

Traffic Management & Road Safety Committee Minutes

3 September 2024

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 Hugh Holfeld
Mr Shane Foley (Specialist Independent Member)
Mr Charles Mountain (Specialist Independent Member)

Staff Gayle Buckby (Manager, Traffic & Integrated Transport)
Rebecca van der Pennen (Engineer, Traffic & Integrated Transport)

APOLOGIES Cr Garry Knoblauch
Mr Nick Meredith (Specialist Independent Member)

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 consider proposals and recommendations regarding traffic and parking which seek to improve traffic management and road safety throughout the City, other than when the Manager has delegation to investigate and determine the matter.*

1. CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE MEETING HELD ON 15 AUGUST 2023

Cr Holfeld moved that the Minutes of the Traffic Management & Road Safety Committee meeting held on 15 August 2023 be taken as read and confirmed. Seconded by Mr Shane Foley and carried.

2. PRESIDING MEMBER'S COMMUNICATION
Nil

3. STAFF REPORTS

3.1 PETITION – DAVIS ROAD, GLYNDE – TRAFFIC MANAGEMENT

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA152007
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to advise the Traffic Management & Road Safety Committee (“the Committee”) of a Petition which has been received by the Council at its meeting held on at its meeting held on 3 June, 2024, regarding traffic management concerns on Davis Road, Glynde at the entry/exit to the Glynde Lodge Retirement Village (*Glynde Lodge*).

BACKGROUND

The Petitioners are concerned that parked vehicles and street trees restrict visibility for motorists exiting the Glynde Lodge and have requested that the Council remove on-street parking and prune trees to provide sufficient sight distance.

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

The Glynde Lodge Retirement Village is an established retirement living community consisting of 81 independent and assisted living units.

The Petition has been signed by a total of 74 citizens, which includes approximately 28 signatories who do not reside at the *Glynde Lodge*.

In accordance with the Council’s *Privacy Policy*, the personal information of the Petitioners, (i.e. 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.

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

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Risk have been managed by using professional engineering judgement to assess the traffic data (speed, volume and crash), the street layout and environment, and compliance with the relevant traffic-related Australian Standards and Guidelines.

The investigations outlined in this report have not identified any specific risk factors associated with the subject site.

CONSULTATION

- **Committee Members**
Councillors Duke, Knoblauch and Holfeld are aware of the petition as it was tabled at the Council Meeting held on 3 June 2024.
- **Staff**
General Manager, Urban Planning & Environment
City Aborist
- **Community**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

Glynde Lodge is located at 10-20 Davis Road, Glynde (north side) and there are two (2) driveway crossovers that provide both access and egress to the property. Correspondence with the Convenor of the Petition has confirmed that the concerns raised in the Petition apply to both crossovers.

Traffic Investigations

Davis Road is 8.35 metres wide which allows for two-way movement as well as on-street car parking on both sides of the road. There are two (2) crossovers at Glynde Lodge, both of which provide entry and exit movements in a forward direction as set out below:

- the western-most crossover is 4.4 metres wide at the property boundary and 6.9 metres wide at the kerb, and is located sixty (60) metres to the east of the intersection of Davis Road and Barnes Road, refer *Photo 1*, below; and
- the eastern-most crossover (the main gate), is six (6) metres wide at both the boundary and at the kerb and is located fifty-five (55) metres to the east of the westernmost crossover, refer *Photo 2*, below.



Photo 1: Western driveway crossover



Photo 2: Eastern driveway crossover and fire hydrant

Site inspections have been undertaken on four (4) separate occasions and at different times of the day and the following observations were made:

- there was a very low demand for on-street carparking during the site observations, with a maximum of four (4) cars parked near the Glynde Lodge at any one time;
- the eastern-most gate (main gate), has higher traffic volumes than the western-most gate because it provides access to a higher number of dwellings, the community centre, reception and visitor parking; and
- several residents of the Glynde Lodge were using mobility scooters and were observed to exit the site and ride illegally on the road.

Traffic data was collected on Davis Road, near Glynde Lodge in August 2020 and the results are set out below:

- the weekday traffic volume on Davis Road is considered as a local road, with 1940 vehicles per day (936 vehicles eastbound and 1004 vehicles westbound);
- the 85th percentile speed is 47km/h and the average speed is 40.2km/h;
- the morning peak hour is 217 vehicles from 8:00am to 9:00am (50 vehicles eastbound and 167 vehicles westbound);
- the afternoon peak hour is 175 vehicles from 3:00pm to 4:00pm (95 vehicles eastbound and 80 vehicles westbound); and
- no collisions have been reported to the Department for Traffic & Infrastructure within 200 metres of the Glynde Lodge within the five (5) years of available traffic data (2018-2022).

Petition – Resident Concerns and Responses

There are four (4) specific issues raised in the Petition, which are listed below and a response to each issue is provided below each concern.

1. *Residents of Glynde Lodge are faced with dangerous situations as they exit the property by car or as a pedestrian.*

Responses to the concerns that relate to exiting the property by car are addressed in points 2 and 3 and responses to the concerns relating to pedestrian safety are set out below:

- The driveways within the Glynde Lodge property do not provide a separated footpath and as such, pedestrians are required to share the driveway with vehicles. The Glynde Lodge may consider improving pedestrian access by providing a dedicated pedestrian path and gate that is separated from vehicular traffic.
- Motorists exiting the eastern-most driveway have restricted visibility to pedestrians walking on the footpath from the east, caused by the solid front wall of Glynde Lodge that does not have a corner cutoff. The Glynde Lodge may consider improving sight lines to pedestrians on the footpath by reducing the height of the wall or providing a corner cut-off.

