

# Traffic Management & Road Safety Committee Minutes

**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.*

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City of  
Norwood  
Payneham  
& St Peters

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The Presiding Member declared the meeting open at 10.00am.

## **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**                Nil

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

*Mr Nick Meredith moved:*

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

*Seconded by Mr Charles Mountain and carried.*

## **2 PRESIDING MEMBER'S COMMUNICATION**

The Presiding Member commended staff on the recent Bus Tour organised to review the Local Area Traffic Management (LATM) Study for Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris.

## **3 COMMITTEE MEMBER DECLARATION OF INTEREST**

Nil

## **4 DEPUTATIONS**

#### **4.1 DEPUTATION - ST MORRIS BIKEWAY CONCEPT PLAN 2026**

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##### **SPEAKER/S**

Mr Andrew Cave

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

Not Applicable.

##### **COMMENTS**

Mr Andrew Cave has written to the Committee requesting that he be permitted to address the Committee in relation to the St Morris Bikeway Concept Plan 2026.

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

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Mr Andrew Cave addressed the Committee on this matter.

## 4.2 STAPLETON STREET - LOCAL AREA TRAFFIC MANAGEMENT

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### **SPEAKER/S**

Ms Luisa Mercurio

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

Not Applicable.

### **COMMENTS**

Ms Luisa Mercurio has written to the Committee requesting that she be permitted to address the Committee in relation to Stapleton Street Local Area Traffic Management.

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

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Ms Luisa Mercurio addressed the Committee on this matter.

## **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

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### 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.

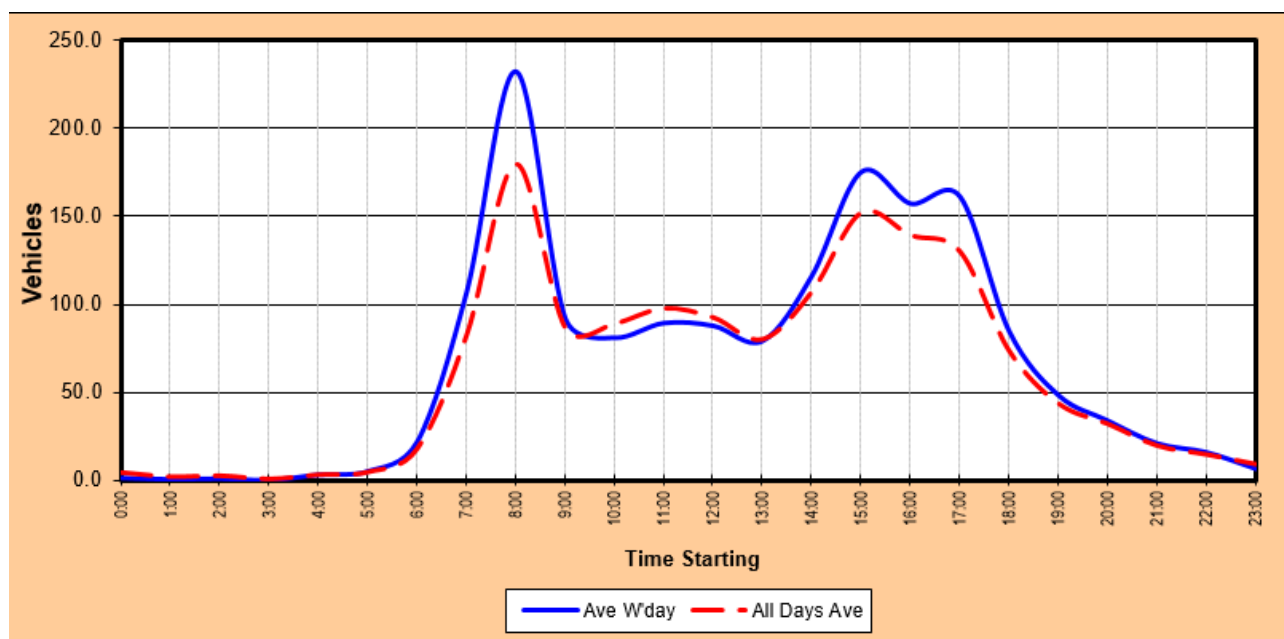
### Traffic Conditions and Road Safety Data:

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.

