

Traffic Management & Road Safety Committee Agenda & Reports

15 February 2022

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

9 February 2022

To all Members of the Traffic Management & Road Safety Committee

Committee Members

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

Staff

- Carlos Buzzetti (General Manager, Urban Planning & Environment)
- Gayle Buckby (Manager, Traffic & Integrated Transport)

NOTICE OF MEETING

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

Tuesday 15 February 2022, commencing at 10.00am

Please advise Gayle Buckby on 83664542 or email gbuckby@npsp.sa.gov.au, if you are unable to attend this meeting or will be late.

Yours faithfully



Mario Barone
CHIEF EXECUTIVE OFFICER

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

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Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
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City of
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VENUE Mayors Parlour, Norwood Town Hall

HOUR

PRESENT

Committee Members

Staff

APOLOGIES

ABSENT

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 21 DECEMBER 2021**

2. PRESIDING MEMBER'S COMMUNICATION

3. STAFF REPORTS

3.1 PETITION – JOHN STREET, ASHBROOK AVENUE AND SURROUNDING AREAS, PAYNEHAM TRAFFIC MANAGEMENT

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA85645
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to inform the Traffic Management & Road Safety Committee (“the Committee”) of a Petition which has been received regarding traffic management issues associated with John Street, Ashbrook Avenue and surrounding areas in Payneham.

BACKGROUND

The Petitioners are requesting that the Council consider the following matters in relation to John Street, Ashbrook Avenue and surrounding areas in Payneham:

- reduce the speed limit from 50kph to 40kph and regular monitoring of the streets;
- a tonnage limit for vehicles that can use the local streets;
- installation of traffic management measures to deter rat running, such as one-way streets; and
- installation of a chicane on John Street to reduce speed in the approach to the roundabout.

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

The petition has been signed by a total of 66 citizens, including the convenor of the petition.

In accordance with the Council’s Privacy Policy, the personal information of the petitioners, (ie the street addresses) have been redacted from the petition. The names of the signatories and the suburb which have been included on the petition have not been redacted.

Notwithstanding the above, a number of signatories did not include their suburb as part of their address when completing the petition. Of the 66 signatories, (with the exception of one (1) signatory who indicated they lived in the suburb of Glenside), 65 reside in the local area (ie, Ashbrook Avenue, Arthur Street, Coorara Avenue, John Street, Leonard Street, Marian Road).

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

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

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and noise can reduce community liveability and safety of residential streets.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable

RESOURCE ISSUES

The work required to undertake further investigations can be integrated with the '*Traffic Study – Glynde, Payneham, Payneham South, Trinity Gardens & St Morris*'. It is planned that Consultants will be engaged to commence this study in March, 2022.

RISK MANAGEMENT

Not Applicable

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Committee Members**
Crs Duke, Dottore and Patterson are aware of the petition as it was considered by the Council at its meeting held on 17 January, 2022.
- **Staff**
General Manager, Governance & Community Affairs
General Manager, Urban Planning & Environment
- **Community**
Not Applicable
- **Other Agencies**
Not Applicable

DISCUSSION

The Council has received a number of letters from citizens in the suburb of Payneham regarding safety concerns and loss of neighbourhood amenity, as a result of high speed and volume of traffic. Similar concerns have also been raised by residents in the neighbouring suburbs of Glynde, Payneham South, Firlé, Trinity Gardens and St Morris.

Given the high number of complaints, the Council allocated \$15,000 in its 2021-2022 Budget to commence a traffic study of the area bound by Payneham Road, Magill Road, Glynburn Road and Portrush Road (*the Traffic Study*). The intent of the *Traffic Study* is to provide a strategic analysis of the traffic movements from an area-wide perspective, bound by arterial roads, rather than address each resident concern on an ad-hoc manner as they arise. This approach is the most sensible long-term approach, to ensure that traffic management solutions are holistic and strategic and will not potentially shift the problem from one street to another.

Traffic data collected in 2020 and 2021, has been analysed by staff, which has identified that a significant number of streets in the area carry high traffic volumes and speed. These traffic issues are exacerbated by the long distance between arterial roads which encourages non-local traffic to find short-cuts, as well as various traffic generators such as Schools, the light industrial zone, the Firlie Shopping Centre and the Council Depot. In addition, there will be impacts from the future development of large properties along the Glynburn Road and Payneham Road.