2. *There are often cars parked on both sides of the road requiring cars travelling in both directions to weave in and out the parked cars.*

There is a common perception that it is difficult for two cars to pass each other on streets that are between 7.1 metres and 9 metres wide, when there are cars parked on both sides of the road. Davis Road is 8.35 metres wide and as such, falls within this category.

Streets of this category are called 'yield' streets which require one motorist to yield to another motorist to pass. Depending on the number of parked vehicles, a 'yield' street becomes a single lane requiring slower, cooperative driving. This arrangement results in a natural traffic calming effect and as such, improves road safety.

The site inspections observed an extremely low on-street car parking demand and confirmed that Davis Road operates satisfactorily as a 'yield' street.

3. *Cars are regularly parked on the road right up to the edge of the exits/entrances of Glynde Lodge, requiring drivers to move too far onto the road creating a dangerous hazard. The residents of, and visitors to Glynde lodge propose no parking areas be implemented at the entrances and clearly marked with yellow lines.*

Parking on both sides of a driveway is a typical situation throughout the City and sight distance constraints caused by parked vehicles at the interface of a driveway and roadway are common. Parked vehicles are a temporary obstruction, and it is generally possible to achieve sufficient visibility by manoeuvring a vehicle slowly and using gaps in the parking. Residents of Glynde Lodge have an advantage over other residents in the street, because they exit in a forward direction which enables better visibility that when reversing from a driveway.

In accordance with the Australian Road Rules, vehicles are permitted to park up to the edge of a driveway but must not obstruct the driveway. As such, the Council does not install parking restrictions on either side of a driveway unless there are extenuating circumstances that restrict access.

The eastern-most crossover (main gate) provides access to most of the Glynde Lodge dwellings, as well as the reception building and visitor parking. As such, this driveway generates a higher traffic volume than a typical private driveway, which could justify the need for a higher provision of sight distance. As such, parking restrictions could be provided on the western side of the driveway to provide better visibility to vehicles approaching from the west.

It is noted that the eastern-most crossover does not include a splay (i.e. the crossover is not wider at the kerb line than at the property boundary) and as such, exiting drivers cannot commence their turning manoeuvre until they have exited the property. The Glynde Lodge could consider applying to the Council to widen their crossover at the kerb to provide a splay. This would also result in forcing parked vehicles further from the exit on the east side and may improve visibility to vehicles approaching from the east.

4. *The trees planted on the Northern side of Davis Road between Barnes Road and an entrance to Glynde Lodge are dense and obscure vision of cars turning from Barnes Road into Davis Road. The residents of, and visitors to Glynde Lodge request these trees are pruned allowing better visibility.*

A sight distance assessment has been undertaken, and it was identified that exiting vehicles can position themselves to sufficiently see past the street trees. In addition, the City Arborist inspected the trees and provided the following advice.

"The subject trees are species Magnolia grandiflora 'little gem' and have been selected for this location following the substantial removal of trees in and around the adjacent site to allow for the recently completed development of 12 new dwellings on the corner of Davis Road and Barnes Road, Glynde.

The trees are typically quite shrubby in form whereby lower lateral branches extend from just above ground level from the trees main stem. To retain amenity and tree health, it is recommended the trees establish with this natural form, thus providing a substantial contribution to the cooling and a visual softening, as well as aesthetic value to this (increasing) densely built-up area.

Further to the above, Glynde has been identified as the area within this Council as that with lowest level of tree canopy cover, with a total of 12%. The suburb is typically hard to find suitable tree planting locations due to a mixture of industrial and residential use.

Whilst it is fairly typical for recently planted trees to provide some form of sight line obstruction in their establishment, this can occasionally be managed by careful formative pruning. This is also the case with the magnolia, however for the reasons outlined above it is preferred that this is avoided.

If deemed necessary, the trees could be formatively pruned to allow for greater sight line where the pruning does not remove more than 30% of the total crown mass, in this instance, thanks to successful establishment and planting (growth rates), the trees will be suitable for pruning, if necessary, within the next 4-5 years.

It is considered from an arboricultural and liveability perspective that the benefits of these trees to the greater community far outweighs the need for a slightly elevated level of driver awareness and care. As such, it is hoped that all other options are reasonably exhausted before the consideration of any tree removal, for example, the establishment of a yellow line west of the subject driveway crossover”.

Future Traffic Management

The Council has allocated funds in the 2023-2024 Budget to implement a 40km/h speed limit in the residential streets in the suburb of Glynde which includes Davis Road. The Council is currently waiting for final approval from the Department of Infrastructure and Transport and implementation will occur once received. An evaluation of the traffic data in Stepney, Maylands and Evandale found that vehicle speeds decreased overall by approximately 3-4km/h. As such, it is anticipated that vehicle speeds in Davis Road will reduce once the 40km/h is implemented which will provide more time for residents exiting the Glynde Lodge driveway.

The Glynde, Firle, Payneham, Trinity Gardens and St Morris Traffic Study undertaken in 2023, recommended that traffic calming measures be implemented in Davis Road, Glynde to reduce traffic speed. The multi-criteria analysis identified Davis Road as a *Priority 4* Action. The Council is currently preparing designs for the priority 1 and 2 actions, and Priority 3 and 4 actions will subsequently be undertaken, subject to evaluation of the outcome of the implementation of the 40km/h speed limit and future budget considerations.

