

Traffic Management & Road Safety Committee Minutes

21 December 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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Payneham
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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
Shane Foley (Specialist Independent Member)
Nick Meredith (Specialist Independent Member)

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

APOLOGIES Senior Sergeant Kev Carroll (SAPOL)

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 19 OCTOBER 2021

Mr Shane Foley moved that the minutes of the Traffic Management & Road Safety Committee meeting held on 19 October 2021 be taken as read and confirmed. Seconded by Cr Fay Patterson and carried.

2. PRESIDING MEMBER'S COMMUNICATION

Cr Duke noted that there is currently significant demand from residents wanting traffic management interventions in their local areas and that it would be timely for the Council to consider funding the implementation of local traffic management solutions across the Council area in an integrated manner rather than in a yearly ad hoc manner.

Cr Duke also noted that 40km/h speed limits should be implemented in residential streets without the need for consultation, because the community at large has already been asking for 40km/h speed limit restrictions for some time. Cr Duke advised that he would discuss these concerns with the Council's Chief Executive Officer.

3. STAFF REPORTS

3.1 PETITION – FELIXSTOW TRAFFIC ISSUES

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA83635
ATTACHMENTS: A - E

PURPOSE OF REPORT

The purpose of this report is to inform the Traffic Management & Road Safety Committee (“the Committee”) of a Petition which was received and noted by the Council at its meeting held on 6 December, 2021, regarding traffic management issues associated with Langman Grove, Briar Road and Turner Street, Felixstow.

BACKGROUND

The petitioners are requesting that the Council “*take urgent action to reduce the volume of traffic and the speed of traffic*” along Langman Grove, Briar Road and Turner Street, Felixstow. A copy of the petition is contained in **Attachment A**.

The petition has been signed by a total of 85 property owners, including the convenors of the petition. In addition to the petition, the convenor of the petition forwarded an email, dated 17 November 2021, to the Council that included the convenors account of information about local traffic concerns. The key message of the email is that the convenor is of the view that 94% of petitioners would accept speed humps outside their property, but many would prefer an alternative option to speed humps. Closing Langman Grove, except for buses, was the preferred alternative.

A copy of the email is contained in **Attachment B**.

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 from the petition.

As set out in the Council’s *Local Area Traffic Management Policy*, petitions regarding traffic management issues which are received by the Council, will be referred by the Council to the Traffic Management & Road Safety Committee for consideration.

As further background to the above, it is important to note that Langman Grove was reconstructed in November 2021 and new traffic control devices at the junction of Langman Grove and Wicks Avenue (wombat crossing, cyclist refuge, reduced lane widths, improved alignment) were completed in early December, as part of the reconstruction. The original intention was that the traffic control devices along the remainder of Langman Grove would be reinstated to their original position in November. However, on 11 November 2021, just prior to reinstatement of these works, it was identified that the design documentation of the islands were incorrect and if installed, would have resulted in a loss of on-street parking and a lower level of traffic control. Therefore, works were immediately placed on hold.

Council staff considered that this was an opportunity to address the ongoing traffic issues which have been raised by residents of Langman Grove over the years and the process to design new higher-order traffic control devices for the length of Langman Grove was initiated. On 12 November 2021, residents along and within close vicinity of Langman Grove, were letter-box dropped to inform them that roadworks had been placed on-hold while alternative traffic management solutions were explored and that the existing 40km/h road work signs would remain in place until the future traffic management solution is determined and installed.

The petition and associated email, contained in **Attachments A** and **B**, were lodged with the Council after this decision, on 17 November, 2021. In other words, staff were already investigating traffic calming measures in this location prior to learning of the petition, but its receipt confirms that residents are concerned with traffic issues in this locality that warrants investigation.

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

The design and construction of any traffic management works, or any costs associated with community engagement is not funded within the 2021-2022 Budget.

A high-level cost estimate to construct the traffic control devices as recommended in this report, is between \$122,000 and \$147,000. If the Committee approves the installation of traffic control devices, funding will need to be approved by the Council, as part of the next budget review, before implementation can commence.

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 design and implement traffic management solutions in Felixstow, will require significant resources and would delay other projects and day to day traffic tasks from being undertaken.

RISK MANAGEMENT

Not Applicable.

