

Traffic Management & Road Safety Committee Agenda & Reports

16 February 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.*

City of Norwood Payneham & St Peters
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City of
Norwood
Payneham
& St Peters

11 February 2021

To all Members of the Traffic Management & Road Safety Committee

Committee Members

- Cr Fay Patterson
- Cr Carlo Dottore
- Cr Kevin Duke
- 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 16 February 2021, commencing at 11.00am

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

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City of
**Norwood
Payneham
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VENUE Mayors Parlour, Norwood Town Hall

HOUR

PRESENT

Committee Members

Staff

APOLOGIES Mr Nick Meredith (Specialist Independent Member)

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 which seek to enhance and improve road safety throughout the City.*

1. **CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE MEETING HELD ON 18 AUGUST 2020**

2. **PRESIDING MEMBER'S COMMUNICATION**

3. **DEPUTATIONS**

4. **STAFF REPORTS**

4.1 INVESTIGATIONS INTO REDUCED SPEED LIMITS IN NORWOOD AND KENT TOWN

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

PURPOSE OF REPORT

The purpose of this report is to:

- inform the Committee of the investigations which have been undertaken into the possible introduction of a 40km/h area speed limit in the suburbs of Norwood and Kent Town; and
- present the proposed consultation methodology.

The aim of the report is to provide the Committee with sufficient information to make informed recommendations to the Council regarding the proposed speed limit reductions in Norwood and Kent Town, including community consultation.

BACKGROUND

At the Traffic Management and Road Safety Committee (Committee) meeting held on 18 August 2020, the Committee endorsed the investigation of the staged implementation of a 40km/h area wide speed limit with an initial focus on Norwood and Kent Town.

It was also noted that:

- (a) The Parade Masterplan proposal to introduce a 50 km/h speed limit from Fullarton Road to Osmond Terrace and a 40 km/h speed limit from Osmond Terrace to Portrush Road, would be pursued in conjunction with further investigations to introduce different speed limits on The Parade such as adjacent the Norwood Oval during match days;
- (b) the Committee recommended to the Council, that the additional investigations and justifications that are required by the Department for Infrastructure and Transport (DIT) to implement these speed reductions, be undertaken independently of The Parade Masterplan detailed design process and, if appropriate, in conjunction with the investigations to implement 40km/h speed limit Areas; and
- (c) a further report would be presented to the Council outlining the community consultation process to be undertaken, prior to seeking approval from DIT.

The report that was endorsed by the Committee included discussion on the strategic context that underpins the lowering of speed limits, as well as information on the safety benefits, the status of areas with reduced speed limits in other Metropolitan Adelaide Councils and an overview of community understanding. This previous report is contained in **Attachment A**.

Subsequent to the Committee meeting held on 18 August 2020, Council staff met with DIT staff to discuss the implementation of the reduced speed limit on The Parade. DIT staff made it clear at this meeting that any proposal to reduce speed limits on The Parade would not be approved in isolation but would only be considered as part of a wider 40km/h area speed limit proposal.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

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

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

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

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

Objective 3: An engaged and participating community.

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

Outcome 2: Cultural Vitality

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

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

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

FINANCIAL AND BUDGET IMPLICATIONS

The community consultation can be undertaken by staff. It is anticipated that the costs for printing and distribution would be in the order of \$3,500 to \$4,000.

If, following community consultation, the Council determines to proceed with the implementation of reduced speed limits in Norwood and Kent Town, additional costs will be incurred for the planning and installation of appropriate signage and community education.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Community acceptance for lowered speed limits has increased in recent years as a result of several Councils rolling out 40km/h area speed limits. The City of Unley implemented 40km/h citywide in 1999 and the City of Prospect has recently endorsed a Citywide 40km/h speed limit for implementation in the coming months. Large Councils have adopted a staged approach, such as the City of Charles Sturt and the City of Port Adelaide Enfield.

The City of Norwood Payneham & St Peters implemented a 40km/h speed limit in Stepney, Maylands and Evandale in 2019 and since that time, Council staff have had numerous requests for 40km/h in other suburbs, including St Peters, Hackney, Felixstow, Glynde, Payneham, Trinity Gardens, Kensington and Marryatville.

Notwithstanding the above, it is likely that there will still be considerable debate, discussion (and possibly opposition) on this topic. It will be important to provide information and facts on the benefits of speed reduction as part of the consultation material.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The work required to investigate a Citywide 40km/h speed limit requires the allocation of considerable resources and this may affect the delivery of other traffic management and transport related projects and issues.

RISK MANAGEMENT

Not Applicable.

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Traffic Management & Road Safety Committee**
The Committee considered this matter at its meeting held on 18 August 2020.
- **Staff**
General Manager, Urban Planning & Environment
Manager, Economic Development & Strategic Projects
- **Community**
The Parade Master Plan which has been endorsed by the Council proposes the following speed limits be implemented along The Parade:
 - 50 km/h from Fullarton Road to Osmond Terrace; and
 - 40 km/h from Osmond Terrace to Portrush Road.Community engagement of these proposed speed limit changes via The Parade Masterplan project received 62.6% and 52.8% support respectively.
- **Other Agencies**
Department for Infrastructure and Transport (DIT):
 - ongoing liaison as part of this project; and
 - as part of The Parade Master Plan, DIT supported the speed reduction along The Parade in principle, but required additional investigations and justification prior to final approval.City of Burnside
City of Adelaide
SAPOL

DISCUSSION

1. The Subject Area

The area that has been investigated for the possible implementation of a 40km/h area wide speed limit (the subject area) is bound by Magill Road, Portrush Road, Kensington Road and Dequetteville Terrace, as depicted on the map contained in **Attachment B**.

The subject area lies adjacent to Stepney, Maylands and Evandale, which have been speed limited to 40km/h since 2019.

The Parade, Rundle Street and Flinders Street lie within the subject area and are owned and maintained by the Department for Infrastructure and Transport (DIT). These roads are discussed herein and liaison with DIT regarding the assessment of speeds on these roads is ongoing.

The Parade Master Plan project recommended that speed limits on The Parade be modified to:

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

Consultation with DIT and the community was undertaken as part of The Parade Master Plan project and the proposed speed limit changes for The Parade:

- received in-principle support from DIT; and
- received majority support from the community:
 - 62.6% support for 50km/h from Fullarton Road to Osmond Terrace; and
 - 52.8% support for 40km/h from Osmond Terrace to Portrush Road.

2. Department for Infrastructure and Transport (DIT) Guidelines

The investigations described in this report align with the requirements set out in the DIT publication, *Speed Limit Guideline for South Australia*. The list of requirements are listed in TABLE 1 below, along with the current progress of each item.

TABLE 1: DIT REQUIREMENTS FOR APPROVAL

Item	DIT Requirement	Current Progress
1	A clear boundary (generally bound by arterial roads, rivers, rail lines etc)	Completed, refer Attachment B
2	Resolution from Council	In progress, dependant on consultation outcomes
3	Indication of support from Local State Member of Parliament	In progress
4	Consultation with neighbouring Councils	Completed
5	Consultation with DIT	In progress
6	Consultation with SAPOL	Completed
7	Speed data collection from a representative sample of <i>relevant streets</i> * and a list of these streets.	Completed and contained in Attachment D
8	Proposed traffic calming devices on streets with higher speeds	Not required
9	A list of all streets less than 250m in length	Completed and contained in Attachment D
10	A site plan showing proposed signs, parking controls and traffic calming devices	To be undertaken if 40km/h endorsed by Council post-consultation
11	A Traffic Impact Statement	In progress

* **Relevant streets** are any streets longer than 250m, including those with existing high-level physical speed control treatments. It excludes sections of an otherwise continuing street between devices such as stop signs, give way signs or roundabouts which are less than 250 metres. If the lengths between these devices are longer than 250m, they will be 'relevant streets'.

Community consultation is not a DIT requirement, but the Guideline suggests that where the speed limit change affects a large area, consultation may be in the form of a survey of a representative sample of that community.

3. Investigation Outcomes

The investigations have identified that all Council-owned streets meet the DIT requirements for a 40km/h area wide speed limit without the need for additional traffic calming devices. This was identified from collecting traffic data and determining that the arithmetic mean speed of the relevant streets was less than 50km/h as per the DIT requirements (refer to item 7 in TABLE 1 above).

The function and land use of each street and the interface between the Council roads and DIT roads, was assessed to ensure that the speed limit reduction was appropriate and consistent for each street. In addition, the main streets that continue into the City of Burnside and the City of Adelaide were assessed for consistency. This assessment identified that it would be appropriate for the speeds on The Parade West and Osmond Terrace to be excluded from the 40km/h and be maintained at 50km/h as described below.

The Parade West

The Parade West is a major link between the DIT roads of Rundle Street (50km/h), Flinders Street (60km/h), Fullarton Road (60km/h) and The Parade (future proposed 50km/h). DIT are unlikely to reduce the speed of these roads to 40km/h and the predominant land uses are of a commercial and institutional nature. In addition, Prince Alfred College has constructed an overpass on The Parade West to serve students crossing the road between the School's Boarding House and main campus. On this basis, it is considered appropriate to maintain the existing speed limit of 50km/h along The Parade West.