CONCLUSION

The traffic investigations and site observations concluded that the layout of the street and driveway are acceptable and there is no requirement to remove car parking or trees to increase sight distance when exiting the Glynde Lodge. However, it is acknowledged that the traffic volume at the main gate is higher than the volume at a typical driveway and may justify some car parking restrictions to provide a higher degree of visibility to approaching vehicles.

COMMENTS

Older pedestrians can be vulnerable when walking or driving because a higher proportion of older people are frail, which can result in a higher crash severity, or they may have mobility, vision or hearing impairments that make walking and/or driving more difficult.

Traffic investigations do not generally consider the specific vulnerability of older road users because it is obligatory that people issued with Drivers Licences can be able to manage their own risk by driving in accordance with the Australian Road Rules and with consideration of the specific conditions of the road.

The Council regularly receives concerns from older citizens regarding difficulty egressing driveways and requests to remove on-street car parking either opposite their driveway or each side of their driveway. If these requests are acceded to without robust traffic engineering justification, there would be a significant loss of on-street parking across the City.

The Committee needs to consider whether there is justification to remove on-street car parking in front of Glynde Lodge as a special consideration to assist older drivers.

OPTIONS

The Committee has the following options in respect to addressing the concerns of the petitioners.

Option 1

Do nothing. The Committee can decide that the investigations as set out in this report do not provide justification for the Council to remove car parking at this location.

This option is not recommended because it is acknowledged that the eastern-most crossover (main gate) generates higher traffic volumes than a typical private driveway.

Option 2

The Committee can recommend to the Council that special consideration should be given residents of Glynde Lodge because they are older drivers that have specific needs. As such, a yellow line could be installed for a distance of ten (10) metres on both sides of both driveways, similar to the parking restrictions that are implemented at a public roadway. This option would improve sight distance for cautious drivers and allow more gaps between the Magnolia trees on the northern side of the western driveway.

This option is not recommended because it is not warranted and would set a precedent for the Council, that result in a significant loss of on-street car parking across the City.

Option 3

The Committee can recommend to the Council that the investigations have identified that the traffic volume generated at the eastern-most driveway and crossover (main gate) is higher than at a typical private driveway and as such, it is justified to improve sight distance to vehicles approaching from the west by installing a No Stopping line for a distance of ten (10) metres.

This option is recommended because it provides a practical solution based on professional engineering judgement.

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 a ten (10) metre long section of parking be removed on the west side of the eastern-most crossover (main gate) to provide improved sight distance to vehicles approaching from the west.
3. That the Petitioners be informed that there are future traffic management initiatives that the Council is introducing that include Davis Road that will improve road safety as set out below:
 - an area-wide 40km/h speed limit that includes Davis Road will be implemented in the coming months; and
 - the Glynde, Firle, Payneham, Trinity Gardens and St Morris Traffic Study identified that traffic calming in Davis Road is a Priority 4 Action, to be undertaken in the future.
4. That the Petitioners be informed that some safety initiatives have been identified that could be undertaken by the Glynde Lodge within the property, namely:
 - pedestrian safety could be improved by providing a dedicated pedestrian path and gate adjacent to the driveways that is separated from vehicular traffic;
 - visibility to pedestrians on the footpath could be by reducing the height of the front wall or providing a corner cut-off at the main gate;
 - the eastern-most crossover could be reconstructed to provide a splay to improve vehicle manoeuvrability; and
 - educate residents that it is illegal for users of mobility scooters to ride on a public roadway, except when crossing a road.
5. That the Petitioners be thanked for bringing their concerns to the Council's attention and be advised of the outcomes of the investigations which have been undertaken.

Cr Holfeld 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 a six (6) metre long section of parking be removed on both sides of the western-most and eastern-most crossovers to provide improved sight distance to approaching vehicles.*
3. *That the Petitioners be informed that there are future traffic management initiatives that the Council is introducing that include Davis Road that will improve road safety as set out below:*
 - *an area-wide 40km/h speed limit that includes Davis Road will be implemented in the coming months; and*
 - *the Glynde, Firle, Payneham, Trinity Gardens and St Morris Traffic Study identified that traffic calming in Davis Road is a Priority 4 Action, to be undertaken in the future.*
4. *That the Petitioners be informed that some safety initiatives have been identified that could be undertaken by the Glynde Lodge within the property, namely:*
 - *pedestrian safety could be improved by providing a dedicated pedestrian path and gate adjacent to the driveways that is separated from vehicular traffic;*
 - *visibility to pedestrians on the footpath could be by reducing the height of the front wall or providing a corner cut-off at the main gate;*
 - *the eastern-most crossover could be reconstructed to provide a splay to improve vehicle manoeuvrability; and*
 - *educate residents that it is illegal for users of mobility scooters to ride on a public roadway, except when crossing a road.*
5. *That the Petitioners be thanked for bringing their concerns to the Council's attention and be advised of the outcomes of the investigations which have been undertaken.*

Seconded by Mr Charles Mountain and carried unanimously.

3.2 CONSULTATION REPORT FOR PROPOSED TRAFFIC MANAGEMENT DEVICES IN MARDEN AND ROYSTON PARK

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA97859
ATTACHMENTS: A – D

PURPOSE OF REPORT

The purpose of this report is to present a report to the Committee regarding the outcomes of the community consultation that was undertaken for the proposed installation of traffic management devices in the suburbs of Marden and Royston Park.

