

Traffic Management & Road Safety Committee Minutes

10 August 2021

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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VENUE Mayors Parlour, Norwood Town Hall

HOUR 10.00am

PRESENT

Committee Members Cr Kevin Duke (Presiding Member)
Cr Carlo Dottore
Cr Fay Patterson
Mr Shane Foley (Specialist Independent Member)
Mr Nick Meredith (Specialist Independent Member)
Senior Sergeant Kev Carroll (SAPOL)

Staff Gayle Buckby (Manager, Traffic & Integrated Transport)
Kate Talbot (Executive Assistant, Urban Planning & Environment)

APOLOGIES Nil

ABSENT Nil

TERMS OF REFERENCE:

The Traffic Management & Road Safety Committee is established to fulfil the following functions:

- *To make a final determination on traffic management issues which are referred to the Committee in accordance with the requirements of the Council's Local Area Traffic Management Policy ("the Policy"); and*
- *To endorse proposals and recommendations regarding parking which seek to improve road safety throughout the City.*

1. CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE MEETING HELD ON 15 JUNE 2021

Cr Patterson moved that the minutes of the Traffic Management & Road Safety Committee meeting held on 15 June 2021 be taken as read and confirmed. Seconded by Mr Nick Meredith and carried.

2. PRESIDING MEMBER'S COMMUNICATION

Nil

3. STAFF REPORTS

3.1 40KM/H SPEED LIMIT IN NORWOOD & KENT TOWN - COMMUNITY CONSULTATION

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA60176
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to:

- present the Traffic Management & Road Safety Committee (“the Committee”) with the outcomes of the community consultation regarding the proposal to introduce a 40km/h speed limit in residential streets of Norwood and Kent Town (“the 40km/h speed limit in Norwood and Kent Town”); and
- to provide the Committee with recommendations regarding the next steps towards implementation of the 40km/h speed limit in Norwood and Kent Town.

BACKGROUND

At the Council meeting held on 6 April 2021, the Council endorsed that community consultation proceed for the proposal to introduce a 40km/h area speed limit on residential streets in Norwood and Kent Town.

There were a number of steps culminating in the proposal to introduce 40km/h speed limit in Norwood and Kent Town as summarised in the dot points below:

- 6 April, 2020: The Council resolved to request the Committee to investigate the introduction of a City-wide 40km/h area speed limit.
- 18 August 2020: The Committee recommended to the Council that the investigations identified sufficient justification to consider the *staged* implementation of 40km/h speed limit in residential streets across the City, with an initial focus on Norwood and Kent Town.
- 16 February 2021: The Committee recommended to the Council to undertake community consultation on the proposal to understand the community’s attitude toward the reduced speed limit prior to endorsing its implementation.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Reducing traffic speed in residential streets has the potential to support and facilitate the Outcomes and Objectives of the Council’s Strategic Management Plan, *City Plan 2030*, as listed below.

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1: Convenient and accessible services, information and facilities.

Objective 2: A people-friendly, integrated, sustainable and active transport network.

Objective 3: An engaged and participating community.

Objective 4: A strong, healthy, resilient and inclusive community.

Outcome 2: Cultural Vitality

A culturally rich and diverse city, with a strong identity, history and sense of place.

Objective 4: Pleasant, well designed, and sustainable urban environments

Objective 5: Dynamic community life in public spaces and precincts.

FINANCIAL AND BUDGET IMPLICATIONS

The consultation campaign for the proposed 40km/h speed limit in Norwood & Kent Town was managed by Council staff. The cost for materials (printing, delivery and advertising) was \$8,574 and was funded from the recurrent Traffic & Integrated Transport budget.

If the Council determines to proceed with implementation of a 40km/h speed limit in Norwood and Kent Town, there would be costs associated with the planning and mapping of sign locations, sign manufacture, sign installation and community education.