Osmond Terrace

Osmond Terrace is a major north-south link between Nelson Street, Stepney (DIT road with a speed of 60km/h) and Prescott Terrace (the City of Burnside with a speed of 50km/h). Liaison with DIT and the City of Burnside identified that there are no plans to reduce the speed limits of these roads. Therefore, for motorist consistency it is considered appropriate to maintain the existing speed of 50km/h along Osmond Terrace.

The proposed speed limits are illustrated in the map contained in **Attachment C**.

4. Proposed Consultation Methodology

It is proposed that the consultation methodology for the introduction of reduced speed limits in Norwood and Kent Town would include:

- a postcard (DL size) letter box dropped into every residence and business in the area (estimated to be 5,100 postcards);
- 'Have Your Say' comments via a questionnaire on-line (via Council's website) or posted on request.
- news item on Council's website; and
- core flute signs at various locations to raise awareness of the 'Have Your Say' opportunity to the community outside of the targeted area.

The messaging and design of the postcard would be prepared by the Council's Communications staff and would include content similar to the following:

The City of Norwood Payneham & St Peters is proposing to introduce a 40km/h area-wide speed limit in the residential streets of Norwood and Kent Town (except Osmond Terrace and The Parade West) to improve road safety and neighbourhood liveability.

The map below (to be designed) illustrates the streets that would be reduced from 50km/h to 40km/h.

Why?

Residential streets

Residential streets are designed to provide access to and from properties – they're not meant for speeding and short-cuts. The short street lengths in Norwood and Kent Town mean that the reduced speed would not increase travel time but streets would be safer and more liveable.

Research shows that if motorists drive moderately:

- *Streets are safer*
- *Streets are quieter*
- *Its more enjoyable to walk and ride a bike*
- *There are less CO2 emissions, and*
- *Traffic flow is smoother.*

You are invited to 'Have Your Say' about this proposal. You can complete a survey online by either scanning the QR code below or copying this link 'http://link to be inserted'. Alternatively, you can pick up a survey form at the Norwood Town Hall or telephone us to request a survey form and a prepaid envelope to be posted to you.

It is proposed that the survey questions would include:

- *Do you support a 40km/h speed limit on Council roads in Norwood and Kent Town as shown on the map? Note that this excludes Osmond Terrace and The Parade West which would both remain at 50km/h. **Yes/No/Unsure***
- *Do you live and/or work in Norwood or Kent Town?*
- *Space for Comment*

5. Ongoing liaison with DIT

A meeting between Council staff and DIT was held on 9 February 2021, to discuss the implementation of reduced speeds in Norwood and Kent Town with the following outcomes:

- DIT provided approval for the Council to commence community consultation for a 40km/h speed limit on the residential streets in Norwood and Kent Town (excluding Osmond Terrace and The Parade West).
- DIT agreed that consultation for reduced speed limits on The Parade is not required because it was undertaken as part of The Parade Master Plan project, receiving majority support.
- DIT are currently considering the introduction of reduced speed limits along The Parade as per The Parade Master Plan, but recommended that this be undertaken separately from the area-wide 40km/h speed limit and instead it would be assessed as a 'road corridor speed reduction'.
- The installation of variable message signs on The Parade are supported by DIT to enable 25km/h speed limit during large events at the Norwood Oval.
- DIT may consider a reduced speed of 50km/h along Flinders Street in the future but this is to be excluded as part of this investigation.

OPTIONS

The investigations and proposed outcomes discussed in this report have identified that:

- The residential streets in Norwood and Kent Town meet the DIT Guideline for a 40km/h area wide speed limit and DIT have given approval to commence consultation. The 40km/h area speed limit would not apply to The Parade West and Osmond Terrace due to their role in the road network.
- The speed limits proposed for The Parade (aligning with The Parade Master Plan) are formally being considered by DIT and discussions to expedite this process are ongoing. Community consultation is not required for reduced speed limits on The Parade because this was undertaken with majority support, as part of The Parade Master Plan.

The Committee is now required to consider the proposal described in this report for reducing traffic speed limits in Norwood and Kent Town and provide advice to the Council on the next steps.

Possible options for the next steps are listed below.

Option 1

Do nothing. The Committee can advise the Council that despite the outcomes of the investigation, the reduced speed limits in Norwood and Kent Town as contained in **Attachment C** should not be implemented.

This approach is not recommended as the proposed reduction of speed limits has merit.

Option 2

The Committee can advise the Council to place the introduction of a 40km/h area speed limit in Norwood and Kent Town on-hold until a decision is made by DIT to simultaneously introduce reduced speed limits on The Parade.

This approach is not recommended.

Option 3

The Committee can advise the Council to proceed to undertake community consultation on the proposal to impose a 40km/h area speed limit on residential streets in Norwood and Kent Town (except for The Parade West and Osmond Terrace), as contained in **Attachment C**.

This approach is recommended.

CONCLUSION

It is recommended that the Committee recommend to the Council that there is justification to pursue the implementation of reduced speed limits in residential streets in Norwood and Kent Town, for the reasons outlined in this report and the previous report presented to the Committee on 18 August 2020, and that the Council proceed to undertake community consultation on the proposal to impose a 40km/h area speed limit on residential streets in Norwood and Kent Town (except for The Parade West and Osmond Terrace), as contained in **Attachment C**.

COMMENTS

Council staff will continue to liaise with DIT to introduce reduced speed limits on The Parade to coincide with the timing of the implementation of a 40km/h speed limit in the residential streets of Norwood and Kent Town, if the Council endorses the Committee's recommendations.

RECOMMENDATION

That the Traffic Management and Road Safety Committee make the following recommendations to the Council:

1. That the Council receives and notes the outcomes of the investigations which have been undertaken by staff, as outlined in this report and the report presented to and considered by the Traffic Management & Road Safety Committee on 18 August 2020, regarding the proposal to reduce speed limits in residential streets in Norwood and Kent Town.
2. That the proposal to reduce speed limits in residential streets in Norwood and Kent Town meets all requirements set out in the Department for Infrastructure and Transport publication, *Speed Limit Guideline for South Australia*.
3. That, having regard to the outcomes of the staff investigations and the requirements of the Department for Infrastructure & Transport publication, *Speed Limit Guideline for South Australia*, the Council proceed to undertake community consultation on the proposal to introduce a 40km/h area wide speed limits in Norwood and Kent Town, as detailed in Attachment C to this report.
4. That the Council notes that:
 - (a) a further report will be presented to the Council detailing the outcomes of the community consultation;
 - (b) ongoing liaison will be undertaken with the Department for Infrastructure & Transport regarding to reducing speed limits on The Parade, as set out in the endorsed Thee Parade Master Plan project; and
 - (c) the proposal for reduced speeds on The Parade includes variable message signs that would enable a speed limit of 25km/h during large events at the Norwood Oval.

Attachment A

Investigations into Reduced Speed Limits in Norwood and Kent Town

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175 The Parade, Norwood SA 5067

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5.1 INVESTIGATION OF THE INTRODUCTION OF A CITY WIDE 40KM/H SPEED LIMIT FOR RESIDENTIAL STREETS AND THE PARADE – STAGE 1 INVESTIGATIONS

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

PURPOSE OF REPORT

The purpose of this report is to present to the Committee, Stage 1 of the investigations into the introduction of a City-wide 40km/h speed limit for residential streets and The Parade, Norwood.

The outcomes of these investigations aim to provide the Committee with sufficient information to make an informed recommendation to the Council on the future direction of the proposal.

BACKGROUND

At the Traffic Management and Road Safety Committee meeting held on 16 June 2020, the Committee endorsed that Stage 1 of the investigations into the introduction of a City-wide 40km/h speed limit comprising a literature review, be undertaken.

The Stage 1 investigations set out in this report include:

- Strategic Context;
- Why 40km/h?
- What other Councils are doing in Metropolitan Adelaide, Case Studies;
- Evaluation of the 40km/h Area Speed Limit in Maylands, Evandale and Stepney;
- NPSP: A Road Safety Snapshot;
- Overview of public opinion and community understanding; and
- Updated DPTI guidelines for approval.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Reducing traffic speed in residential streets and The Parade has the potential to support and facilitate the Outcomes and Objectives of the Council's Strategic Management Plan, City Plan 2030, *Shaping Our Future* listed below.

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community.

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

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

Objective 3: An engaged and participating community.

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

Outcome 2: Cultural Vitality

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

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

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

FINANCIAL AND BUDGET IMPLICATIONS

It is difficult to estimate the anticipated costs because there are several unknown factors at this time. The extent of traffic data collection, community consultation and infrastructure required could only be identified after further investigations have commenced.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

The implementation of lower speed limits will always be the source of much debate and discussion. As such, any investigations of such a proposal must balance the pros and cons of lowered speed limits and carefully consider community expectations.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The work required to investigate a city wide 40km/h speed limit requires considerable resources from the Council and this may affect the delivery of other traffic management and transport related projects and issues.