The report was considered by the Council at its meeting held on 1 July, 2024 and the Council resolved to refer the matter to the Traffic Management & Road Safety Committee for review.

BACKGROUND

There have been several steps which have culminated in the proposal to implement the installation of traffic management devices in the suburbs of Marden and Royston Park and these are set out below:

- The Council's Traffic Management & Road Safety Committee (the Committee), at its meeting held on 18 August 2020, considered road safety concerns that have been raised by residents and property owners, and initial investigations that have been undertaken by staff and it was noted by the Committee that a detailed traffic report was warranted to assist in developing solutions to reduce traffic speed and volumes in Marden, Royston Park, Joslin and St Peters (east of Stephen Terrace).
- In 2021, the Council engaged Tonkin (Traffic Engineers) to prepare a detailed traffic report and prepare the *Marden, Royston Park, Joslin & St Peters Traffic Review (the Tonkin report)*.

The Committee considered the investigations, findings and recommendations set out in the *Tonkin Report* and recommended to the Council that:

- a 40km/h speed limit be implemented in the residential streets of Marden and Royston Park, the suburbs that carried the highest volumes of traffic (currently in progress); and
- three traffic management options be prepared in the suburbs that were identified as highest priority, in the suburbs of Marden & Royston Park.

At its meeting held on 1 November 2021, the Council subsequently endorsed the recommendations made by the Traffic Management & Road Safety Committee.

- In 2022, *Infraplan and Intermethod* (Traffic Engineers and Community Consultation Consultants), were engaged by the Council to undertake detailed traffic investigations, specifically for the suburbs of Marden and Royston (bound by Lower Portrush Road, Payneham Road, Battams Road and the O-Bahn Busway corridor) and prepare three (3) traffic management options for consideration by the Council, that would address the key traffic issues that were identified. This work included the facilitation of a community consultation process to identify which of the three options, if any, would be preferred by the community. Consultation was undertaken in April 2022 and a report was prepared, titled, '*Traffic Management in Marden & Royston Park: Community Consultation and recommendations*' (the *Infraplan/Intermethod report*).
- The Committee subsequently considered the investigations, findings and recommendations set out in the *Infraplan/Intermethod Report* at its meeting held on 21 February 2023 and recommended to the Council that the traffic management devices as recommended in the report be implemented. The report was considered, and the Minutes of the Committee meeting are contained in **Attachment A**.

- In November 2023, *Intermethod* (Traffic Engineers and Community Engagement Specialists) were engaged by the Council to refine the concept designs and conduct community consultation regarding the proposed traffic management devices proposed to be installed in the suburbs of Marden and Royston Park, in the area bound by Lower Portrush Road, Payneham Road, Battams Road and the O-Bahn Busway corridor.

The outcomes of this consultation process are the subject of this report. A copy of the community consultation material (which includes the concept designs) is contained in **Attachment B**, and the report prepared by *Intermethod*, titled '*Engagement Feedback, Local Area Traffic Management in Marden and Royston Park*' (the consultation report), is contained in **Attachment C**.

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*.

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

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

Strategy 1.2.2: Provide safe and accessible movement for all people.

Strategy 1.2.4: Provide appropriate traffic management to enhance residential amenity.

Objective 1.4: A strong, healthy, resilient, and inclusive community.

Strategy 1.2.2: Encourage physical activity to achieve healthier lifestyles and well-being.

Strategy 1.4.3 Encourage the use of spaces and facilities for people to meet, share knowledge and connect.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$280,000 in its Draft 2024-2025 Budget to undertake the preparation of detailed design and subsequent construction of the proposed traffic management in the suburbs of Marden and Royston Park.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The project is managed by staff, within existing resources. However, if the Council determines to endorse the preparation of alternative concept designs, this may delay the delivery of other projects and day-to-day tasks.

RISK MANAGEMENT

The Council has a duty of care to address concerns associated with traffic management and either eliminate, mitigate or manage risks that are identified following the analysis of data.

In doing so, the installation of physical traffic management devices or other traffic management controls are not always supported by the community. As such, the Council needs to consider and balance the reputational risk of implementing traffic control devices that are not supported by the majority of the community.

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	Vehicle collision resulting in death or serious injury	People	High 7	Installing traffic management devices	People	Medium 17
		Reputation	Substantial 12		Reputation	Low 21
2	Community not supporting the recommendations	People	Medium 19	Not installing traffic management devices	People	Low 21
		Reputation	Medium 19		Reputation	Low 21

CONSULTATION

- Elected Members**

All Elected Members have been informed of the proposed traffic management devices through previous Council reports.

- Staff**

General Manager, Urban Planning & Environment
General Manager, Infrastructure & Major Projects
Manager, Strategic Communications and Advocacy.

- Community**

The community consultation summary and processes are set out in the Discussion section of this report.

- Other Agencies**

The following agencies have been consulted:

- Department for Infrastructure and Transport (DIT)
- South Australian Public Transport Authority (SAPTA)
- SAPOL

DISCUSSION

Intermethod (consultants) was engaged by the Council to refine and consult affected citizens and other stakeholders, on the concept designs for the traffic management devices in the suburbs of Marden and Royston Park, in the area bound by Lower Portrush Road, Payneham Road, Battams Road and the O-Bahn Busway corridor.