Given the findings of this analysis and the concerns regarding road safety have continued to increase, it is considered necessary to increase the scope of the *Traffic Study* to include a community consultation component. This will provide an opportunity to all residents and business-owners within the study area to voice their traffic concerns. The funding for this additional component will be subsidised by the Traffic and Integrated Operating Budget.

The total budget will enable the engagement of specialist Transport and Community Engagement Consultants to qualitatively and quantitatively identify traffic-related issues throughout the area. Traffic will be analysed to provide an evidence-based framework that together with community consultation outcomes, will identify and prioritise the locations where traffic management is required and provide a robust basis for the further development of traffic management solutions in the study area.

It is planned that the Traffic Study will commence this financial year.

The suburb of Payneham (subject area of this petition) and the boundary of the proposed *2021-2022 Traffic Study* are depicted in **Attachment B**.

The Petitioners have specifically requested a number of traffic management solutions, albeit that the cause of the issues have not been identified. These are listed below followed by a response.

1. *Reduce the speed limit from 50kph to 40kph and regular monitoring of the streets.*

The Council is currently investigating the introduction of a 40km/h speed limit in residential streets city-wide. This is currently being undertaken in a staged approach, on a precinct by precinct basis and would be included in any strategic traffic study as a matter of course. Therefore, *the 2021-2022 traffic study* will include investigations into the introduction of a 40km/h area speed limit.

Monitoring of the speed is undertaken by SAPOL and the Council does not have the authority to issue speeding fines to motorists. The Council provides SAPOL with information regarding Council roads that have been identified as high risk and are actively advocating for more SAPOL presence on Council roads.

2. *A tonnage limit for vehicles that can use the local streets.*

The routes that heavy vehicles are using within the study area will be reviewed as part of the *Traffic Study* and will be assessed with regard to origins and destinations, alternative route opportunities, infrastructure constraints, road safety and public amenity.

3. *Installation of traffic management measures to deter rat running, such as one-way streets.*

The 2021-2022 traffic study will form the framework for the development of any traffic management solutions as required. The area as a whole must be considered strategically so that traffic management solutions taken in one street do not simply shift a problem to another street. The type of measures that may be required should not be pre-empted at this stage in the absence of data being available from the foreshadowed area wide *Traffic Study*.

4. *Installation of a chicane on John Street to reduce speed in the approach to the roundabout.*

The intent of the *Traffic Study* is to identify and prioritise the locations where traffic management solutions are warranted. The locations and type of solutions should not be pre-empted at this stage, but will be determined in the outputs of the *Traffic Study*.

CONCLUSION

The Council is aware of the traffic issues in Payneham which have been raised in the petition and is also aware that these concerns are shared by other citizens in the surrounding suburbs of Payneham South, Glynde, Firle, Trinity Gardens and St Morris.

The area as a whole (area bound by the arterial road network), must be considered strategically so that traffic management undertaken in one street does not adversely impact another street.

Funding has been allocated to undertake a traffic study in the area bound by Payneham Road, Magill Road, Glynburn Road and Portrush Road, which includes the suburb of Payneham. This study will commence in the first half of 2022 and will form the framework for the strategic development and planning for traffic management solutions where warranted.

As such, the Petitioners will be advised that a Traffic Study for the area bound by Payneham Road, Magill Road, Glynburn Road and Portrush Road will commence this financial year. The traffic issues raised in the petition will be included in the community consultation component of the Study, and the signatories of the petition will have the opportunity to engage with the Council again during the community consultation component of the study.

COMMENTS

The concerns and requests which have been raised in the petition, have been documented for inclusion into the community consultation component of the 2021-2022 *Traffic Study*.

The Council has allocated \$15,000 in its 2021-2022 Budget to commence the *Traffic Study*. Any additional funding that may be required will be sourced from the Traffic and Integrated Transport Operating Budget, to ensure the *Traffic Study* includes robust community consultation with all affected residents and business-owners within the study area.

RECOMMENDATION

1. That the Petition (as contained in Attachment A), that was received by the Council at its meeting held on 17 January, 2022, be received and noted.
2. That the Committee notes that the Council has allocated funding to undertake a Traffic Study of the area bound by Payneham Road, Magill Road, Glynburn Road and Portrush Road and that this study will include the investigation of traffic issues on Ashbrook Avenue, John Street and in the surrounding areas of Payneham.
3. That the Committee notes that in respect to the Petitioners request for a 40 km/h Speed Limit, this will be investigated in the Traffic Study as part of the Council's investigations into the introduction of a City-wide 40 km/h speed limit.
4. That the Petitioners be advised that:
 - the Council has allocated funding to undertake a Traffic Study of the area bound by Payneham Road, Magill Road, Glynburn Road and Portrush Road and that this study will include the investigations of traffic issues on Ashbrook Avenue, John Street and in the surrounding areas of Payneham to ensure traffic management solutions are considered in a strategic rather than 'ad-hoc' manner;
 - the Traffic Study will consider the traffic issues which have been raised in the Petition as part of the community consultation component of the study;
 - the Petitioners will have additional opportunities to raise their specific traffic concerns with the Council during the study; and
 - the Petitioners be thanked for bringing their concerns to the Council's attention.