RISK MANAGEMENT

Not Applicable.

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Committee**

The Committee considered this matter at its meeting held on 16 June 2020.

- **Community**

Community consultation was undertaken as part of The Parade Masterplan project. The results of the community consultation revealed that the community was supportive of reduced speed limits on The Parade.

A community survey for a City-wide 40km/h speed limit was undertaken in 2015 and the proposal did not receive support.

DPTI does not require that the Council undertake community consultation to implement 40km/h areas but recommend that where the speed limit change affects a large area, consultation be undertaken in the form of a survey of a representative sample of the community, together with an education campaign on the benefits of reduced speed.

- **Staff**

General Manager, Urban Planning & Environment

- **Other Agencies**

As part of undertaking the investigations of the proposal, information has been sought from DPTI, SAPOL, the Cities of Campbelltown, Burnside and Adelaide and the Town of Walkerville.

DISCUSSION

Strategic Context

The Safe System Approach

Lowering urban speed limits is a direct outcome of The Safe System approach which was adopted in Australia in 2011. Originating in Sweden in the 1980's, it became the landmark Organisation for Economic Co-operation and Development (OECD) report, 'Towards Zero' (2008), which has since been adopted in many countries world-wide.

The guiding principles to the Safe System approach are that:

1. People make mistakes. Humans will continue to make mistakes and the transport system must accommodate these. The transport system should not result in death or serious injury as a consequence of errors on the roads.
2. Human physical frailty. There are known physical limits to the amount of force our bodies can take before we are injured.
3. A 'forgiving' road transport system. A Safe System ensures that the forces in collisions do not exceed the limits of human tolerance. Speeds must be managed so that humans are not exposed to impact forces beyond their physical tolerance. System designers and operators need to take into account the limits of the human body in designing and maintaining roads, vehicles and speeds.

The Safe System Approach has four main pillars that are **Safe Roads, Safe Speeds, Safe Vehicles and Safe People** as shown in Figure 4 below. The relevant pillar that relates to Local Government and this investigation is **Safe Speeds**.

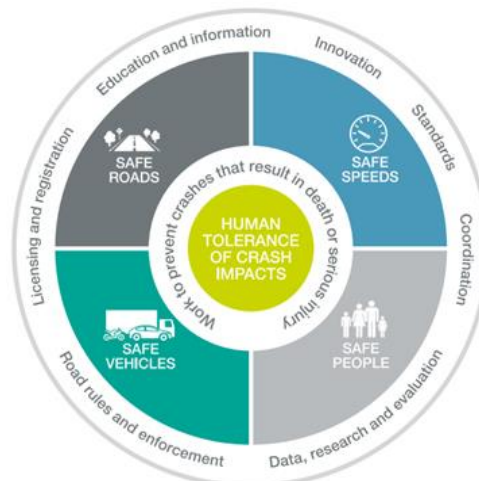


Figure 4: The Safe System Approach

The National Road Safety Strategy 2011-2020

The *National Road Safety Strategy* is the overarching document which provides the national framework for road safety and has been committed to by all State and Territory Governments.

The Strategy states that speed limits across the network should be aligned with the Safe System Approach stating that 'road users who are not protected by a vehicle are extremely vulnerable in collisions and the risk of death or serious injury increases markedly over 30km/h'.

Priority Action No. 6 of the National Strategy states:

- *Implement 40km/h (or lower) speed limits in high pedestrian and cyclists use zones;*
- *Investigate 30km/h (or lower) speed limits in high-risk pedestrian and cycling areas; and*
- *Investigate and implement low-cost infrastructure options to reflect a lower speed environment, when applying speed reductions as a road safety treatment.*

The South Australian Road Safety Strategy 2020 - Towards Zero Together

The *State Road Safety Strategy 2020* also embeds the Safe System Approach. The key outcomes for safer speeds identified include:

- *Increasing speed limit consistency;*
- *Increasing community awareness of the impact of speed; and*
- *Increasing compliance through better technology and increased penalties.*

The State Strategy recognises that safe travel speeds would ideally be less than 30km/h in areas where conflict with people walking and cycling is possible, less than 50km/h where side impacts are possible and less than 70km/h on roads where head-on collisions are possible.

The *South Australian Road Safety Strategy – Toward Zero Together* is currently being updated to 2031.

This provides an opportunity for the introduction of a State-wide approach to safer speeds, resulting in a greater level of consistency across all Local Government Areas. In light of the improved safety and residential amenity as an outcome of lower traffic speeds, it would be prudent for the Council to advocate for 40 km/h, as the default speed on appropriate local roads as part the Government's South Australian Road Safety Strategy 2031.

Department for Planning Transport & Infrastructure (DPTI)

The DPTI publication, *Speed Limit Guidelines for South Australia*, DPTI provides a State-wide point of reference for applying speed limits and supports 40km/h speed limits in streets with **high pedestrian activity**.

The *Functional Hierarchy for South Australia's Land Transport Network* defines The Parade between Fullarton Road and Portrush Road as a Priority Pedestrian Area, Major Cycling Route and Public Transport Corridor. As such, The Parade, Norwood aligns with the Guidelines to be a 40km/h speed limited road. Given that The Parade between Fullarton Road and Portrush Road is maintained by DPTI, the Council is required to work in partnership with DPTI in the assessment, consultation and implementation process of a 40km/h speed limit.

In addition to high pedestrian activity areas, DPTI advise that a 40km/h speed-limit area **may** be introduced to help create a speed environment appropriate to local streets. DPTI suggests that the speed limit of 40 km/h is generally appropriate in precincts where existing speeds are not overly high. These may be areas where higher speed streets have been treated with local area traffic management devices, or where speeds are naturally low because of existing road and traffic characteristics.

Review and analysis by DPTI indicates that a 10km/h reduction in speed limit will, on average, result in a 3-4km/h change in mean speeds.

Streets for People: Compendium for South Australian Practice

The *Streets for People Compendium* was produced by the State Government and the Heart Foundation in 2012, to provide an overview of best practice street design.

The Compendium uses the Link and Place approach to determine appropriate speeds for streets. The Link and Place approach is generally used throughout Australia instead of the traditional road hierarchy model. It recognises that streets have a Link category (a movement corridor), but also have a Place category (a destination in its own right). The Link & Place matrix provides a two-dimensional street classification into which every kind of street can be located.

Figure 5 below illustrates the Link and Place matrix and shows the recommended speed for each street depending on where it would fall within the matrix. For instance, Portrush Road would be a Metropolitan Link and a Neighbourhood/Local Place, resulting in recommended speed above 50km/h. The Parade is a District Link and a District Place whereby 40km/h or less is recommended. All Council roads would fall into the categories of Local, Neighbourhood or District Links and Places, resulting in recommended speeds of between 10 and 40km/h.

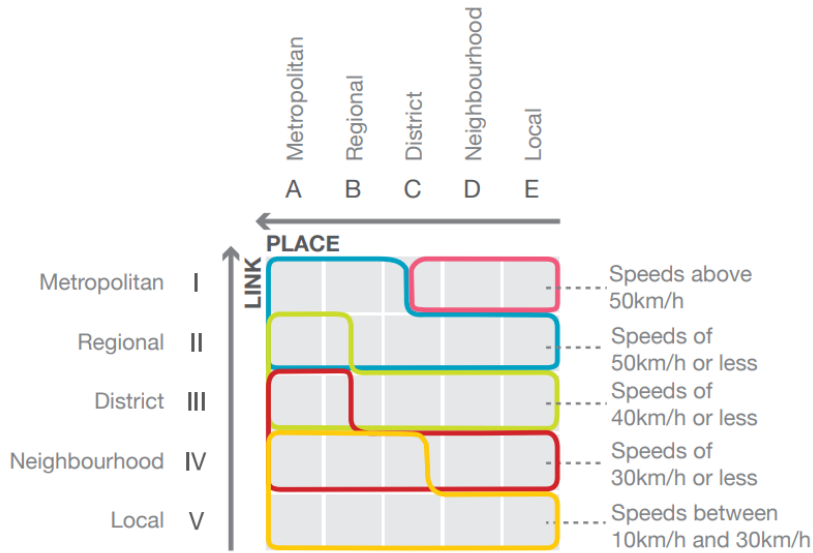


Figure 5: The Link and Place Matrix

Why 40km/h?

In 2003, the default urban speed limit was reduced from 60km/h to 50 km/h in South Australia. Data collection in 2003, found that the mean speeds on urban streets had fallen by 2.2km/h and casualty crashes had reduced by 20%.

Although this has improved safety for people in motor vehicles, it is still unsafe for cyclists and pedestrians and does not significantly improve community liveability. Based on current research, the speed environment should desirably be less than 35 km/h in order to reduce serious injuries between people and motor vehicles. The chances of a pedestrian or cyclist surviving a crash decreases rapidly above 30km/h as illustrated in Figure 3 below.