The Council initiated this project in 2021, in response to ongoing concerns that have been raised by residents regarding speeding and “rat running” through the precinct. Initial consultation was undertaken in 2022 for the purposes of identifying the type of traffic management options that are preferred by residents and the outcomes of this process informed the development of the concept designs that were presented for community consultation in 2024 (the subject of this report).

The proposed traffic management devices are based on best-practice traffic management design and include landscaped slow points, kerb build-outs and median islands, all of which are aimed at reducing traffic speed and volume, improve pedestrian crossings and provide streetscaping opportunities. An important component of the proposal included a median island along Battams Road (similar to the median islands along Osmond Terrace and St Peters Street), that aims to deter ‘rat-runners’ by increasing the number of turns that motorists would need to make to cross Battams Road and to also provide a significant opportunity for tree planting.

A map showing the location of the proposed traffic management devices is depicted in Figure 1, below.

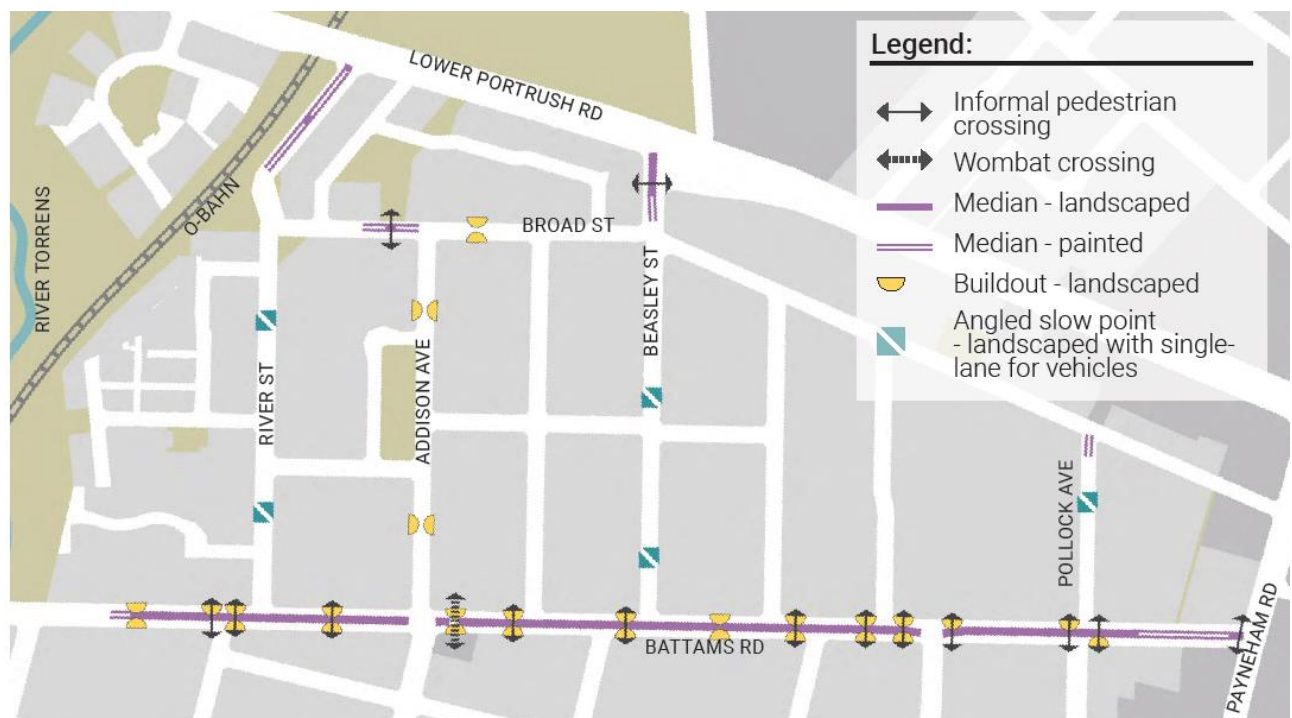


Figure 1: Locations and type of proposed traffic management devices in Marden & Royston Park

