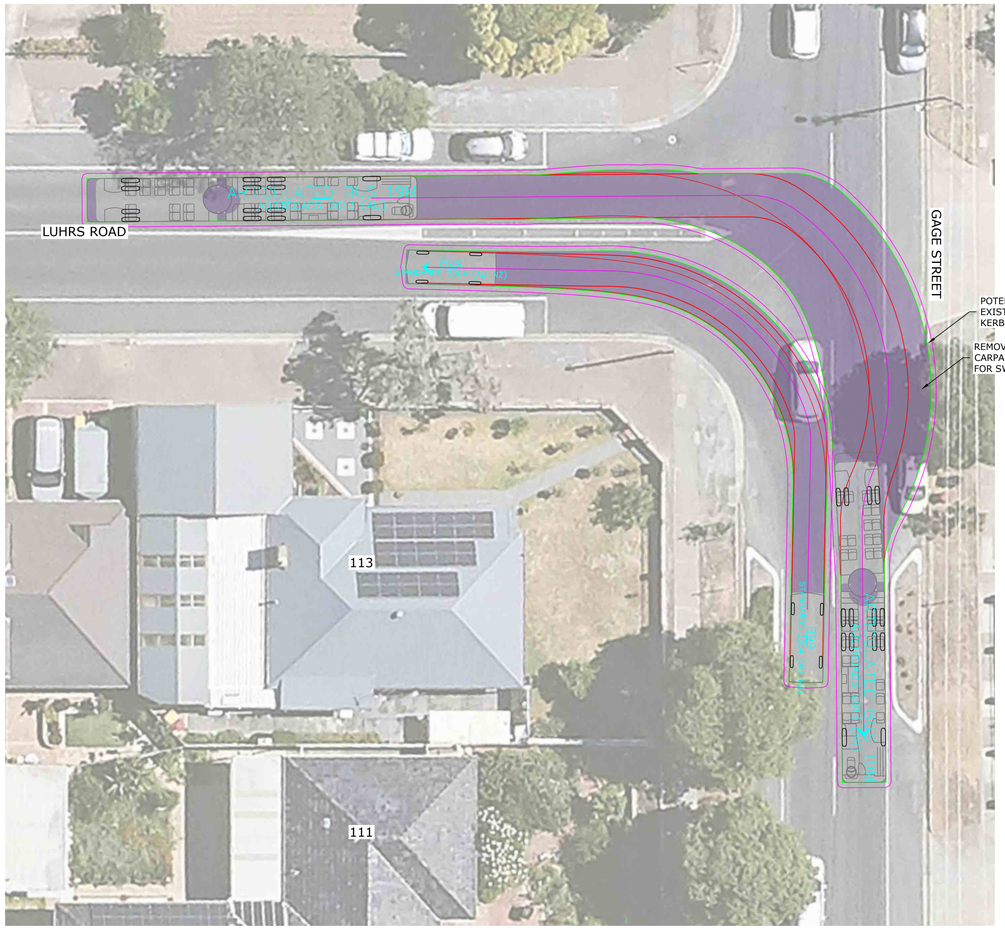
CITY OF NORWOOD PAYNEHAM AND ST PETERS

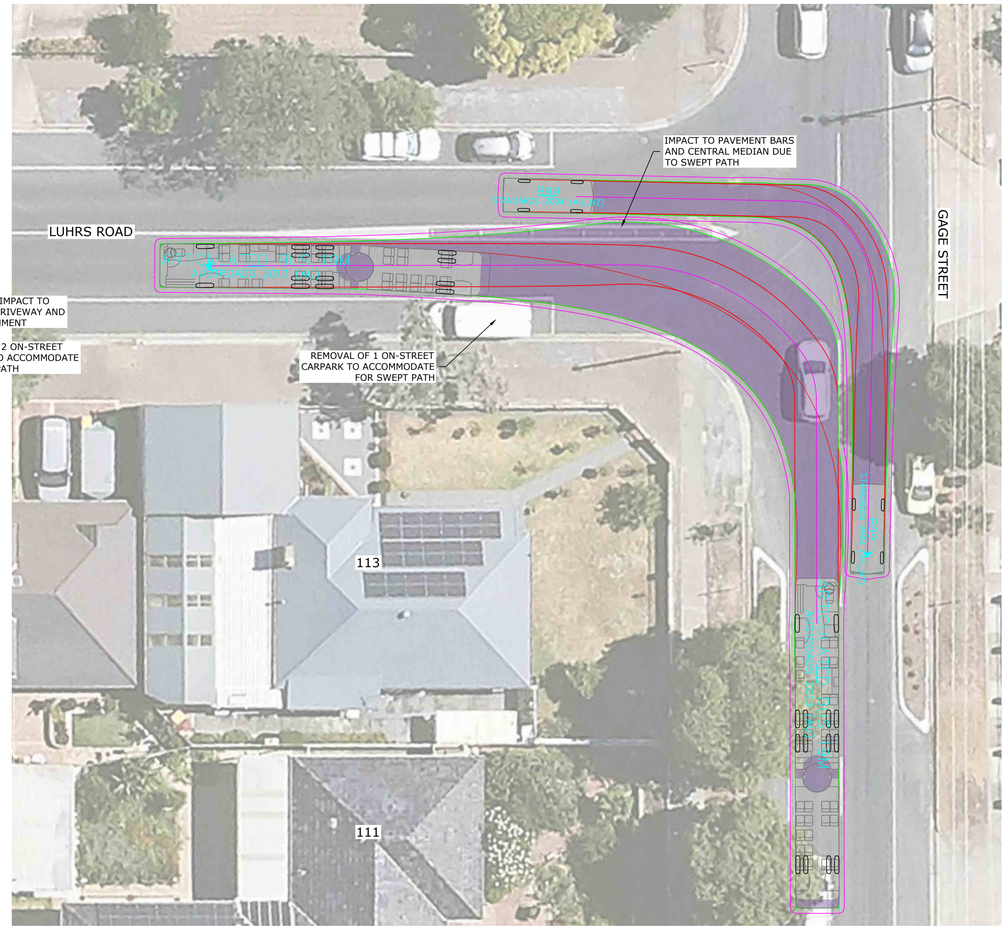
LUHRS ROAD, PAYNEHAM SOUTH
BUS BAY ASSESSMENT
VEHICLE SIMULATION - SHEET 2
19m ARTICULATED BUS