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Elected Members**
Crs John Minney and Cr Garry Knoblauch have been consulted about the traffic control devices recommended in this report, and are supportive.
- **Staff**
Chief Executive Officer
General Manager, Urban Planning & Environment
Project Manager, Civil

- **Community**
Not Applicable
- **Other Agencies**
South Australian Public Transport Authority (SAPTA)
The Department for Infrastructure & Transport (DIT)
Campbelltown City Council

DISCUSSION

The location of Langman Grove, Briar Road and Turner Street, Felixstow (*the subject streets*), are depicted on the map contained in **Attachment C**.

The subject streets also form part of the W90 Adelaide metro bus route that runs between the Paradise and the Marion Interchanges. The W90 bus route is unlike the majority of bus routes that run along arterial roads and instead runs mostly along Council-owned streets in Campbelltown, Felixstow, Walkerville, St Peters, Adelaide, Unley and Mitcham, which all carry high traffic volumes.

The subject streets function as main collector roads and are also designated as cycle routes on the Council's bicycle network. The streets form an east-west route that runs parallel to and between, Payneham Road and the River Torrens. The river forms a barrier to the north (from Felixstow and Campbelltown), for a distance of 3.3 kilometres (OG Road to Darley Road). Turner Street is the only east-west access out to OG Road between the river and Payneham Road and therefore Langman Grove, Briar Road and Turner Street provide important accessibility. This bus route and collector road route extends further east in the City of Campbelltown to Darley Road.

In addition, the subject streets connect a number of public facilities that include, Felixstow Reserve, Payneham Swimming Centre, Patterson Reserve, Drage Reserve, Payneham Library, Payneham Youth Centre, Fogolar Furlan, Felixstow Community School and East Marden Primary School (City of Campbelltown).

Traffic data collected in 2020 is listed in *TABLE 1* below. The speeds are above the urban default speed limit of 50km/h and the traffic volumes confirm that the streets are functioning as main collector roads (as defined by the Council's *Local Area Traffic Management Policy*, refer *TABLE 2*).

TABLE 1: TRAFFIC DATA - 2020

Location	Vehicles per day (weekdays)	Traffic Speed km/h (85 th percentile)
Langman Grove	3705	54
Briar Road	3600	53
Turner Street	5401	56

TABLE 2: ROAD FUNCTION DEFINITION (FROM LOCAL AREA TRAFFIC MANAGEMENT POLICY)

Road function	Vehicles per day
Local Road	Up to 2,000
Collector Road	2,000 to 3,000
Main Collector Road	3,000 to 6,000
Sub-arterial road	6,000 to 10,000

Further analysis of the traffic data has identified the following operational characteristics:

- westbound traffic speed on Langman Grove is faster than eastbound, measuring 55km/h and 52 km/h respectively; and
- westbound traffic volumes are higher than eastbound, by approximately 500 vehicles per day. This may indicate that eastbound traffic uses this route because it is difficult to find sufficient gaps in the traffic to turn right onto Lower North East and Payneham Roads.

The Felixstow/Marden Local Area Traffic Management Study (LATM) was undertaken in 2001, prior to the introduction of an urban default speed limit of 50km/h. Traffic speed at that time was much higher than current speeds, with 85th percentile speeds recorded at between 59 and 66 km/h. The LATM identified that Langman Grove, Briar Road and Turner Street, formed a through-route and noted that traffic control device options were limited, given that the route needs to maintain access and efficiency for bus services. The LATM recommended a number of traffic control devices (listed in *TABLE 3*) which have all been installed.

TABLE 3: RECOMMENDATIONS FROM THE FELIXSTOW/MARDEN LATM

Location	Recommendation	Outcome
Area-wide	Implement lower speed limit	Completed, noting that the default urban speed limit changed from 60km/h to 50km/h in 2003.
Turner Street / OG Road	Entry Threshold	Traffic Signals installed
Langman Grove / Wicks Avenue	Central Medians	Installed
Langman Grove/Shirley Avenue	Central Medians	Installed
Langman Grove / Cardigan Avenue	Central Medians	Installed
Langman Grove / Hilltop Avenue	Central Medians	Installed
Langman Grove / Briar Road	T-Junction rearrangement	Installed

Traffic signals at the junction of Turner Street and OG Road were installed in 2019 to address the long delays and queues at this junction. The increase of traffic volumes on Turner Street increased by 300 vehicles per day, between 2016 and 2020 which indicates that the presence of the signals have not increased traffic volume significantly.