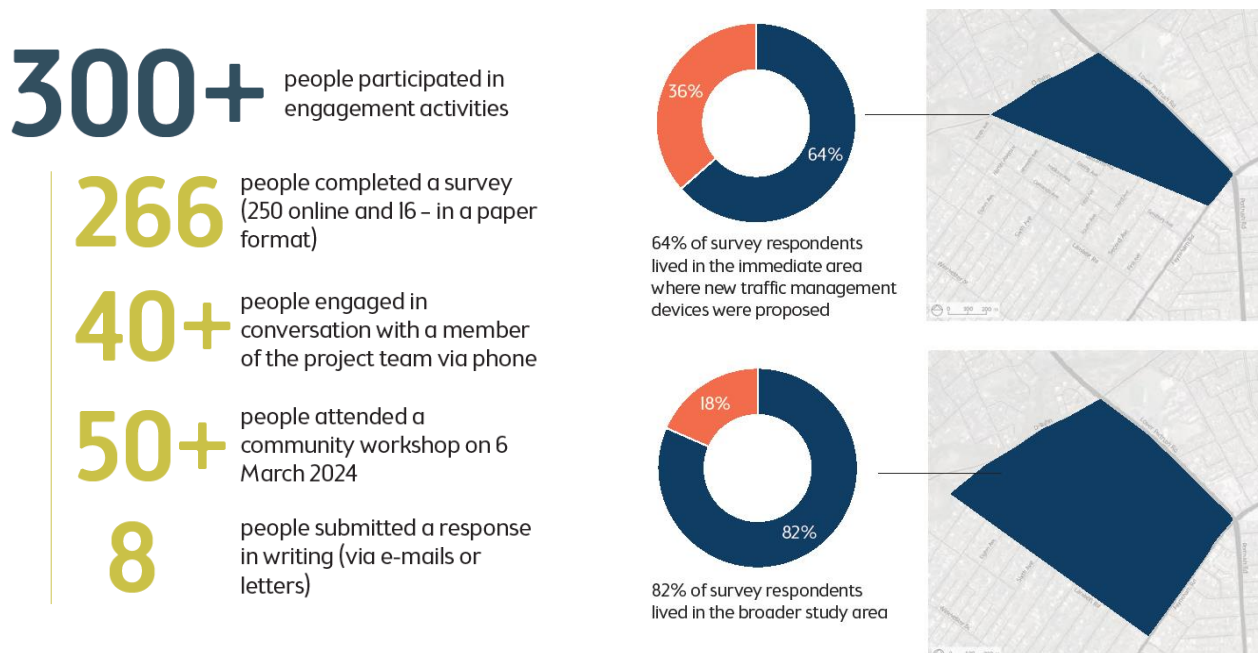
Summary of the outcomes of the consultation

The community consultation period commenced on 16 February 2024 and concluded on 15 March 2024. Citizens were encouraged to share their feedback by completing a survey or contacting a member of the project team by email or telephone. A community information evening that was held on 6 March 2024 at the Payneham Community Centre offered an opportunity for direct face-to-face engagement.

Community consultation was promoted as follows:

- Letters were individually addressed and delivered via Australia Post to all owners and occupiers of residents and businesses in the area bound by Lower Portrush Road, Lambert Road, Payneham Road and the O-Bahn Busway;
- background information and survey on the Council's website;
- a *Latest News* article;
- social media (Facebook and Instagram);
- posters at the Council's Libraries and Citizen Service Centre; and
- coreflute posters on poles within the Hackney to Marden precinct.

A summary of the key consultation outcomes is provided below.



This project has initiated a robust discussion regarding the merits of and need for the proposed traffic management devices, and the responses encompassed a variety of divergent views.

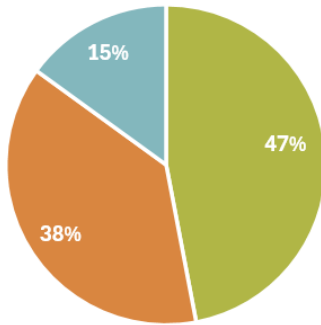
The Survey Form asked for feedback on a street-by-street basis. Analysis of the comments has identified that most residents supported the proposed traffic management devices in other streets but did not support the installation of traffic management devices in their own street. Battams Road is the one exception to this theme, where a majority of submissions from all streets, did not support the installation of a median island because of the removal of direct access across intersections and driveways.

This outcome highlights the residents' desire to have the area calmed while simultaneously expressing reluctance to endorse changes directly in front of their properties or their street.

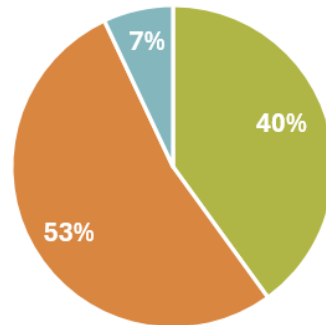
The pie charts below illustrate the nature of the feedback that has been received, by depicting the percentages of support from *all respondents*' side by side with the percentage of support from *residents of each specific street in question*.

River Street

All respondents



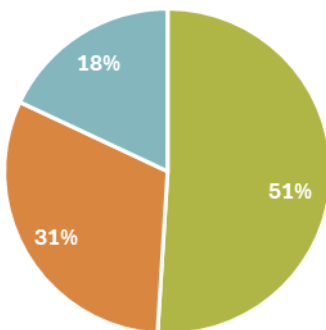
River Street Owner/Occupiers



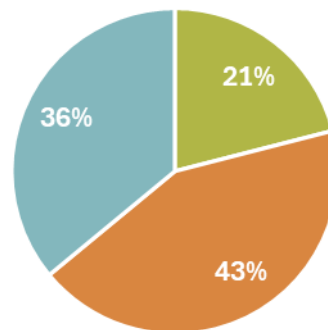
■ Support ■ Do Not Support ■ Unclear response

Broad Street

All respondents



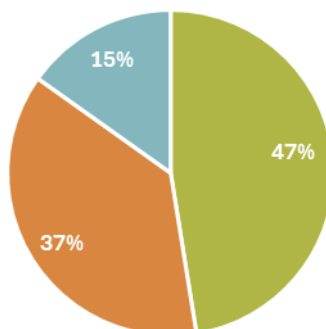
Broad Street Owner/Occupiers



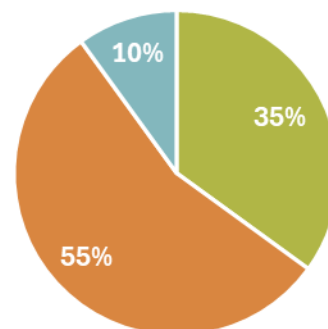
■ Support ■ Do Not Support ■ Unclear response