The Council has allocated \$25,000 in its 2021-2022 Budget to implement the 40km/h Speed Limit in Norwood and Kent Town. This fee was an estimate based on the funding required to implement 40km/h speed limit in Stepney, Maylands and Evandale in 2017.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

If the Council determines to proceed with the implementation of a 40km/h area speed limit in Norwood and Kent Town, it would be appropriate to include an education and awareness campaign so that citizens are given advance notification of the speed limit change.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Reducing the speed to 40km/h in residential streets improves safety for pedestrians and cyclists which can encourage more people to choose environmentally sustainable transport options for short trips.

RESOURCE ISSUES

If the Council determines to proceed with the implementation of a 40km/h speed limit in Norwood and Kent Town, there will be considerable staff resources required to manage the implementation. This will include seeking final approval from the Department for Infrastructure & Transport, planning the location of signs, arranging for manufacture and installation, and ensuring that the community is made aware of the change.

RISK MANAGEMENT

If the Council determines to proceed with the implementation of a 40km/h speed limit in Norwood and Kent Town, all works will be undertaken in accordance with the requirements of the Department for Infrastructure & Transport and relevant Australian Standards and Guidelines.

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Staff**

General Manager, Urban Planning & Environment
Manager, City Services
Acting Manager, Urban Services

- **Community**

A *Have Your Say!* campaign was undertaken from 17 May 2021 to 21 June 2021.

6,878 postcards were delivered directly to residents, home-owners and traders in Norwood and Kent Town, letters were sent to key stakeholders and the wider community were informed by various means including print and digital media.

Details of the *Have Your Say!* campaign are provided in this report and a sample of the consultation materials are contained in **Attachment A**.

- **Other Agencies**

- Department for Infrastructure and Transport (DIT)
- City of Burnside
- City of Adelaide
- SAPOL.

DISCUSSION

The area that is proposed for a 40km/h speed limit is bound by Magill Road, Portrush Road, Kensington Road and Dequetteville Terrace. The affected streets are the residential streets of Norwood and Kent Town, excluding The Parade West and Osmond Terrace. The roads under the care, control and maintenance of the State Government (The Parade, Fullarton Road, Rundle Street and Flinders Street) are also excluded. The subject area and affected streets are illustrated on the map contained in **Attachment B**.

The investigations undertaken throughout 2020 and 2021 that resulted in the Council's endorsement at the meeting held on 6 April 2021 to undertake community consultation on the 40km/h speed limit in Norwood and Kent Town, are summarised below:

- 40km/h in residential streets aligns with the '*National Road Safety Strategy 2011-2020*', which is the overarching document that provides the national framework for road safety and is committed to by all State and Territory Governments.
- Research shows that the implementation of 40km/h signs in residential streets results in widespread minor speed reduction, indicating that it is a successful and low-cost intervention that changes motorist behaviour and improves safety.
- There have been 160 crashes involving vulnerable road users (cyclists and pedestrians) within the Council's local road network over the past five (5) years and a reduced speed limit to 40km/h represents an opportunity to significantly reduce the number of crashes and injuries over time.
- The Department for Infrastructure & Transport supports 40km/h speed-limited areas to help create a speed environment appropriate to residential streets and in precincts where existing speeds are not overly high.
- Evaluation of the implementation of 40km/h in Stepney, Maylands and Evandale identified that there has been a mean speed reduction of between 1.4 km/h and 3.7km/h.
- A staged approach instead of a City-wide approach was adopted not just as a practical budgeting approach but also to allow for progressive monitoring and evaluation to ensure that the desired outcomes are being achieved.

Norwood and Kent Town was selected at the first stage because:

- Norwood and Kent Town are adjacent to the Stepney, Maylands and Evandale triangle which was speed limited to 40 km/h in 2019 as part of the *Stepney, Maylands and Evandale Local Area Traffic Management Study* undertaken in 2017. It is appropriate that the staged approach is undertaken in adjacent suburbs to provide consistency for motorists, rather than a series of speed limit changes, and
- the street layout and dwelling density of Norwood and Kent Town is conducive to meeting the requirements for 40km/h set out by the Department for Infrastructure & Transport (DIT).