Historical traffic data from 2005, was assessed to understand how traffic volume and speed has changed over the last 15 years and is listed in *Table 4 and Table 5*, below. The traffic speed has reduced, which is likely to be due to the change of the urban speed limit from 60km/h to 50km/h in 2003. Traffic volumes have increased by between 12% and 18% over the 15 year period, representing approximately 1% change per year.

TABLE 4: HISTORICAL DATA COMPARISON - SPEED

Location	2005 (85 th percentile speed)	2020 (85 th percentile speed)	Difference
Langman Grove	56.9 km/h	54 km/h	-2.9 km/h
Briar Road	58 km/h	53 km/h	-5 km/h
Turner Street	58.8 km/h	56 km/h	-2.8 km/h

TABLE 5: HISTORICAL DATA COMPARISON - TRAFFIC VOLUMES

Location	2005 (vehicles per day)	2020 (vehicles per day)	Difference
Langman Grove	3037	3705	+ 668 vpd
Briar Road	3163	3600	+ 437 vpd
Turner Street	4411	5401	+ 990 vpd

Crash records available from the Department for Infrastructure & Transport include crashes between 2016 and 2020. They identify that there has been four (4) crashes on Langman Grove (one (1) resulting in an injury), three (3) crashes on Briar Road (two (2) resulting in an injury) and three (3) crashes on Turner Street (all property damage only). The majority of the crashes were caused by hitting a fixed object which indicates inattention or reckless driving behaviour.

In summary, the traffic data confirms that:

- traffic speed is above the speed limit of 50km/h and is concerning given the interface with Felixstow Reserve, Schools and community facilities; and
- traffic volumes are high for residential streets but within the acceptable volumes for a main collector road.

The convenor of the petition has advised the Council via email (contained in **Attachment B**), that to manage traffic and speed, 94% of the petitioners would accept speed humps outside their property, but many would prefer an alternative option to speed humps. Based on the convenors advice, the option preferred by the petitioners is to close Langman Grove, except for buses. It must be noted however, that this conclusion would need to be formally verified before the Committee can accept this. To this end, the petition which has been signed by residents does not make any mention of traffic control devices, so it cannot be automatically assumed that this is what they prefer.

The range of options available to manage traffic on bus routes is limited because the devices must be effective for passenger vehicles, but still able to accommodate the manoeuvrability of an 18 metre long bus without impacting passenger comfort, or significantly reducing route efficiency. Traffic control options that are possible on bus routes, are discussed below and include road closures, speed humps, roundabouts, slow points, a 40km/h speed limit and arterial road improvements.

Road closures with bus and cyclist access can improve safety and liveability on the immediate streets and encourage active transport, but may simultaneously increase traffic on other streets, restrict access and permeability and reduce safety at other locations (such as turning right out onto Lower North East Road or Payneham Road in peak hour traffic). If a road closure is considered, there would need to be a significant study undertaken of the greater precinct (including Campbelltown City Council), that would include widespread consultation, and detailed analysis of the resulting traffic and social impacts.

Speed humps, in the form of road cushions or flat-top platforms, are permitted on bus routes and research shows that they are effective in reducing traffic speed and volume. Road cushions are cost-effective because they consist of bolt-on recycled rubber pads and are easily installed. Flat-top platforms are a high cost item that would require reconstruction of the pavement and stormwater drainage mitigation. Humps and platforms generate high noise levels that are a common cause of resident complaints in many locations Australia-wide. Noise levels are increased when wheels hit the pavement, there is increased slowing and braking and when objects moving around in the back of an open vehicle such as a utility vehicle. This is a particular concern because the Convenor of the petition also submitted a second petition to the Council at the same meeting on 6 December, 2021, requesting the relocation of the basketball courts on Felixstow Reserve because, "*the noise of bouncing basketballs has caused unnecessary distress to some nearby residents*".

Roundabouts are not feasible along the subject streets because of the lack of four-way intersections and narrow road widths that cannot fit a roundabout large enough to accommodate a bus.