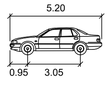
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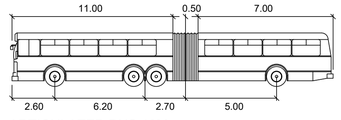






B99

		meters
Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	33.9



ARTICULATED BUS 19M

		meters		
Width	: 2.50	Lock to Lock Time	: 6.0	
Track	: 2.50	Steering Angle	: 32.8	
		Articulating Angle	: 70.0	

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0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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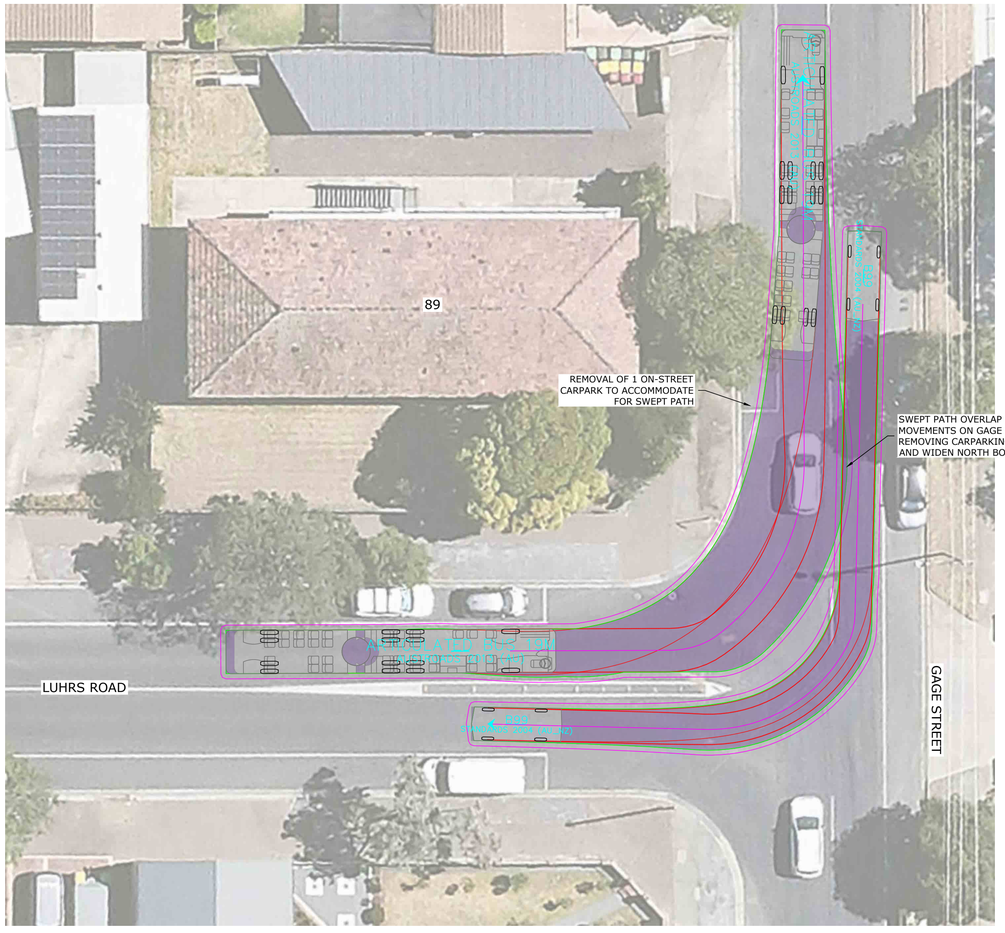
CITY OF NORWOOD PAYNEHAM AND ST PETERS