Attachment A

Petition
John Street, Ashbrook Avenue and Surrounding Areas,
Payneham Traffic Management

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

Telephone 8366 4555
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Petition from residents in the Payneham area, John St and Ashbrook Ave and surrounding areas

We acknowledge the work done on the John St /Ashbrook Ave round about and the outcomes from the trial and subsequent rubber humps instillation to improve driver behaviour. This is a good start to traffic management in the Payneham area.

There is much more to be done to curtail the increasing drive through of heavy traffic at peak times and during the day as the recent traffic data has identified.

We, the undersigned residents request the drive through of heavy traffic and the driver behaviour be further managed in our suburb for these reasons:

- Risk to our family, pets and our vehicles as cars and heavy trucks use our streets as a thorough fare with no consideration for residents. We are concerned for the welfare of the residents safety.
- Speeding cars, unregulated, knock off parked car mirrors and damage vehicles by scratching the side as the motorists are driving too close.
- Noise and air pollution are a major consideration especially at roundabouts and intersections with irritable motorists tooting and speeding so that they don't have to rank behind parked cars.
- Damage to council property as cars travelling too fast running into signage and over the roundabouts at unsafe speeds.
- Large trucks and buses failing to negotiate the round about and speeding in narrow streets with resultant loss of mirrors and damage to parked cars.

Apart from the roundabout rubber humps, no other traffic management has been initiated.

We ask that there is:



- A speed limit of 40 kms /hour and it is regularly monitored in all the streets of our suburb.
- With increasing heavy traffic, other means to slow traffic may be to have a 3 tonne limit on vehicles that can use the suburban streets
- Traffic deterrent for cut through with one way streets
- Chicane half way down John St to slow the speed way where cars can reach 50-60kms when they reach the roundabout.

Date	Name	Address	Email	Signature
23/10	GARY GRIMSHEAD			
23/10	Gale Grimshead			
23/10	Kate Allcock			
23/10	Aranv Singh			
23/10	Palki			
23/10	Michelle T			
23/10	Wendy Lore			
23/10	Bruce + Carol			
23/10	LYNOSAY EICHA			
23/10	Li Glen			
	PETER BANER			
23/10/21	Steph Tranfg			
27/10/21	Tim McIntyre			
27/10/21	James Neelken			
27/10/21	Bill Micken			
27/10/21	MIN PAN			
27/10/21	Moling Li			
27/10/21	GARRY MARTIN			
27/10/21	ANTHEA MARTIN			
27/10/21	Sherry Trzonsons			
27/10/21	Phillip Graham			
27/10/21	Jane Gre			
27/10/21	D. De Sanctis			
27/10/21	J Hall			
27/10/21	M Matschess			
30/10/21	Carol Watson			
30/10/21	John Wyling			
30/10/21	VARGHESE JOHN			
30/10/21	Esther Vargher			

Date	Name	Address	Email	Signature
30/10/21	Linda Dally			
30/10/21	Carolina Mayo			
30/10/21	Angela Maso			
30/10/21	Chloe Haynes			
30/10/21	Shamina Farmin			
8/11/21	Hannah Reid			
8/11/21	Andy Reid			
8/11/21	Cassie Burrows			
8/11/21	James Burrows			
9/11/21	Joylene Ste			
9/11/21	TRUDY WATSON			
14/11/21	Lana Dubrowsky			
07/12/21	AMRIT GILL			
7/12/21	Daniel Hosking			
7/12/21	Ollie Simons			
07/12/21	Juan Gallo			
07/12/21	Ferganda Siddiqi			
7/12/21	Sergei Savenko			
7/12/21	Kirandeep			
7/12/21	Jayraj Ashok			
7/12/21	Ashu Ashok			
7/12/21	Carmody K			
7/12/21	Caractien P			
7/12/21	Adri			
7/12/21	ROBERT MARTINEZ			
7/12/21	David M			
7-12	GIORGIO D.			
7/12	J BARNAR			
7/12	Mel Meos			
7/12	JILLIS GRAHAM			
7/12	Pauline Gougeon			
13/12	Danielle de Sauf			
13/12	DONNA KING			
16/12	Rana Muhamad			
16/12	Carmel Bosa			
16/12	Helen Crawl			
15/12	Jenna Fenge			

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Handwritten scribbles at the bottom left of the page.