The Parade West and Osmond Terrace are excluded from the 40km/h speed limit in Norwood and Kent Town because:

- The Parade West acts as a sub-arterial road, linking roads under the care and control of DIT which have varying speeds (Rundle Street - 50km/h, Flinders Street - 60km/h, Fullarton Road -60km/h, and The Parade - future proposed 50km/h). Roads with a sub-arterial function are rarely reduced to 40km/h unless major infrastructure changes to reduce speed are concurrently applied. Given that the funds are not available to undertake this at present, it is prudent to retain 50km/h along The Parade West for the foreseeable future.
- Osmond Terrace is a major north-south link between Nelson Street, Stepney (a road under the care and control of DIT with a speed of 60km/h) and Prescott Terrace (a road maintained by the City of Burnside with a speed of 50km/h). Liaison with the Department and the City of Burnside, identified that there are no plans to reduce the speed limits of these roads. Therefore, for motorist consistency and acceptance of reduced speed limits, it is considered appropriate to maintain the existing speed of 50km/h along Osmond Terrace for the foreseeable future.

The Parade Master Plan, which has been endorsed by the Council, proposed the implementation of the following speed limits along The Parade:

- 50 km/h (from 60km/h) from Fullarton Road to Osmond Terrace; and
- 40 km/h (from 50km/h) from Osmond Terrace to Portrush Road.

Final approval from the Department for Infrastructure & Transport to change these speed limits on The Parade has not yet been provided. Therefore The Parade has been excluded from the community consultation for a 40km/h speed limit in Norwood and Kent Town.

Consultation Strategy

The *Have Your Say!* campaign commenced on Monday 17 May 2021 and closed on Monday 21 June 2021.

6,878 postcards were delivered to residents, property owners and traders in Norwood and Kent Town including:

- 5,020 postcards letterbox dropped into every dwelling and business in Norwood and Kent Town; and
- 1,858 postcards delivered via Australia Post to property owners who do not reside in Norwood or Kent Town.

The wider community was informed that consultation was open by a range of advertising including coreflute road signs, posters at Council buildings, an advertisement in *The Advertiser*, a media release, a banner on Council's website and social media posts. In addition, emails were sent to inform key stakeholders including, the Norwood Residents Association, the Kent Town Residents Association and the Prince Alfred College.

The invitation included a QR Code and link to additional information and a survey on the Council's website. The survey could be completed on-line or hard-copy, and included a space for comments and the following questions:

1. Do you support a 40km/h speed limit in the residential streets of Norwood and Kent Town, excluding State Government Roads (Fullarton Road, Flinders Street, Rundle Street & The Parade), and Council Roads (The Parade West & Osmond Terrace).
2. Do you live and/or work in Norwood and/or Kent Town?
3. Do you visit or commute through Norwood and/or Kent Town?

A sample of the consultation materials are contained in **Attachment A**.

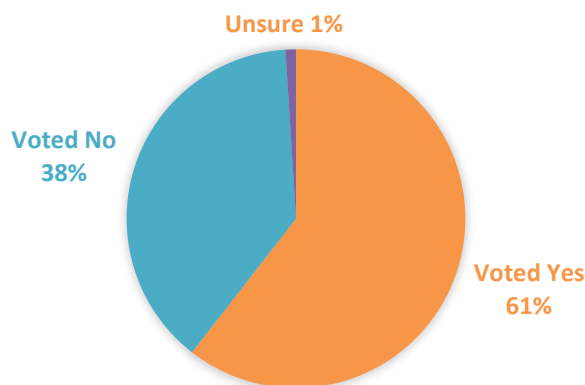
Consultation Outcomes

The Council received a total of 803 responses to the survey which have been collated into a table (names and addresses removed), and contained in **Attachment C**.

Of the 803 respondents, 642 live and/or work in Norwood and/or Kent Town, representing 9.3% of the total number of postcards delivered. The remaining 161 respondents visited or commuted through Norwood and/or Kent Town or they may own a home in Norwood or Kent Town but live elsewhere.

