



City of
Norwood
Payneham
& St Peters



Feedback Form

Stage 2 Community Consultation: Draft LATM Report

Background

The City of Norwood Payneham & St Peters (“the Council”) has engaged Tonkin Consulting to undertake the Stepney Maylands Evandale Local Area Traffic Management Study (“the LATM Study”). The LATM Study includes all local roads which are under the care, control and management of the Council and which are located within the area bound by Portrush Road, Payneham Road and Magill Road (“the Study Area”).

A map of the Study Area is attached.

The key objective of undertaking the LATM Study, is to identify and address (if possible and practicable) issues within the Study Area which are associated with traffic management and safety for motorists, pedestrians and cyclists. The LATM Study does not include on-street parking as the Council is undertaking a City-Wide Parking Review, as a separate project.

Community consultation associated with the LATM Study is being undertaken in two (2) Stages as set out below.

Stage 1 which has been completed, was undertaken in November 2017. During this Stage, comments were invited from residents, property and business owners located within the Study Area and the wider community to assist in identifying the key issues which need to be considered and addressed. Comments which were received during this Stage, together with an analysis of various traffic data which was collated for all roads located within the Study Area (i.e. vehicular volumes, speeds, classifications, cut-through movements and crashes), has guided the development of a Draft Local Area Traffic Management Report (“the Draft LATM Report”). The Draft LATM Report sets out the key issues which have been identified and proposes a number of strategies to address these issues.

Stage 2 which is the subject of this current community consultation process, seeks to invite comments from residents, property and business owners located within the Study Area and the wider community on the Draft LATM Report which has been developed. Comments which are to be received will assist in the development of a Final LATM Report for the Council’s consideration and adoption which is expected to occur at the end of 2018.

The Draft LATM Report

A copy of the Draft LATM Report, inclusive of all relevant documentation, can be viewed:

- on the Council’s website www.npsp.sa.gov.au; or
- by visiting the Council Offices at the Norwood Town Hall (175 The Parade, Norwood); or
- by visiting any of the Council’s Libraries (refer to the Council’s website for locations and opening hours);

Your Comments

Residents, property and business owners who are located within the Study Area and the wider community, are invited to submit written comments regarding the Draft LATM Report via completing the attached Feedback Form, or via letter or via email.

All written comments and completed Feedback Forms regarding the Draft LATM Report are required to be received by Tonkin Consulting **by no later than 6 August 2018** and can be submitted either:

- via the reply paid envelope which has been provided to residents, property and business owners located within the Study Area; or
- posted to Level 2, 66 Rundle Street, Kent Town, SA, 5067; or
- emailed to latmstudyfeedback@tonkin.com.au; or
- completed online at <https://www.surveymonkey.com/r/QTWJS8X>

Further information regarding the LATM Study can be obtained by contacting Paul Simons at Tonkin Consulting by telephoning 8273 3100 or email atmstudyfeedback@tonkin.com.au

Please indicate whether you “agree” or “disagree” with the Draft Recommendations as contained in the Draft LATM Report

Concerns Raised in the Stage 1 Consultation	Specific Issue	Draft Recommendation contained in the Draft LATM Report	Strongly Disagree	Disagree	Agree	Strongly Agree
Study Area Wide						
Traffic Volumes	'Through traffic' using the Study Area during peak times.	Approach the State Government Department of Planning, Transport and Infrastructure (DPTI) to seek a resolution regarding the capacity and efficiency of arterial roads surrounding the Study Area, including undertaking a formal review of the Portrush Road and Magill Road intersection.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speeding	Speeds in the South Eastern Quadrant of the Study Area marginally higher than the remainder of the Study Area.	<p>The Council is considering the implementation of a 40 kph speed limit in the part of the Study Area which is bound by Portrush Road, Magill Road, Nelson Street and Payneham Road.</p> <p>The potential benefits of a 40 kph speed limit, as outlined in Section 6.2.3 of the Draft LATM Report are summarised below:</p> <ul style="list-style-type: none"> • an expectation that the average speeds along those streets with average speeds currently greater than 40 kph, would reduce but is unlikely to reduce speeds along those streets which currently experience average speeds already lower than 40 kph; • expected road safety benefits to all road users, particularly pedestrians and cyclists; • reinforce the local residential precinct and improve the “<i>residential amenity</i>”; and • serve to complement the existing traffic control devices which are currently in place rather than replace them, including the existing roundabouts and speed humps which are considered to be functioning appropriately and so removal of these devices would be considered a retrograde step and is not supported. <p>Subject to receiving a majority level of community support, the Council will seek approval from the Minister to implement a 40 kph speed limit in the part of the Study Area which is bound by Portrush Road, Magill Road, Nelson Street and Payneham Road.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Narrow Streets	Difficulties in navigating narrow streets with parked vehicles.	Develop a Policy to address on-street parking in narrow streets.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Concerns Raised in the Stage 1 Consultation	Specific Issue	Draft Recommendation contained in the Draft LATM Report	Strongly Disagree	Disagree	Agree	Strongly Agree
Location Specific						
Ann Street	Difficulties in navigating a narrow carriageway width and congestion which is exacerbated by parked vehicles.	Implement a ‘NO ENTRY’ restriction and half road closure in Ann Street to prevent traffic entering from Payneham Road. The restriction would still retain two way traffic along Ann Street and is subject to approval from the State Government Department of Planning, Transport and Infrastructure (DPTI).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ann Street and Olive Road Intersection	Driver sightlines at intersection.	Reassess driver sightlines at the Ann Street and Olive Road intersection subject to the implementation of changes at Ann Street/Payneham Road, or implementation of a 40 kph speed limit as set out above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ann Street and Flora Street Intersection	Driver sightlines at the intersection.	Reassess driver sightlines at the Ann Street and Flora Street intersection subject to the implementation of changes at the Ann Street and Payneham Road intersection or implementation of a 40 kph speed limit.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lindas Lane	Excessive traffic volumes using Lindas Lane.	Implement a ‘NO ENTRY’ restriction at the eastern end of Lindas Lane at its intersection with Morcomb Street but retain two-way traffic in Lindas Lane.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Laura Street and Frederick Street Intersection	Drivers cutting corner as they enter Laura Street from Frederick Street.	Install a pavement bar median (rumble bars) along Laura Street at its intersection with Frederick Street. There is an expected loss of approximately one (1) on-street parking space.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Henry Street	Driver visibility and lane separation at blind bend.	Install a continuous white centreline along Henry Street at the blind corner. There is an expected loss of approximately four (4) on-street parking spaces.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Henry Street and Ann Street Intersection	Historical right angle crashes at intersection.	Undertake a design feasibility to establish the possibility of installing a mini roundabout at this intersection.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stepney Street and Henry Street Intersection	Historical right angle crashes at the intersection.	Re-prioritise traffic movements at the intersection by reversing the existing ‘STOP’ signage.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Morris Street and Bakewell Road Intersection	Drivers cutting corner as they enter Morris Street from Bakewell Road.	Install a pavement bar median (rumble bars) along Morris Street at its intersection with Bakewell Road. There is an expected loss of approximately two (2) to four (4) on-street parking spaces.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adelaide Street and Dover Street Intersection	Historical right angle crashes at the intersection.	Undertake a design feasibility to establish the possibility of installing a standard roundabout at the intersection.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please elaborate on your “agreement” or “disagreement” with the Draft Recommendations as contained in the Draft LATM Report:

Please add any other comments which you wish to provide for consideration:

Name: _____

Address: _____

Email: _____

If you wish to submit additional comments please include as an attachment to this completed Feedback Form.

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