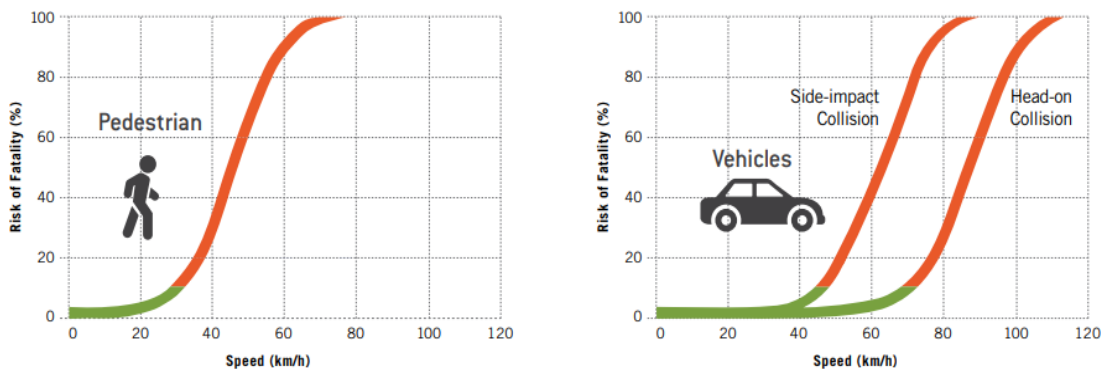


Figure 6: Collision-force and risk of fatality, from Towards Zero Together

A speed limit of 30km/h is gaining support in some areas. DPTI will consider the adoption of a 30km/h speed limit for high pedestrian activity centres where pedestrian volumes are very high and retail, dining entertainment recreation or tourism facilities generates frequent pedestrian movement across the road at numerous location along the road.

On a global scale, recent research has counted one hundred and sixty municipalities in fifteen European Countries that have now adopted 30km/h (or 20mph) as a more appropriate speed (<http://en.30kmh.eu/>). These include small to medium communities as well as large cities such as Paris and London.

What other Councils are doing in Metropolitan Adelaide

40km/h speed limit areas are located in parts of the Cities of Charles Sturt, Mitcham, Port Adelaide Enfield and the City of Norwood Payneham & St Peters, are City-wide in the City of Unley and are planned to be City-wide in the City of Prospect. These areas are illustrated on the map in Figure 4 below (light green implemented prior to 2017 and dark green implemented post 2017).

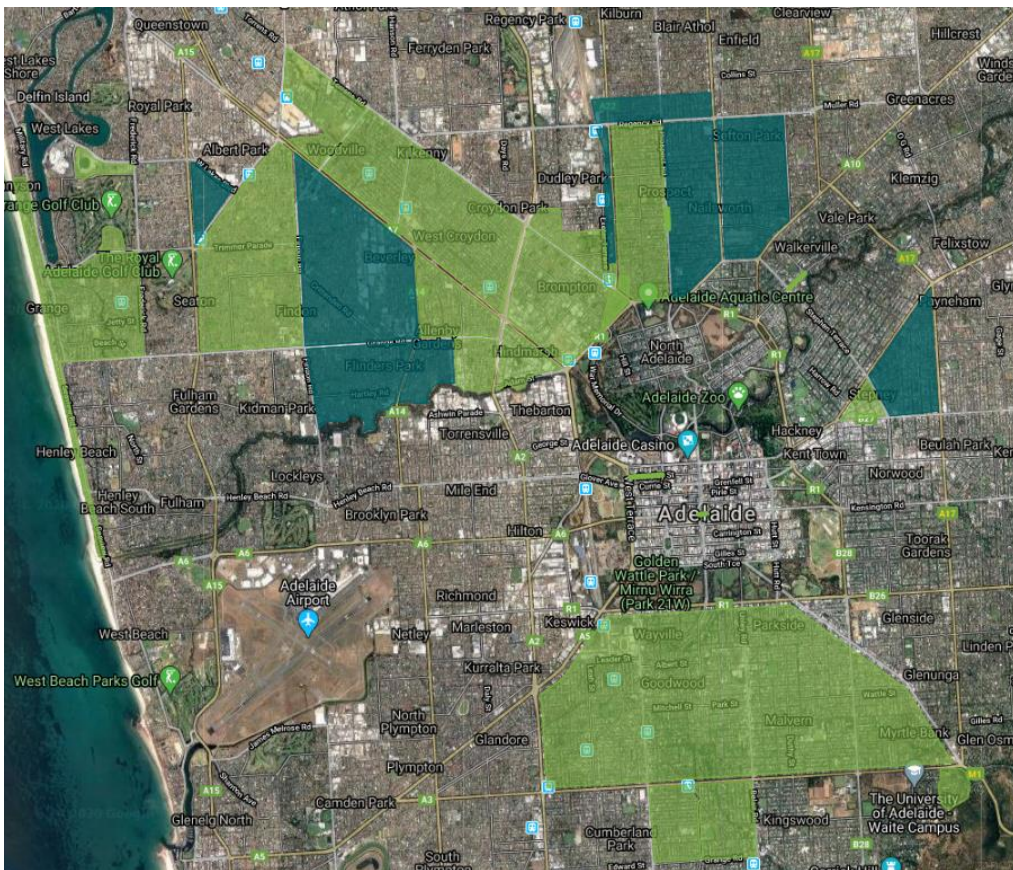


Figure 7: 40km/h Speed Limit Areas in Metropolitan Adelaide (source: City of Charles Sturt)

In addition to these areas, sections of roads with high pedestrian activity (such as The Parade) that have a 40km/h speed limit include; Prospect Road Prospect, Henley Beach Road Torrensville, Hindley Street Adelaide, King William Road Unley and Goodwood Road Unley.

Case Study: The City of Charles Sturt

The City of Charles Sturt installed 40km/h Area Speed Limits in 18 suburbs between 2012 and 2018 resulting in 50% of the local streets in Charles Sturt having a 40km/h Area Speed Limit for at least 12 months. The locations are shown in Figure 4 above.

In 2020, a technical analysis was undertaken to identify the changes to speed, volume and crashes before and after the 40 km/h implementation.

The analysis of all 146 locations identified that:

- the average vehicle speed decreased by 2.30 km/h (from 39.8 km/h to 37.5 km/h);
- the speed at or below which 85 percent of all vehicles travelled decreased by 4.27 km/h (from 48.0 km/h to 43.7 km/h); and
- week day (Mon-Fri) traffic volumes decreased by 7.4%.

The crash data analysis was not statistically significant due to the small number of crashes but nonetheless, the following changes were observed on Council roads:

- a 27.5% reduction in the number of casualty crashes (from 40 to 29 crashes); and
- a 10.6% increase in casualty crashes where the 50 km/h speed limit was maintained (from 85 to 94 crashes).

Case Study: The City of Unley

The City of Unley completed a City-wide 40 km/h speed limit area in 1998 after a trial that began in 1991. Excluding arterial roads and designated collector roads, the speed reduction was implemented together with a comprehensive community information campaign on the safety benefits (refer to Figure 5 below).

Studies in 2000 identified that speeds decreased by 6.2km/h in streets that previously recorded speeds greater than 40km/h and there was a minor decrease in traffic volumes. Crash analysis in 2003 identified a reduction of 17% in total crash numbers with road trauma being 15-20% lower than the projected levels if the 50km/h speed was retained.

The City-wide 40km/h implementation has been successful in terms of reducing vehicle speed and volumes as well as improving resident amenity.



Figure 8: City of Unley community information kit

Evaluation of 40km/h Speed Limit in Stepney, Maylands and Evandale

A 40km/h Area speed limit was introduced by the Council in the suburbs of Stepney, Maylands and Evandale in 2019.

Traffic data was collected at 85 sites within this area prior to implementation and the seven streets that recorded the highest traffic speeds at that time were selected again in 2020 for the purposes of comparing traffic speeds post-implementation of the 40km/h speed limit.

The before and after speeds for each street is shown in Figure 6 below and identified that:

- all seven streets resulted in mean speed reduction of between 1.4 km/h and 3.7km/h (refer Figure 9);
- six streets recorded a reduction in the 85th percentile speed (refer Figure 10); and
- traffic volumes had reduced in all seven streets, however, this is inconclusive due to the potential impacts of the Covid-19 pandemic (refer Figure 8).