Attachment B

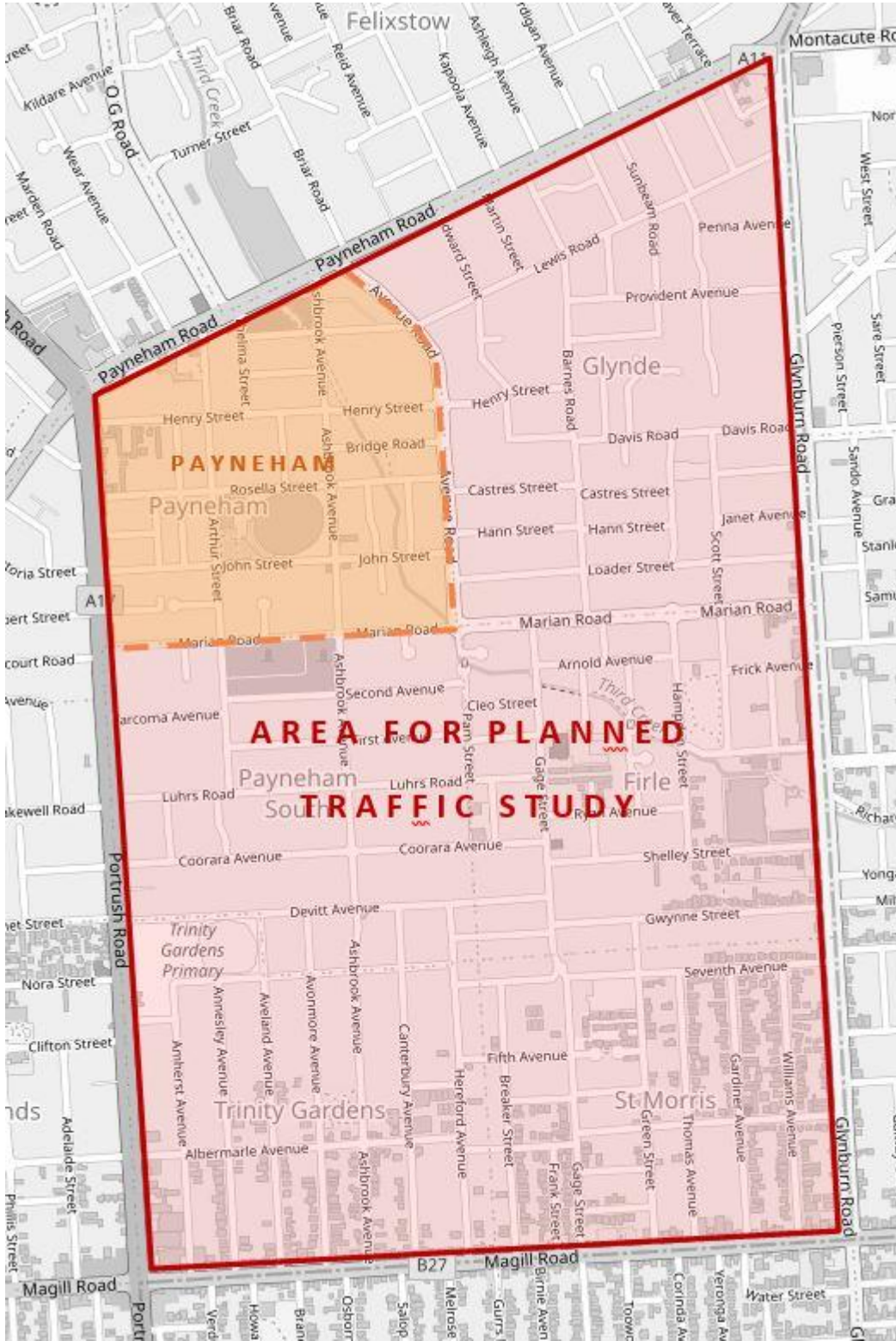
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4. **OTHER BUSINESS**
(Of an urgent nature only)

5. **NEXT MEETING**
Tuesday 19 April 2022

6. **CLOSURE**