Of the 803 responses:

- 486 (60.5%) respondents support the proposal by ticking the 'yes' box;
- 309 (38.5%) respondents do not support the proposal by ticking the 'no' box; and
- 8 (1%) respondents were unsure.



Of the 486 respondents who support the proposal:

- 369 lived or worked in Norwood and/or Kent Town;
- 114 visited or commuted through Norwood and/or Kent Town; and
- 3 did not answer this question.

Of the 309 respondents who do not support the proposal:

- 265 lived or worked in Norwood and/or Kent Town; and
- 44 visited or commuted through Norwood and/or Kent Town.

All 8 of the 'unsure' respondents lived and/or worked in Norwood and Kent Town.

The most common comments from citizens who support the proposal are:

- too many cars are speeding in the residential streets;
- it will improve safety for my family;
- It will be nicer to ride my bike;
- It will be better for pedestrians of all ages;
- It will discourage people from cutting through residential streets;
- It is a sensible approach to road safety; and
- Norwood would be a nicer place to shop and visit.

The most common comments from citizens who do not support the proposal are:

- multiple speed limits are confusing;
- it is not necessary, 50km/h is fine;
- there is no justification for 40km/h;
- people will continue to speed anyway;
- 40km/h is too slow
- It is a stupid / ridiculous idea / nanny state;
- There is no benefit; and
- Will increase travel time / inconvenient to commuters

Consultation Summary

It is considered that a 60.5% majority indicates that there is sufficient community support to justify the implementation of the proposed 40km/h speed limit in Norwood and Kent Town.

Legislative Requirements of the Department for Infrastructure & Transport (DIT)

There are a number of further steps required prior to implementation of the 40km/h speed limit, to comply with the requirements of the Department for Infrastructure & Transport (DIT), as set out in the "The DIT publication, *Speed Limit Guidelines for South Australia*, which are to:

- obtain support from the Local State Member of Parliament;
- provide DIT with site plans showing proposed sign locations and alterations to existing signs;
- provide DIT with a Traffic Impact Statement that includes all investigations undertaken;
- liaise with SAPOL to ensure support and that appropriate enforcement will be undertaken post-implementation; and
- write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs (as required under section 21 of the Road Traffic Act 1961).

OPTIONS

The community consultation responses discussed in this report have identified that the majority of respondents support a speed limit of 40km/h in the residential streets of Norwood and Kent Town as depicted on the map contained in **Attachment B**.

The Committee is now required to provide advice on the next steps.

Option 1

The Committee can advise the Council that despite the community consultation responses being 60.5% of respondents in-support of the 40km/h speed limit in Norwood & Kent Town, the existing default speed limit of 50km/h should remain.

This approach is not recommended on the basis that the investigations into a reduced speed limit identified that 40km/h is a best-practice, sensible, low-cost approach to improving road safety on residential streets and is also supported by the majority of the consultation respondents who live, work, visit and commute in Norwood and Kent Town.

Option 2

The Committee can advise the Council that the consultation outcomes for a 40km/h speed limit in Norwood and Kent Town provides sufficient justification for Council staff to undertake the final tasks that are required by the Department of Infrastructure & Transport and to seek approval from the Minister to install the 40km/h speed limit signs and proceed with implementation.

The final tasks are to:

- Obtain support from the Local State Member of Parliament;
- Provide DIT with site plans showing proposed sign locations and alterations to existing signs;
- Provide DIT with a Traffic Impact Statement that includes all investigations undertaken; and
- Liaise with SAPOL to ensure support and that appropriate enforcement will be undertaken post-implementation.

Once the final tasks are completed satisfactorily, a letter is required to be written to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs as required under section 21 of the Road Traffic Act 1961.

The Committee could resolve that once approval from the Minister is granted, Council staff would prepare a report to Council that provides:

- A description of the outcomes of the final tasks undertaken, including the approval from The Minister;
- a description of the community awareness campaign to ensure the community has advanced warning of the speed reduction in Norwood and Kent Town; and
- a recommendation that the Council endorse the implementation for a 40km/h speed limit in Norwood & Kent Town as depicted in **Attachment B**.