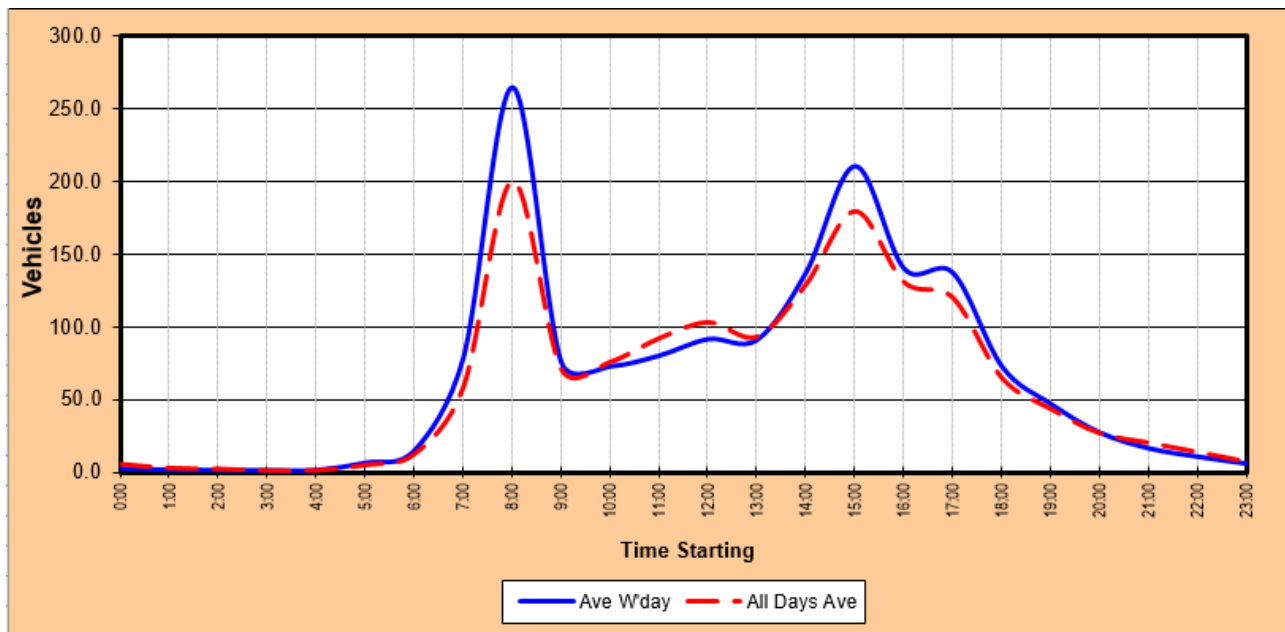
A summary of the results of the traffic survey is provided in Table 1 below, while the corresponding hourly traffic volume profiles for the 2020 and 2026, surveys are presented in Figure 1 and Figure 2, respectively.

**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.*

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Mr Nick Meredith moved:

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.*
4. *That the Committee notes that Stapleton Street will be assessed as part of the LATM post implementation review.*

Seconded by Cr Holfeld and carried unanimously.

## 5.2 HENRY STREET, MAYLANDS - TRAFFIC REVIEW

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

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### 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.*

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*Cr Holfeld moved:*

*That the report be received and noted.*

*Seconded by Cr Knoblauch and carried unanimously.*

### 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

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#### 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:

#### Harrow Road

- 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.

#### First Avenue

- 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.

#### Second Avenue

- 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.