T-junction rearrangements are devices that change the road alignment from a long straight road to a series of short horizontal curves. Langman Grove has T-junctions located at appropriate spacing that concur with design guidelines for reducing traffic speed and discouraging non-local through-traffic. Concept designs have been prepared for a series of T-junction rearrangements along Langman Grove, which are contained in **Attachment D**. There would be some removal of on-street parking required to facilitate these devices. Further design refinement and consultation with the Department for Infrastructure & Transport is required to confirm feasibility.

If the Committee approves this approach and subject to community consultation, it would be prudent to prioritise these works over any treatments that may be required on Briar Road and Turner Street, given that road works are currently being undertaken in Langman Grove. Further investigations are required to consider whether traffic calming treatments are warranted on Briar Road and Turner Street and it would be prudent to also evaluate the performance of any newly installed Langman Grove traffic calming treatments, before any further decisions are made with respect to treatments on Briar Road and Turner Street.

As the Committee is aware, the Council is currently investigating the introduction of a 40km/h speed limit throughout the City, on a precinct by precinct basis. Implementation of 40km/h speed limit in the suburbs of Stepney, Maylands and Evandale was completed in 2019 and the Council is currently considering 40km/h in the residential streets of Norwood and Kent Town. In addition, investigations are currently underway for a 40km/h speed limit for the area bound by the River Torrens, Hackney Road, Payneham Road and Lower Portrush Road. These areas are depicted on the map contained in **Attachment E**.

To comply with the requirements set out by DIT, a 40km/h speed limit cannot be applied to a single route unless it is very high pedestrian activity, such as a retail centre. Therefore, Langman Grove, Briar Road and Turner Street, would not meet this criteria. Alternatively, an “*area-wide*” 40km/h precinct could be considered that would include the entire precinct of Felixstow, bound by the River Torrens, OG Road, Payneham Road and but Wicks Avenue. Consideration could also be given to extend the boundary eastwards to Lower Portrush Road, to include Marden. Although the presence of speed limit signs alone do not change the behaviour of reckless drivers, research shows that overall speeds reduce by around 4km/h when a 40km/h speed limit is implemented. This has been successfully demonstrated in this precinct by the speed reduction that occurred after 2003, when the speed limit was reduced from 60km/h to 50km/h. Staff at the Department for Infrastructure & Transport (DIT) have been contacted who have confirmed that the boundary described above would be feasible. Staff at the City of Campbelltown were also contacted who confirmed that there are no current plans for trialling 40km/h east of Wicks Avenue.

Arterial road improvements may result in more motorists choosing Lower North East Road and Payneham Road instead of Langman Grove, Briar Road and Turner Street. Staff from the Department for Infrastructure & Transport were contacted to discuss the “*lack*” of gaps in the traffic for motorists to comfortably turn right onto Lower North East Road and Payneham Road from Campbelltown and Felixstow. The discussion confirmed that DIT has no plans for arterial road improvements that would facilitate these movements.

OPTIONS

The traffic management investigations in this report have been undertaken in accordance with the Council’s *Local Area Traffic Management Policy*.

The Committee is now required to consider the investigations and findings described in this report and determine whether any traffic calming treatments are warranted and if so, what further steps are required to consider their implementation.

Option 1

Do nothing. The Committee can determine that although traffic data confirms that traffic speeds and volumes in Langman Grove, Briar Road and Turner Street are high, the route functions as a main collector route and there is no justification for traffic management to be undertaken.

This option is not recommended on the basis that traffic data has identified that traffic speed and volumes are high in this residential precinct that also has a number of community facilities.

Option 2

Consider speed humps. The Committee can determine that speed humps (suitable for a bus route), be installed.

This option is not recommended because speed humps are known to cause noise that disturbs residents who live near them. The Convenor of the petition, also submitted a second petition to the Council requesting the relocation of the basketball courts on Felixstow Reserve because, “*the noise of bouncing basketballs has caused unnecessary distress to some nearby residents*”. Given the demonstrated sensitivity that some residents have to noise in this locality, it is highly likely that speed humps would exacerbate community dissatisfaction with noise impacts.

Option 3

Consider closing Langman Grove at Wicks Avenue. The Committee can determine that investigations be undertaken to assess the feasibility of closing Langman Grove at Wicks Avenue, allowing access for buses and cyclists only.