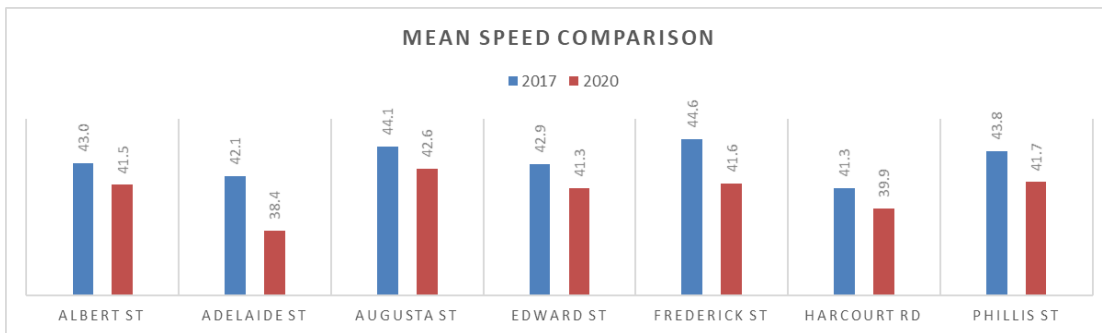


Figure 9: Evaluation of 40km/h Speed Limit in Stepney, Maylands and Evandale

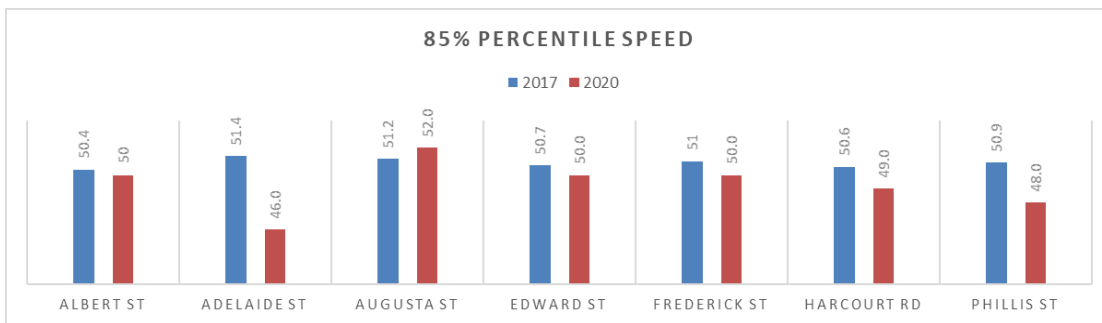


Figure 10: Evaluation of 40km/h Speed Limit in Stepney, Maylands and Evandale

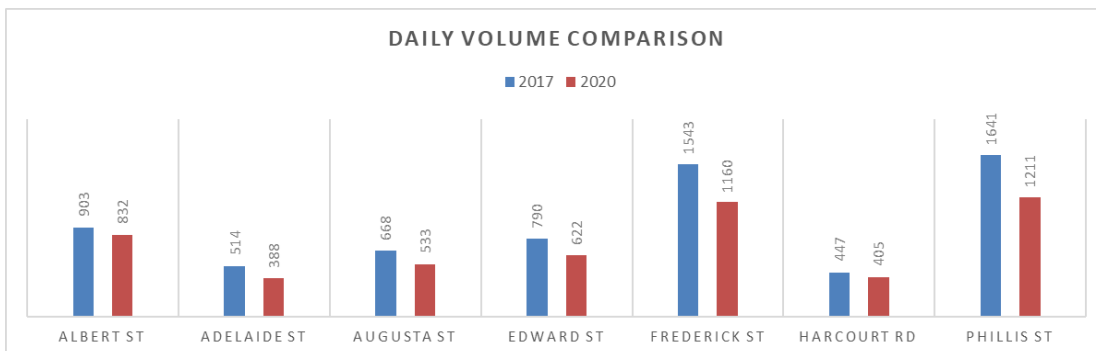


Figure 8: Evaluation of 40km/h Speed Limit in Stepney, Maylands and Evandale

The Parade Masterplan

At its meeting held on 15 May 2019, the Council considered and endorsed the final Draft of The Parade Masterplan. The Masterplan included, among other things, a proposed speed reduction on The Parade as follows:

- 50 km/h speed limit from Fullarton Road to Osmond Terrace; and
- 40 km/h speed limit from Osmond Terrace to Portrush Road.

Whilst The Parade Masterplan was the basis for the proposed reduced speed limit, there is no reason why the speed limit reduction cannot be pursued independently of The Parade Masterplan implementation.

Community consultation and discussions with DPTI as part of The Parade Masterplan identified support for the reduced speed limits. However, DPTI advised that further investigation and justification is required prior to final approval.

The City of Norwood Payneham & St Peters: A Road Safety Snapshot

Mean speed

Available traffic data for the City of Norwood Payneham & St Peters has been reviewed to ascertain which streets within the City currently have mean traffic speeds between 40 and 50km/h and which streets have mean speeds above 50km/h. Current data (5 years old or less) was not available for the entire City, so existing data back to 2005 has been used as a guide to developing an overall picture of street speeds (current data would be required for further investigation).

Figure 9 below illustrates the streets where the average speed was recorded above 40km/h (marked in yellow) and above 50km/h (orange), indicating that driving above the safe speed for conflict with vulnerable road users is a City-wide issue.



Figure 9: Streets with average speed above 40km/h (yellow) and 50km/h (orange)

Crash Data: Vulnerable road users

Cyclist and pedestrian crash data was reviewed for the last five (5) years to understand the number and severity of crashes involving vulnerable road users within the City. Arterial roads (other than The Parade) were omitted from the review and these are listed below:

Pedestrians:

- 10 crashes on local streets;
- 15 crashes on The Parade (Fullarton Road to Portrush Road).

Cyclists

- 94 crashes on local streets;
- 41 crashes on The Parade, Norwood.

Overview of Public Opinion and Community Understanding

City of Norwood Payneham & St Peters - City wide 40 km/h Speed Limit

The introduction of a City-wide 40km/h speed limit was considered by the Council in 2015, however, it was not implemented due to lack of community support as detailed below:

- 23,929 survey forms were distributed to residents, property owners and business operators and 6,035 were returned to Council representing a response rate of 26%;
- 76% of respondents thought that the current 50km/h speed limit was about right; and
- Overall, survey respondents disagreed with the introduction of a city wide 40km/h speed limit regardless of whether traffic calming devices were required or not.

The survey was comprised of questions and did not provide any educational material or information about the pros and cons of a 40km/h speed limit and why 40km/h was being considered.

City of Norwood Payneham & St Peters – The Parade Master Plan

The Parade Master Plan which has been endorsed by the Council proposes the following speed limits be implemented along The Parade:

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

Community engagement of these changes received 62.6% and 52.8% support respectively for these speed limit changes. DPTI has supported the speed reduction in principle, but require additional investigations and justification prior to final approval.

The City of Charles Sturt Community Survey

In 2020, the City of Charles Sturt commissioned an opt-in community survey to understand the level of support for the 40km/h speed limit that had been implemented on 50% of their streets.

The results varied demographically with those suburbs closest to the city being mostly in support of the 40km/h speed limit and those furthest away being mostly against. Overall, 55% of residents did not support the 40km/h speed limited areas.

The key reasons of those who were not in support included:

- changes in speed limit is confusing, ignored and/or inconvenient;
- it is just revenue raising;
- it increases road rage;
- too much time is added to their trips;
- does not improve amenity or safety for all road users; and
- does not reduce the chance of crashes.

Support was strongest among young families, females, older residents and active transport users. Most residents who were in support perceived driving behaviour to be an issue on their local street.

City of Unley

The City of Unley was contacted to discuss the public opinion and community understanding of the City-wide 40km/h speed limit. Although there has not been any formal surveys undertaken by the Council, it is generally agreed that support for the scheme is strong and anecdotally, no-one has ever requested that the speed limit be increased in any street. In addition, it was noted that Council benefited from cost-savings as the City-wide speed limit reduced the need for alternative high-cost traffic management infrastructure.

Stepney Maylands and Evandale – resident feedback

A formal community survey has not been undertaken in Stepney Maylands and Evandale post implementation of the 40km/h speed limit. Several residents have provided feedback by phoning Council with the following comments:

- the speed of traffic seems to be unchanged; and
- there are not enough signs and motorists do not realise they are within a 40km/h.

In addition, several residents from neighbouring suburbs have requested that 40km/h speed limits be installed in their streets.

South Australian Government (DPTI)

The State Road Safety Strategy noted that there is strong support for 40km/h in high pedestrian activity areas but other measures receive less consistent support.

The Strategy recommends that consultation with the community is important, but must go hand-in-hand with the strengthening of public information about the impact of speed and speed limit on crashes and the benefits of lower speeds.

Public objection – perceptions and facts

The Centre for Automotive Safety Research (CASR) undertook research into ways to increase public acceptance of speed reduction in 'Safer Speed: An Evaluation of Public Education Materials, 2013'. Some key reasons for objections to speed reduction are listed below in Table 1. Appropriate responses to these perceptions are also listed.

TABLE 1: Extract from 'Safer Speed: An Evaluation of Public Education Materials, 2013'

Reason for Objection to Speed Reduction	Response
Changes to speed limits cause confusion	City wide speed limited areas improve consistency more than on a street by street basis.
Just revenue raising	Speed limits are implemented for the safety of all road users. Fines are imposed by SAPOL who work independently to Council.
Speed reduction from 50 to 40km/h increases travel time	Given the short road lengths, Give-way & Stop Signs, roundabouts and dog-legs that exist in the residential street network, a 10km/h speed reduction is likely to increase the trip time by a matter of seconds
Increases road rage. Drivers can drive to the posted speed limit as opposed to driving to the speed environment	Arterial roads are designed as traffic corridors and residential streets are designed for access. The liveability of a street is adversely impacted by traffic speed, noise and safety issues and motorists should not feel they have a right to speed through these streets. There are many factors that impact the speed environment of a street such as width, lack of pavement marking, side friction (parked cars, side streets etc) and the presence of pedestrians and cyclists.
The speed limits aren't seen as legitimate	Education campaigns will inform motorists of the safety benefits of speed reduction in residential streets.