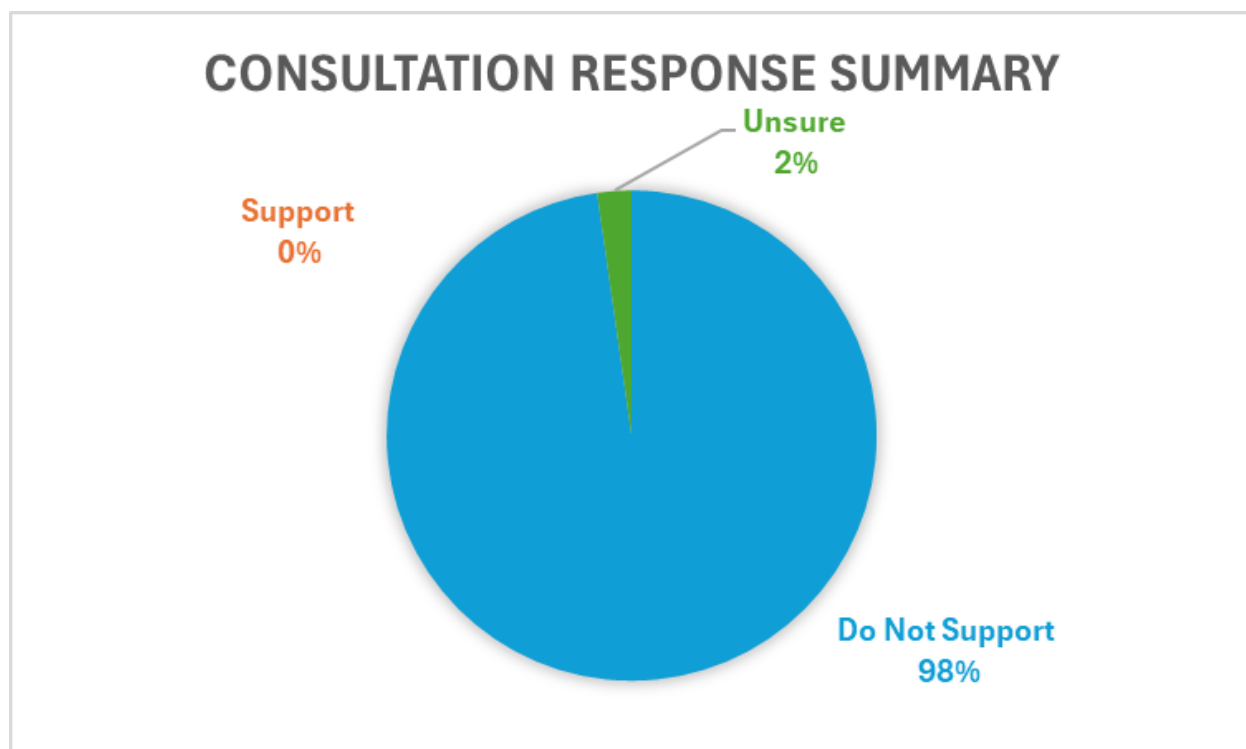
One (1) submission indicated support for the proposal however, this submission has been recorded as "unsure", as the same respondent had also signed the Petition.

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 |
|-----------------|---------|----------------|--------|
| <b>Response</b> | 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<br>Payneham Road and<br>First Avenue | First Avenue between<br>Harrow Road to<br>St Peters Street | Second Avenue<br>between Harrow Road<br>and St Peters Street |
|---------------------------------|----------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------|
| <b>Traffic Volume (veh/day)</b> | 3831<br>Main Collector Road                              | 1456<br>Local Road                                         | 862<br>Local Road                                            |
| <b>AM Peak</b>                  | 540vph - 15%                                             | 241vph - 17%                                               | 140vph - 16%                                                 |
| <b>PM Peak</b>                  | 343vph - 10%                                             | 164vph - 11%                                               | 111vph - 13%                                                 |
| <b>Traffic Speed (km/h)</b>     | 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 footpath 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 Council's 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 Council's 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 Council's attention and be advised of the outcomes of the investigations which have been undertaken.*
-

*Mr Nick Meredith moved:*

- 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 changed to 4hr timed parking operating between 9am to 5pm Monday to Friday and Staff consult with residents and property owners.*
- 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.*

*Seconded by Mr Charles Mountain and carried unanimously.*

## 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

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### 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.

### Albermarle Avenue, Trinity Gardens

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.

### Gwynne Street, Firlie

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.*
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Mr Charles Mountain moved:

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 safety improvements;
  - b. **Gwynne Street** – one-lane slow points at key locations along the corridor;
  - c. **Gage Street** – raised intersections and associated pedestrian safety improvements, designed to accommodate existing bus operations;
  - d. **Avenue Road** – raised intersections, localised road narrowing and pedestrian safety improvements;
  - e. **Shelley Street** – raised intersections and pedestrian safety 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 safety improvements, including improvements supporting the function of the St Morris Bikeway and pedestrian access near Trinity Gardens Primary School; and
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 possible traffic calming treatments for Barnes Road Glynde, between Marian Road and Davis Road, be included in the community consultation for the Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St. Morris Local Area Traffic Management [LATM] Study*
6. *That Council staff engage with the Department for Infrastructure and Transport (DIT) to investigate and develop alternate treatment options for the Payneham Road and Avenue Road intersection and report the outcomes and recommendations back to the Traffic Management & Road Safety Committee for further consideration.*
7. *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.*
8. *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.*

9. *That the Committee notes that the investigation and concept design process for Barnes Road (north of Davis 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.*
10. *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.*

*Seconded by Cr Holfeld and carried unanimously.*

**6 OTHER BUSINESS**

Nil

**7 NEXT MEETING**

Tuesday, 8 September 2026

**8 CONFIDENTIAL REPORTS**

Nil

**9 CLOSURE**

There being no further business, the Presiding Member declared the meeting closed at 11.41am.

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

**Minutes Confirmed on** \_\_\_\_\_  
(date)