This option is not recommended on the basis that Langman Grove, Briar Road and Turner Street, form part of an important east-west route that runs parallel to, and between, Payneham Road and the River Torrens. The river forms a barrier to the north (from Felixstow and Campbelltown), for a distance of 3.3 kilometres (OG Road to Darley Road) and Turner Street is the only east-west access out to OG Road between the river and Payneham Road.

Option 4

Consider T-junction rearrangements in Langman Grove. The Committee can determine to endorse this approach, subject to undertaking community consultation. The implementation of these traffic management devices would also be subject to allocation of funds by the Council and the next budget review.

This option is recommended because the T-junction rearrangements can accommodate the bus manoeuvres and are devices that are known to reduce traffic speed and discourage non-local through traffic. In addition the devices can be retro-fitted into the Langman Grove, and are relatively low-cost in comparison to other traffic management devices.

Option 5

Develop design concepts for traffic management devices in Briar Road and Turner Street. The Committee can determine that there is justification to consider traffic control devices in Briar Road and Turner Street, and concept designs should be developed in conjunction with those for Langman Grove.

This option is not recommended because it is prudent to undertake works in a staged process with evaluation of each stage undertaken prior to determining future stages.

Option 6

Undertake a staged approach for traffic management devices in Briar Road and Turner Street. The Committee can determine that the need for traffic control devices in Briar Road and Turner Street is to be assessed after the traffic management works in Langman Grove are completed and evaluated.

This option is recommended because it is prudent to undertake works in a staged process, with evaluation of each stage undertaken prior to determining traffic intervention needs for future stages. It also takes into account the need to prioritise budget allocations and the capacity of existing staff resources.

Option 7

Consider an area-wide speed limit of 40km/h. The Committee can recommend to the Council to commence the investigations required to determine the feasibility of implementing a 40km/h area wide speed limit in the residential streets of Felixstow and Marden, as depicted in **Attachment E**.

This option is recommended on the basis that the Council has already determined that investigations be undertaken to implement a 40km/h speed limit throughout the City, on a precinct by precinct basis. However, it should be noted that these investigations will not commence until after the Council's final consideration of an area-wide speed limit of 40km/h for Kent Town and Norwood and the area bound by the River Torrens, Hackney Road, Payneham Road and Lower Portrush Road.

CONCLUSION

The Council is aware that residents are concerned about traffic volume and speed in Langman Grove, Briar Road and Turner Street as raised in the petition and that traffic data confirms these concerns. Although the traffic speeds and volumes are high for residential streets, it is important to recognise that Langman Grove, Briar Road and Turner Street form part of an important east-west route that runs parallel to, and between, Payneham Road and the River Torrens and extends eastward to Darley Road, Campbelltown. The River Torrens forms a barrier to the north for a distance of 3.3 kilometres (OG Road to Darley Road), and Turner Street is the only east-west access out to OG Road between the river and Payneham Road.

Traffic management solutions are limited given that manoeuvrability for 18 metre articulated buses must be maintained. A number of traffic management options have been discussed in this report but very few are feasible, for various reasons. The recommendations made in this report are considered to be the most sensible and practical, and include T-junction rearrangements along Langman Grove and an area-wide 40km/hr speed limit.

If the recommendations are endorsed by the Committee and funded by the Council and the feasibility of the recommendations are confirmed, community engagement would be necessary to ensure that the residents of Felixstow are satisfied with the recommended approach.

COMMENTS

The reconstruction of Langman Grove was completed in November 2021 and the reinstatement of the median islands at the junctions are currently on-hold while the future traffic management measures are considered. If there is a feasible cost-effective option for traffic management devices along Langman Grove, it would be a sensible approach to install these as soon as possible, instead of temporarily replacing the original traffic islands.

Given the urgency for Langman Grove roadworks to be completed, this report has focussed on traffic management options for Langman Grove.

High level cost estimates for the construction of the traffic management devices in Langman Grove, as contained in **Attachment D**, are between \$122,710 and \$147,250, but funding is not allocated in the Council's 2021-2022 budget for these works.

Specific traffic control devices, other than a 40km/h speed limit, have not be recommended for Briar Road and Turner Streets at this stage. It would be a sensible and cost effective approach to introduce traffic management measures to Langman Grove first and then evaluate their performance prior to undertaking works in Briar Road and Turner Street.