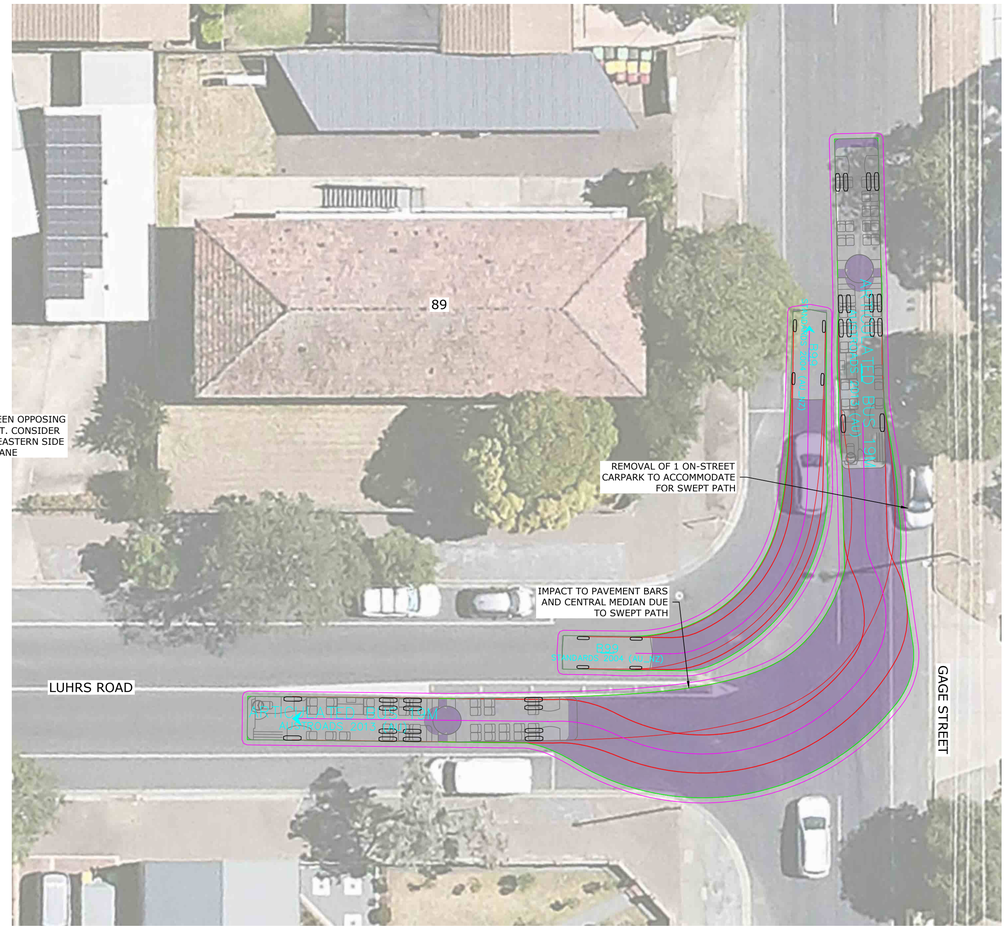
LUHRS ROAD, PAYNEHAM SOUTH
BUS BAY ASSESSMENT
VEHICLE SIMULATION - SHEET 3
19m ARTICULATED BUS

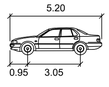
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PROJECT NUMBER: 231436
DRAWING NUMBER: 102
REVISION:

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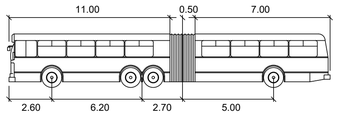






B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



ARTICULATED BUS 19M

	meters		
Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 2.50	Steering Angle	: 32.8
		Articulating Angle	: 70.0

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

0 1.5 3 6 9
1 : 150m (A1) - 1 : 300m (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1

REV.	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.

COORDS: -
DATUM: -
SCALE: 1:150
SURVEYED:NA
SURVEY DATE:-
APPROVED / PROJECT LEADER
JAMES ARNOLD

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PUBLIC UTILITIES:
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

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CITY OF NORWOOD PAYNEHAM AND ST PETERS

LUHRS ROAD, PAYNEHAM SOUTH
BUS BAY ASSESSMENT
VEHICLE SIMULATION - SHEET 4
19m ARTICULATED BUS

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
231436_10_TURNING MOVEMENTS.DWG	231436	103	

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6 OTHER BUSINESS

7 NEXT MEETING

Tuesday, 8 September 2026

8 CONFIDENTIAL REPORTS

Nil

9 CLOSURE