If however, the final tasks cannot be completed satisfactorily and approval from the Minister cannot be granted, a report will be presented back to the Committee detailing these outcomes and suggesting alternative recommendations.

This approach is recommended because the introduction of a 40km/h speed limit in Norwood and Kent Town is a practical and cost effective solution to traffic calming, is supported by all levels of Government Australia-wide and the consultation outcomes indicated community support. This approach is a practical way forward to expediting the final tasks required and seeking endorsement from the Council rather than requiring an additional Committee meeting.

CONCLUSION

It is considered that given the consultation outcomes in respect to the number of respondents in favour of introducing a 40km/h speed limit in Norwood and Kent Town, there is sufficient justification to implement a 40km/h speed limit in Norwood and Kent Town as contained in **Attachment B**, and that Council staff can proceed to complete the final tasks required to seek approval from the Minister. On the satisfactory completion of these tasks, a report will be presented to the Council to seek endorsement for the implementation of the reduced speed limit in Norwood and Kent Town. If however, the final tasks cannot be completed satisfactorily and approval from the Minister cannot be granted, a report will be presented back to the Committee detailing these outcomes and providing alternative recommendations.

COMMENTS

The Council has allocated \$25,000 in its 2021-2021 Annual Business Plan and Budget to manufacture and install the 40km/h signs and therefore implementation can commence this financial year.

RECOMMENDATION

That the Traffic Management and Road Safety Committee recommends to the Council staff:

1. That the Council approves the introduction of a 40km/h speed limit in the suburbs of Norwood and Kent Town subject to completion of the tasks set out in Part 2 below.
 2. Council staff complete the final tasks that are required by the Department of Infrastructure & Transport (DIT) to enable the Council to implement the 40km/h speed limit signs, as set out in the DIT's 'Guidelines to Speed Limits in South Australia', namely:
 - write to the Local State Member of Parliament to request support for the implementation of a 40km/h area speed limit in Norwood and Kent Town;
 - prepare plans showing proposed sign locations and alterations to existing signs;
 - prepare a Traffic Impact Statement that includes all investigations undertaken;
 - liaise with SAPOL to ensure support, and that appropriate enforcement will be undertaken post-implementation; and
 - write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs as required under section 21 of the Road Traffic Act 1961.
 3. The Council notes that a report will be provided to the Council once the final tasks set out in Part 2 above have been completed.
-

Mr Shane Foley moved:

That the Traffic Management and Road Safety Committee recommends to the Council staff:

1. *That the Council approves the introduction of a 40km/h speed limit on the residential streets of Norwood and Kent Town as depicted on the map contained in Attachment B, subject to completion of the tasks set out in Part 2 below.*
2. *Council staff complete the final tasks that are required by the Department of Infrastructure & Transport (DIT) to enable the Council to implement the 40km/h speed limit signs, as set out in the DIT's 'Guidelines to Speed Limits in South Australia', namely:*
 - *write to the Local State Member of Parliament to request support for the implementation of a 40km/h area speed limit in Norwood and Kent Town;*
 - *prepare plans showing proposed 40km/h sign locations and alterations to existing signs, that would enforce the 40km/h speed limit on the residential streets in Norwood and Kent Town, as depicted on the map contained in Attachment B;*
 - *prepare a Traffic Impact Statement that includes all investigations undertaken;*
 - *liaise with SAPOL to ensure support, and that appropriate enforcement will be undertaken post-implementation; and*
 - *write to the Department for Infrastructure and Transport seeking approval from the Minister to install the 40km/h signs as required under section 21 of the Road Traffic Act 1961.*
3. *The Council notes that a report will be provided to the Council once the final tasks set out in Part 2 above have been completed.*

Seconded by Cr Dottore and carried unanimously.

4. OTHER BUSINESS

Nil

5. NEXT MEETING

Tuesday 19 October 2021

6. CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 10.30am.

Cr Kevin Duke
PRESIDING MEMBER

Minutes Confirmed on _____
(date)