Beasley Street

All respondents



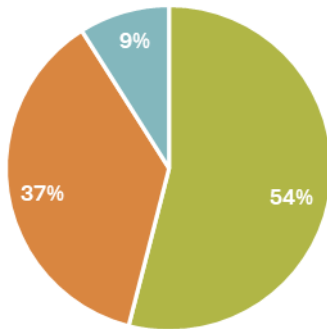
Beasley Street Owner/Occupiers



■ Support ■ Do Not Support ■ Unclear response

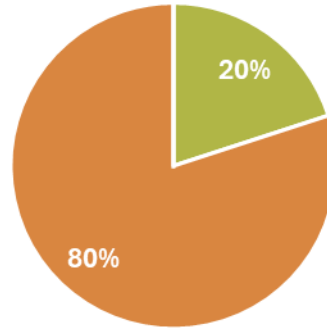
Addison Avenue

All respondents



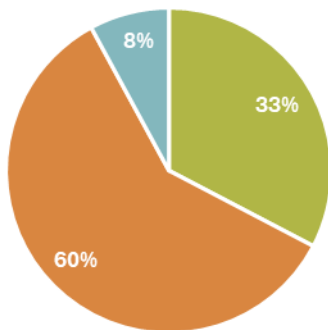
■ Support ■ Do Not Support ■ Unclear response

Addison Avenue Owner/Occupiers



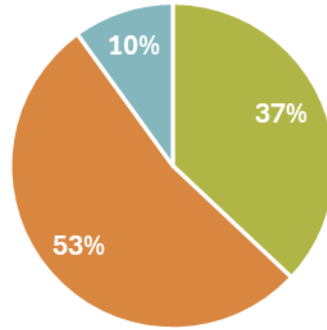
Battams Road

All respondents



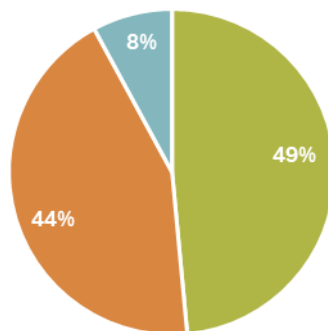
■ Support ■ Do Not Support ■ Unclear response

Battams Road Owner/Occupiers



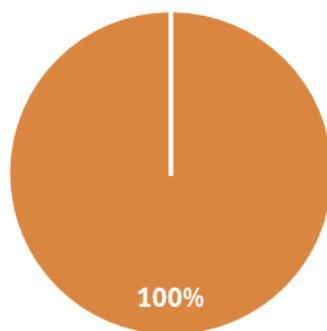
Pollock Avenue

All respondents



■ Support ■ Do Not Support ■ Unclear response

Pollock Avenue Owner/Occupiers



A considerable number of respondents have suggested that their preferred alternative option would be the installation of *road humps*. Although road humps can effectively reduce speed, such devices are not generally adopted by the Council because they have historically been unpopular due to resulting noise that occurs when vehicles drive over the humps and are only used in circumstances where there are no other options. In addition, one of the aims of the proposed traffic management framework, (as identified as a priority in the Stage 1 consultation), was to provide greening opportunities. The installation of road humps provides minimal opportunities for landscaping/streetscaping.

There was general support for the installation of traffic islands at both junctions of Lower Portrush Road with River Street and Beasley Street, with the proviso that both left turn and right turn out movements can be maintained.

In addition, a Petition was received by the Council at its meeting held on 2 April 2024, regarding the proposal to install a median island along Battams Road that formed part of the '*Marden & Royston Park Community Consultation for Traffic Management*', that is the subject of this report.

The petition was signed by a total of thirty-three (33) people. Seventeen (17) of the signatories identified that they resided in the suburbs of Marden or Royston Park. The Council should consider the contents of the Petition in weighing up the warrant or otherwise to install the proposed traffic intervention device on Battams Road. A copy of the Petition is contained in **Attachment D**.

In accordance with the Council's *Privacy Policy*, the personal information of the petitioners, (i.e. 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.

OPTIONS

The Committee has the following options in respect to progressing this project.

Option 1

Do nothing.

The Committee could determine that the comments that have been received through the consultation process is too divisive, and the community as a whole is not willing to accept integrated traffic management intervention at this point in time and on this basis not proceed with the installation of the traffic management devices.

This option is not recommended because the traffic speed and volume data that was identified in *the Tonkin Report* and *the Infraplan/Intermethod Report*, concluded that there is a justifiable warrant for traffic management intervention in Royston Park and Marden, to improve traffic safety and reduce 'rat-running'.

Option 2

Develop a set of alternative concept designs.

The Committee could recommend to the Council that the installation of the proposed traffic management devices, would result in too many adverse impacts in the suburbs of Marden and Royston Park and that alternative solutions that result in less impacts to parking or access to properties should be developed.

Such traffic management devices could include small islands and/or signs at junctions and intersections, however they would not provide opportunities for greening.

This option would not necessarily address the core issues that have been identified in *the Tonkin Report* and *the Infraplan/Intermethod report*. As such, this option is not recommended.

Option 3

Implement the installation of the proposed traffic control devices.

The Committee could determine that notwithstanding the concerns that have been raised in the most recent community consultation, that the installation of the proposed traffic control devices is warranted. This option responds to the many ongoing citizen requests for traffic management intervention and because the traffic management intervention aligns with evidence-based and best practice traffic engineering principles.