Updated Guidelines for Approval - Department for Planning Transport & Infrastructure (DPTI)

The DPTI publication, *Speed Limit Guidelines for South Australia* was updated in 2017, to provide Councils with more flexibility to change the speed limit in their suburban streets. A major change to the process is that DPTI will allow Councils to determine the need, if any, for community consultation. Although not a requirement for approval, DPTI suggest that where the speed limit change affects a large area, consultation may be in the form of a survey of a representative sample of that community. The only consultation requirement from DPTI is with adjoining Councils, DPTI (if it affects their roads) and SAPOL.

The Guideline advises that:

- in streets that already have a low mean vehicle speed, the 40km/h signs will reinforce this low speed environment; and
- in streets that have high vehicle speeds, the 40km/h signs on their own may not result in sufficient reduction of speed and physical control treatments may also be required.

DPTI requires the following information (at a minimum) to enable grant approval for 40km/h sign installation:

- resolution from Council;
- indication of support from local State Member of Parliament;
- consultation with neighbouring Councils, DPTI (if affecting DPTI roads), and SAPOL;
- an assessment of the Speed Limit proposal which includes speed data collection from a representative sample of relevant typical streets and proposed traffic calming devices in streets with higher speeds;
- a site plan showing proposed signs, parking controls, and traffic control/calming devices; and
- a traffic impact statement.

OPTIONS

The investigations discussed in this report provide an overall review of the current status of the implementation of a 40km/h speed limit in South Australia. The Committee is now required to consider these findings and provide advice to the Council on the future direction of the proposal to introduce a 40km/h speed limit. Possible options for future direction are listed below.

In considering the following options, the first fundamental question that the Committee and Council needs to consider is whether there is in fact an unreasonable or unsustainable problem and safety issue arising from the current default 50km/h speed limit for residential streets across the City and the current default speed limits on The Parade, Norwood.

In this regard, the available data contained in this report does not of itself confirm that the Council is facing a significant safety issue beyond what could be reasonably be anticipated and predicted for an area, where the default speed limit for residential streets is 50km/h. However, the available crash data for vulnerable road users is of significant concern.

Given the above context and the fact that the introduction of a City-wide 40km/h speed limit was considered in 2015 but was not implemented due to lack of community support, the second fundamental question the Committee and Council needs to consider is whether a shift to a City-wide 40km/h default speed limit for residential streets should be pursued and if so, on what basis.

In considering the second question, the Committee should note that whilst any default speed limit reduction below 50km/h will achieve a commensurate reduction in traffic speeds and crashes, this needs to be carefully considered and balanced against community expectations and the need to maintain an effective and efficient transport network for motor vehicles as well as for more vulnerable user groups.

Option 1

Do nothing. The Committee can advise the Council that, despite the known benefits of reducing speed limits in residential areas, as detailed in this report, the introduction of a City-wide 40km/h speed limit lacks of community support in light of the 2015 community survey results and that as a result of this, the status quo should remain.

This option is not recommended on the basis that the community survey is now five years old and therefore somewhat dated and because the survey was comprised of questions only and did not provide any educational material or information about the benefits of a 40km/h speed limit and why a 40km/h speed limit was being considered, nor highlight any of the shortcomings of such a proposal. In this context, it is considered that the results of a new community survey could produce significantly different results, if the community was provided with sufficient information on the pros and cons of a reduced speed limit, as part of the consultation process.

Doing nothing also does not reflect a 'best practice' traffic management approach. In addition, the current default 50 km/h speed limit within residential streets does not align with contemporary research which suggests that the speed environment urban areas should desirably be less than 35 km/h in order to reduce serious injuries between people and motor vehicles.

This approach is not recommended.

Option 2

The Committee can recommend that the Council endorse staff to undertake further investigations for the implementation of a City-wide 40km/h speed limit to obtain approval from DPTI. Specific considerations would include:

- a City-wide approach would include a 40 km/h speed limit on all streets unless a street hierarchy was formalised to enable a speed of 50km/h to be maintained on Collector Streets;
- Kensington, Marryatville and Heathpool are not surrounded by arterial roads and therefore consideration of the boundaries would need specific attention with view to the possibility of extending the 40km/h speed limited areas into the City of Burnside.

This City-wide approach would require significant staff and financial resources to satisfy the requirements set out by DPTI for such a large area at one time. As such, **this approach is not recommended.**

Option 3

The Committee can recommend to the Council that further investigations into the introduction of a City-wide 40kph speed limit be held in abeyance until the State Government finalises and releases the South Australian Road Safety Strategy 2031.

Given that the State Strategy recognises that safe travel speeds would ideally be less than 30km/h in areas where there is conflict with people walking and cycling, the updated Strategy may address the introduction of 30km/h instead of 40km/h in some streets. The Strategy may also take a state wide approach to reducing speeds in residential streets and obviate the need for initiation by Councils. If this was the case, there would be significant savings of financial and staff resources in the long term.

Pursuit of this option would put the project on-hold until the updated strategy is released. The Draft Strategy release date is not anticipated until 2021, however delays are commonly experienced with Strategies of this importance. Given the timing issues associated with the release of the Draft Strategy and the uncertainty regarding its recommendations in relation to further state-wide reduced speed limits in built up urban areas, **this approach is not recommended.**

Option 4

The introduction of a reduced speed limit for The Parade can be pursued separately and as a priority with DPTI, given that the proposal has been endorsed by the Council through its endorsement of The Parade Master Plan and given a reduced speed limit was supported by the community, via feedback received during the consultation process for The Parade Masterplan.

As such, the Committee can recommend that the Council pursue changed speed limits on The Parade, Norwood, namely, to introduce a 50 km/h speed limit from Fullarton Road to Osmond Terrace and a 40 km/h speed limit from Osmond Terrace to Portrush Road and that the additional investigations and justifications that are required by DPTI to implement these speed reductions be undertaken independently of The Parade Masterplan detailed design process and as a priority. That said, if this option is to be pursued, it would also be prudent to review The Parade more holistically before approaching DPTI, as a nuanced approach to default speed limits on The Parade may be warranted. For instance, speed limits adjacent The Norwood Oval on match days should be given more detailed consideration as part of any further investigations and justifications that are required by DPTI for changing speed limits on The Parade.

Once the reduced speed proposal for The Parade is fully developed, the proposal for nuanced speed limits on The Parade should be released for community consultation, prior to seeking formal approval from DPTI.

In addition, in light of the benefits of reducing speed limits in residential areas as detailed in this report, the Committee can recommend that the Council endorse a staged implementation of 40km/h speed limit Areas and investigations commence to obtain approval from DPTI.

A staged approach may be preferred to a City-wide approach to allow for budgeting and strategic monitoring and evaluation. It may result in quicker implementation in some areas due to the smaller scale of works.

Norwood and Kent Town are suggested as the first area in a staged approach. The area would be bound by Dequetteville Terrace, North Terrace, Magill Road, Portrush Road and Kensington Road, with the exception of Fullarton Road. Streets within this area that would require specific consideration of appropriate speed would be Rundle Street, The Parade West, Sydenham Road and Osmond Terrace.

Advantages of initially selecting Norwood and Kent Town are that:

- it could be undertaken simultaneously with seeking reduced speed limits for The Parade, Norwood;
- the area is adjacent to the Stepney, Maylands and Evandale triangle which is already speed limited at 40 km/h, and
- the street layout and dwelling density is conducive to meeting the requirements of DPTI for a 40 km/h area relatively easily.

Akin to The Parade, once the reduced speed proposal for Norwood and Kent Town is fully developed, the proposal should be released for community consultation.

In addition to the approach outlined above, at a strategic level, the Committee could recommend that Council endorse staff to advocate on behalf of the Council, for 40km/h speed limits in residential areas to be embedded into the draft South Australian Road Safety Strategy 2031.

The South Australian Road Safety Strategy 2031 is currently underway and Council staff are involved in the engagement process and preparation of the Draft Plan. The updated Strategy may include Actions that result in efficiencies and cost-saving for Council resulting in an overall better outcome.

The Council would advocate for:

- a 40km/h default speed limit on all residential streets as a state-wide approach to provide consistency across all Local Government Areas; and
- state-wide education and information campaigns to raise community awareness of the benefits and gain support for speed limit reduction.

This approach is recommended.