RECOMMENDATION

1. That the Committee endorses the following approach to address the concerns outlined in the Petition:
 - a. Staff will undertake detailed design investigations to confirm that the series of T-junction rearrangements in Langman Grove, as depicted on the plans contained in **Attachment D**, are feasible. If feasibility is confirmed, the funding required to install the devices will be sought as part of the Council's third quarter budget review for 2021-2022 so as to enable the devices to be installed in conjunction with the finalisation of roadworks in Langman Grove, as soon as possible.
 - b. Investigate the feasibility of implementing a 40km/h area-wide speed limit in the residential streets of Felixstow and Marden, bound by the River Torrens, Wicks Avenue, Payneham Road and Lower Portrush Road, as depicted in **Attachment E**, following the Council's final consideration of an area-wide speed limit of 40km/h for Kent Town and Norwood and the area bound by the River Torrens, Hackney Road, Payneham Road and Lower Portrush Road.
2. That the Committee notes that the need for additional traffic management in Briar Road and Turner Street will be assessed after an evaluation of the works set-out in part 2, above, has been undertaken.
3. That the petitioners be informed of the Committee's decision, noting that community consultation with the petitioners and other residents and other stakeholders affected by the implementation of Part 1 (a), will be undertaken when further design feasibility is confirmed.

Cr Patterson moved:

1. That the Committee endorses the following approach to address the concerns outlined in the Petition:
 - Investigate the feasibility of implementing a 40km/h area-wide speed limit in the residential streets of Felixstow and Marden, bound by the River Torrens, Wicks Avenue, Payneham Road and Lower Portrush Road, as depicted in Attachment E, following the Council's final consideration of an area-wide speed limit of 40km/h for Kent Town and Norwood and the area bound by the River Torrens, Hackney Road, Payneham Road and Lower Portrush Road.
2. That the Committee notes that the need for additional traffic management in Briar Road and Turner Street will be assessed after an evaluation of the works set-out in part 2, above, has been undertaken.
3. That the petitioners be informed of the Committee's decision, noting that community consultation with the petitioners and other residents and other stakeholders affected by the implementation of Part 1 (a), will be undertaken when further design feasibility is confirmed.

The motion lapsed for want of a seconder.

Cr Dottore moved:

1. That the Committee endorses the following approach to address the concerns outlined in the Petition:
 - a. Staff will undertake detailed design investigations to confirm that the series of T-junction rearrangements in Langman Grove, as depicted on the plans contained in Attachment D, are feasible. If feasibility is confirmed, the funding required to install the devices will be sought as part of the Council's third quarter budget review for 2021-2022 so as to enable the devices to be installed in conjunction with the finalisation of roadworks in Langman Grove, as soon as possible.
 - b. Investigate the feasibility of implementing a 40km/h area-wide speed limit in the residential streets of Felixstow and Marden, bound by the River Torrens, Wicks Avenue, Payneham Road and Lower Portrush Road, as depicted in Attachment E, following the Council's final consideration of an area-wide speed limit of 40km/h for Kent Town and Norwood and the area bound by the River Torrens, Hackney Road, Payneham Road and Lower Portrush Road.
2. That the Committee notes that the need for additional traffic management in Briar Road and Turner Street will be assessed after an evaluation of the works set-out in part 2, above, has been undertaken.
3. That the petitioners be informed of the Committee's decision, noting that community consultation with the petitioners and other residents and other stakeholders affected by the implementation of Part 1 (a), will be undertaken when further design feasibility is confirmed.

Seconded by Mr Nick Meredith and carried.

[The above highlighted resolution was amended at the Council meeting held on 17 January 2022. Refer to Item 12, Page 43 of the Council Minutes dated 17 January 2022]

4. OTHER BUSINESS

Cr Patterson questioned the adequacy of the Council's Local Area Traffic Management Policy, with respect to the application of road hierarchy and traffic volume consideration for traffic management investigations.

The General Manager, Urban Planning & Environment advised that the policy is due for review in 2022 and that Cr Patterson's concerns will be taken into account.

5. NEXT MEETING

Tuesday 15 February 2022

6. CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 11.00am.

Cr Kevin Duke
PRESIDING MEMBER

Minutes Confirmed on _____
(date)