Implementation of Option 3 is not recommended based on the results of the community consultation.

Option 4

Place the Project on hold.

The Committee could determine that the comments that have been received through the consultation process on the implementation of traffic management devices, is too divisive and the community as a whole is not willing to accept integrated traffic management intervention at this point in time.

Given that the implementation of a 40km/h speed limit is imminent (subject to approval by the Department for Infrastructure & Transport), it could be considered more appropriate to evaluate the outcomes of the reduced speed prior to the installation of traffic management devices. As such, the traffic management devices in Marden and Royston Park would be given further consideration, only if the reduced speed limit does not moderate traffic speed and volume and if citizen complaints continue to be received on a frequent basis.

This option is recommended because it addresses the outcomes of the community consultation at this point in time and allows traffic management devices to be installed in the future, only if the need at that time, is identified.

CONCLUSION

The installation of traffic management devices in the suburbs of Marden and Royston Park, were selected as best-practice approaches to address the speeding and “rat-running” issues through the area that are caused by motorists avoiding the traffic congestion and delays at the Lower Portrush Road and Payneham Road intersection.

Although the scheme was supported by many residents, the significant level of strong opposition demonstrates that the community as a whole is not ready for the installation of traffic calming devices that simultaneously will result in inconvenience, such as the removal of on-street car parking and/or direct access to properties.

The imminent reduction of speed limits in the area to 40km/h, is likely to have some impact on traffic speeds and possibly, as a consequence, on traffic volumes. As such, the monitoring and evaluation of the outcomes of the speed reduction will inform the need and direction for the installation of traffic management devices in the future.

COMMENTS

The Council receives a significant number of concerns from residents regarding high traffic speed and volume through local areas.

These concerns obviously need to be verified through the collection of data upon which decisions are then based. Some isolated issues can be resolved with simple solutions such as pavement marking and/or signage however area-wide issues require a more strategic approach. However, the trade-off is that the installation of effective traffic management devices usually will result in some level of inconvenience to citizens.

The Committee will need to weigh up the benefits and dis-benefits of the proposals and determine the extent to which it is prepared to introduce traffic management devices to address the concerns of some residents or retain the status quo and rely on the imminent introduction of a reduced speed limit to mitigate some of those outstanding concerns.

The Committees recommendations will then be forwarded to the Council for consideration.

RECOMMENDATION

1. That the outcomes of the community consultation in respect to the installation of traffic management devices in Marden and Royston Park, as outlined in this report, be received and noted.
 2. The Committee notes that the implementation of a 40km/h speed limit in the suburbs of Marden and Royston Park is currently pending, subject to approval by the Department for Infrastructure & Transport and that an evaluation of the outcomes of the reduced speed limit will be undertaken to identify if there are any locations where excessive vehicle speeds remain a safety concern and whether there is a need to undertake further, more detailed investigations to assess and determine the need or otherwise for additional traffic management measures.
 3. That the implementation of traffic management devices, contained in the *Infraplan/Intermethod report* dated 2022, that have been the subject of community consultation between 16 February 2024 and 15 March 2024, be placed on hold until the outcomes of the evaluation of the 40km/h speed limit is completed, and the need for traffic management devices is determined at that time.
 4. That the petitioners and all citizens who made a submission on the proposed installation of the traffic management devices during the community consultation period, be advised of the Committee's decision.
-

Mr Shane Foley moved:

1. *That the outcomes of the community consultation in respect to the installation of traffic management devices in Marden and Royston Park, as outlined in this report, be received and noted.*
2. *The Committee supports the proposed integrated traffic management intervention plan however recognises that the community as a whole is not willing to accept integrated traffic management intervention at this point in time.*
3. *The Committee notes that the implementation of a 40km/h speed limit in the suburbs of Marden and Royston Park is currently pending, subject to approval by the Department for Infrastructure & Transport and that an evaluation of the outcomes of the reduced speed limit will be undertaken to identify if there are any locations where excessive vehicle speeds remain a safety concern and whether there is a need to undertake further, more detailed investigations to assess and determine the need or otherwise for additional traffic management measures.*
4. *That the implementation of traffic management devices, contained in the Infraplan/Intermethod report dated 2022, that have been the subject of community consultation between 16 February 2024 and 15 March 2024, be placed on hold until the outcomes of the evaluation of the 40km/h speed limit is completed, and the need for traffic management devices is determined at that time.*
5. *The Committee recommends that an investigation be undertaken to assess the feasibility of extending the Lower Portrush Road median island across the junctions of River Street and Beasley Street, with alternative access provision into River Street and Beasley Street via two (2) U-turn facilities on either side of the junctions. The investigation will consider bus-only right turn exemptions at the Beasley Street junction. The aim of this design is to reduce non-local through traffic by restricting direct right turn movements into and out of River Street and Beasley Street. It was noted that if the proposal is feasible, further liaison with the Department of Infrastructure & Transport would be required.*
6. *That the petitioners and all citizens who made a submission on the proposed installation of the traffic management devices during the community consultation period, be advised of the Committee's decision.*

Seconded by Mr Charles Mountain and carried unanimously.

4. OTHER BUSINESS
Nil

5. NEXT MEETING

Tuesday 15 October 2024

6. CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 11.17am.

Cr Kevin Duke
PRESIDING MEMBER

Minutes Confirmed on _____
(date)