CONCLUSION

The findings herein identify that:

- traffic speed across the Council's road network is higher than 40 km/h and therefore is not aligned with the Safe System Approach for conflict with pedestrians and cyclists;
- the implementation of 40km/h signs in appropriate streets results in widespread minor speed reduction, indicating that it is a successful and low-cost intervention that changes motorist behaviour and improves safety;
- speed reduction from 50 km/h to 40 km/h in high pedestrian areas (such as The Parade) is supported by the National and South Australian Governments to increase safety for all road users
- there has been 160 crashes involving vulnerable users (cyclists and pedestrians) within the Council's road network over the past five (5) years and a reduced speed limit to 40km/h represents an opportunity to significantly reduce the number of crashes over time;
- DPTI supports 40km/h speed-limited areas to help create a speed environment appropriate to residential streets and in precincts where existing speeds are not overly high;
- the DPTI guidelines for implementation have been updated to provide more flexibility for Local Government implementation of 40km/h speed limit areas and community consultation is not a requirement;
- community acceptance of 40km/h speed limits is not strong overall but this is likely to be attributed to a lack of understanding of the safety benefits to all road users and increased liveability to residents;
- community acceptance is likely to increase if widespread education and information is undertaken; and
- the State Government has commenced updating the Road Safety Strategy to 2031 with a draft planned for release in 2021.

Notwithstanding the clear benefits of reducing the default 50 km/h speed limit in residential streets across the City, the investigations need to be balanced with the fact that the available data contained in this report does not of itself confirm that the Council is facing a significant safety issue beyond what could be reasonably be anticipated and predicted for an area, where the default speed limit for residential streets is 50km/h. That said, there has been 160 crashes involving vulnerable road users (pedestrians and cyclists) over the past five (5) years and this high number can be reduced through the introduction of lower speed limits.

In weighing up the benefits and shortcomings of retaining the status quo or pursuing a reduction in the City-wide default speed limit to 40km/h in residential streets, it is concluded that there is a warrant for a reduction in speed limits in residential areas across the City on the basis that such a reduction aligns with a 'best practice' approach to traffic management, aligns with contemporary research which suggests that the speed environment urban areas should desirably be less than 35 km/h in order to reduce serious injuries between people and motor vehicles; will assist in reducing the number of crashes experienced by vulnerable road users and provides the community with a reasonable balance of providing a safe, yet sustainable and effective road transport network for all users.

However, implementing a 40 km/h speed limit across the entire city at one time is complex. A constraint or lack of support in one area may preclude implementation in all other areas. Given that reduced speed limits on The Parade are already endorsed by the Council and supported the community, the recommendation for a staged approach provides a pragmatic way forward that is likely to enable progress in the short term.

This approach is cognisant of allocating resources sustainably whilst also being agile to enable alignment with outputs from the upcoming South Australian Road Safety Strategy Update in the longer term.

COMMENTS

Although community consultation is not a requirement of DPTI, it is a major consideration for the Council. Given that the community consultation undertaken in 2015 showed lack of support for the introduction of a 40km/h speed limit, a different approach would be required if it is to be repeated. A comprehensive education campaign on the benefits of reduced speed and the impacts of crashes above 30km/h would be beneficial to community understanding.

The investigations which have been undertaken as part of preparing this report support the reduced speed limits endorsed by Council as part of The Parade Masterplan which are 50 km/h from Fullarton Road to Osmond Terrace and 40 km/h from Osmond Terrace to Portrush Road. Although consistency of speed is identified as a preferred option, the proposal multiple speed limits along The Parade is appropriate for the environment of these street sections and meets the current requirements of DPTI.

RECOMMENDATION

It is recommended that the Traffic Management and Road Safety Committee make the following recommendations to the Council:

1. That the Committee recommends to the Council that in light of the investigations detailed in this report, there is sufficient justification and warrant to consider the staged implementation of 40km/h speed limit areas in residential streets across the City and that the Council endorse staff to proceed with those staged investigations, with an initial focus on Norwood and Kent Town and that a further report be presented to the Council outlining the community consultation process to be undertaken, prior to seeking approval from DPTI.
 2. That in respect to the Draft *The South Australian Road Safety Strategy 2020 - Towards Zero Together*, the Council advocates for:
 - a 40km/h default speed limit on all residential streets as a state-wide approach to provide consistency across all Local Government Areas; and
 - state-wide education and information campaigns to raise community awareness of the benefits and gain support for speed limit reduction.
 3. That the Council notes that:
 - (a) The Parade Masterplan proposal to introduce a 50 km/h speed limit from Fullarton Road to Osmond Terrace and a 40 km/h speed limit from Osmond Terrace to Portrush Road will be pursued in conjunction with further investigations to introduce different speed limits on The Parade such as adjacent the Norwood Oval during match days; and
 - (b) recommends to the Council that the additional investigations and justifications that are required by DPTI to implement these speed reductions be undertaken independently of The Parade Masterplan detailed design process and, if appropriate, in conjunction with the investigations to implement 40km/h speed limit Areas; and
 - (c) that a further report presented to the Council outlining the community consultation process to be undertaken, prior to seeking approval from DPTI.
-

Cr Dottore moved:

It is recommended that the Traffic Management and Road Safety Committee make the following recommendations to the Council:

1. *That the Committee recommends to the Council that in light of the investigations detailed in this report, there is sufficient justification and warrant to consider the staged implementation of 40km/h speed limit areas in residential streets across the City and that the Council endorse staff to proceed with those staged investigations, with an initial focus on Norwood and Kent Town and that a further report be presented to the Council outlining the community consultation process to be undertaken, prior to seeking approval from DPTI.*

2. *That in respect to the Draft The South Australian Road Safety Strategy 2020 - Towards Zero Together, the Council advocates for:*
 - *a 40km/h default speed limit on all residential streets as a state-wide approach to provide consistency across all Local Government Areas; and*
 - *state-wide education and information campaigns to raise community awareness of the benefits and gain support for speed limit reduction.*

3. *That the Council notes that:*
 - (a) *The Parade Masterplan proposal to introduce a 50 km/h speed limit from Fullarton Road to Osmond Terrace and a 40 km/h speed limit from Osmond Terrace to Portrush Road will be pursued in conjunction with further investigations to introduce different speed limits on The Parade such as adjacent the Norwood Oval during match days; and*
 - (b) *recommends to the Council that the additional investigations and justifications that are required by DPTI to implement these speed reductions be undertaken independently of The Parade Masterplan detailed design process and, if appropriate, in conjunction with the investigations to implement 40km/h speed limit Areas; and*
 - (c) *that a further report presented to the Council outlining the community consultation process to be undertaken, prior to seeking approval from DPTI.*

Seconded by Mr Shane Foley and carried.

Attachment B

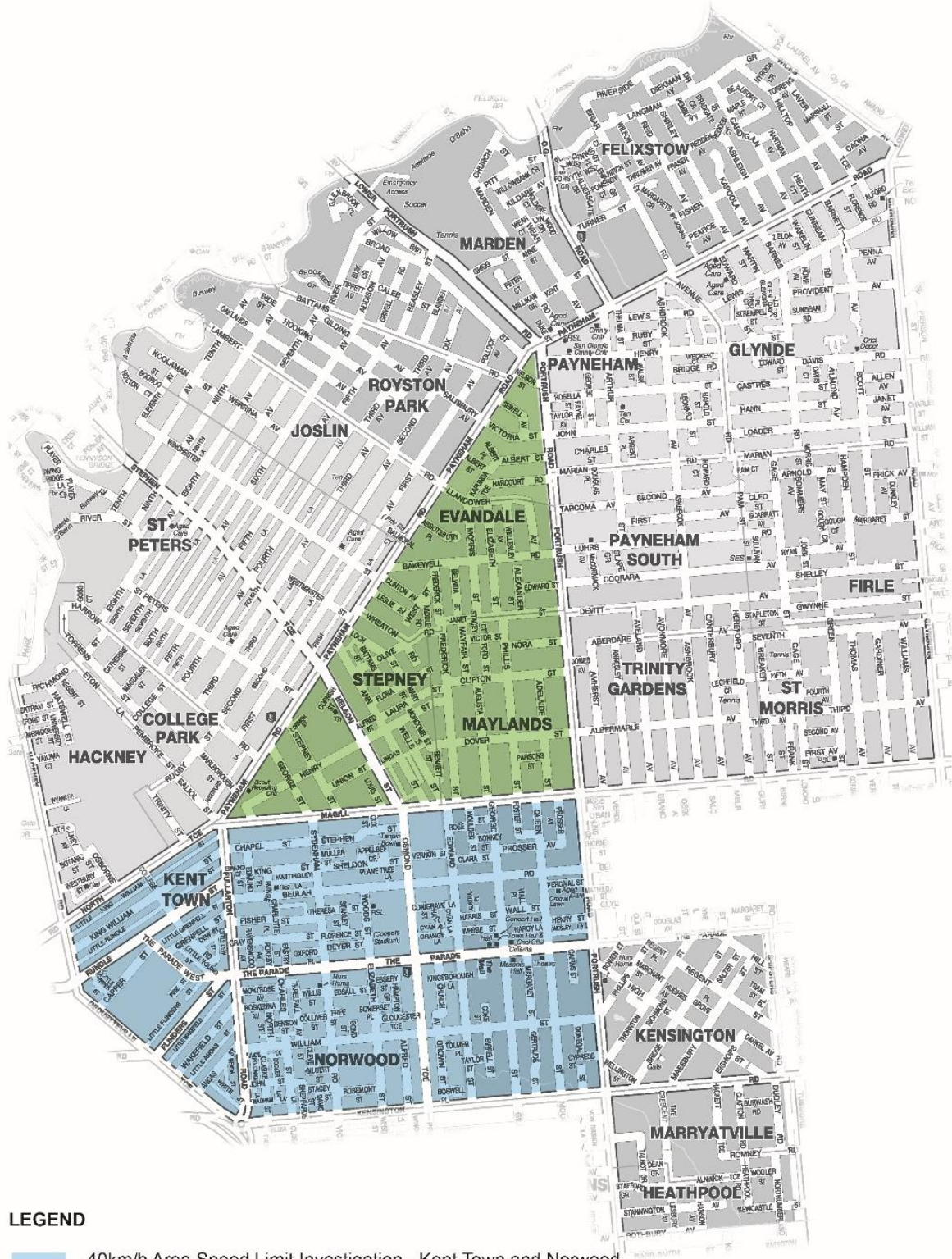
Investigations into Reduced Speed Limits in Norwood and Kent Town

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

Telephone 8366 4555
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City of
**Norwood
Payneham
& St Peters**



LEGEND

- 40km/h Area Speed Limit Investigation - Kent Town and Norwood
- Existing 40km/h Area Speed Limit - Stepney, Maylands and Evandale

Attachment C

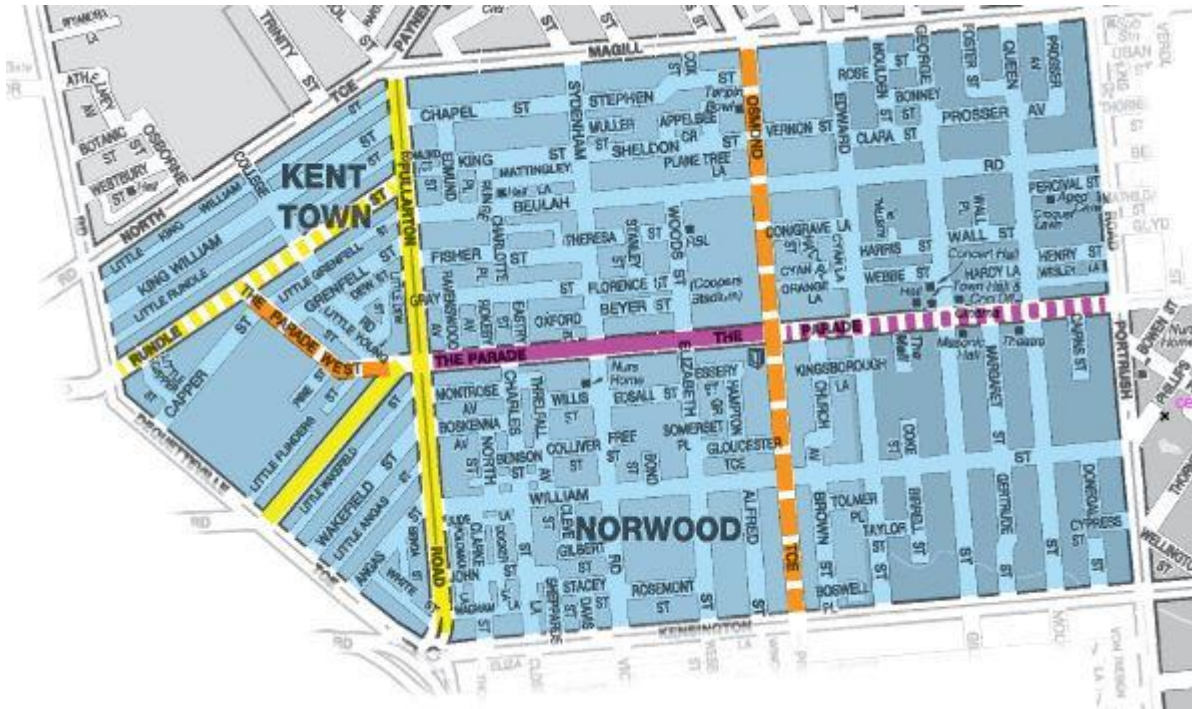
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City of
**Norwood
Payneham
& St Peters**



COUNCIL ROADS

- Proposed 40km/h Area Speed Limit
- Existing 50km/h speed limit to remain

DIT ROADS - ongoing liaison required

- Proposed 40km/h Speed Limit (subject to future DIT approval)
- Proposed 50km/h Speed Limit (subject to future DIT approval)
- Existing 50km/h speed limit to remain
- Existing 60km/h speed limit to remain

Note: Consultation for reduced speed limits on The Parade were undertaken as part of the The Parade Master Plan

Attachment D

Investigations into Reduced Speed Limits in Norwood and Kent Town

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

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Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

Investigations required by DIT

Traffic data was collected along twenty-eight (28) *relevant street** sections to obtain mean speed data on a representative sample of 'relevant streets' as required by DIT. The streets with data are listed in the table below. The arithmetic average of the mean speed of these streets is 40.3 km/h.

* **Relevant streets** are defined in the DIT Guideline for Speed Limits in South Australia. They are any streets longer than 250m, including those with existing high-level physical speed control treatments. It excludes sections of an otherwise continuing street between devices such as stop signs, give way signs or roundabouts which are less than 250 metres. If the lengths between these devices are longer than 250m, they will be 'relevant streets'.

'Relevant Streets' (streets longer than 250 metres) and Mean Speed

Street Name	Mean Speed (km/h)	Street Section
Chapel St	35.7	ALL
Edward St	41.3	Magill Road to Beulah Rd
Edward St	40.2	Beulah Rd to Magill Road
Edward St	37.7	The Parade to William Street
Edward St	43.8	William St to Kensington Road
Elizabeth St	43.9	the Parade to William St
Elizabeth St	46.5	William Street to Kensington Road
Fisher Street	37.1	ALL
George Street	42.1	Magill Road to Beulah Rd
George Street	41.7	Beulah Rd to Magill Road
George Street	43.5	The Parade to William Street
George Street	42.7	William St to Kensington Road
King Street	28.5	ALL
Margaret St	29.9	ALL
Osmond Terrace	42.1	southbound lane: Magill to The Parade
Osmond Terrace	45.9	southbound lane: The Parade to Kensington
Osmond Terrace	45.8	southbound lane: Magill to The Parade
Osmond Terrace	47.6	Southbound lane: The Parade to Kensington
Queen Street	41.7	Magill Road to Beulah Rd
Queen Street	37.5	Beulah Rd to Magill Road
Queen Street	34.2	The Parade to William Street
Queen Street	42.8	William St to Kensington Road
Rundle Street West	39.5	Between Capper Street and bend
Sheldon Street	36.1	ALL
Sydenham Road	35.5	Beulah Rd to Magill Road
Sydenham Road	39.5	The Parade to Beulah Rd
Sydenham Road	42.6	the Parade to William St
Sydenham Road	43.0	William St to Kensington Road
ARITHMETIC AVERAGE	40.3	

There are five (5) relevant streets that did not have data collected and are listed in the table below.

'Relevant streets' (streets longer than 250 metres) without data collection

Street name	Street Section
Brown Street	
Charles Street	The parade to William St
Charles Street	William Street to Kensington Road
Alfred St	
Gray Street	

There are 45 streets and lanes that are not classified as 'relevant streets' and therefore traffic data was not required. These streets are either shorter than 250 metres or they have traffic control devices that are at spacings less than 250 metres as described in the table below.

Street Name	Reason not classified as 'Relevant Street'
Appelbee Crescent	Shorter than 250 metres
Beulah Road	Traffic control devices (raised platforms) at intervals less than 250 metres
Beyer Street	Shorter than 250 metres
Birrell Street	Shorter than 250 metres
Boskenna Avenue	Shorter than 250 metres
Boswell Place	Shorter than 250 metres
Cairns Street	Shorter than 250 metres
Charlotte Place	Shorter than 250 metres
Church Avenue	Traffic control devices (bends in road) at intervals less than 250 metres
Clarke Street	Give Way signs at intervals less than 250 metres
Cleve Street	Shorter than 250 metres
Coke Street	Shorter than 250 metres
Cox Street	Shorter than 250 metres
Cypress Street	Shorter than 250 metres
Davis Street	Shorter than 250 metres
Docker Lane	Shorter than 250 metres
Donegal Street	Shorter than 250 metres
Eastry Street	Shorter than 250 metres
Edmund Court	Shorter than 250 metres
Essery Street	Shorter than 250 metres
Florence Street	Shorter than 250 metres
Gilbert Street	Shorter than 250 metres
Gloucester Terrace	Shorter than 250 metres
Hampden Grove	Shorter than 250 metres
John Street	Shorter than 250 metres
Mattingley Lane	Shorter than 250 metres
Montrose Avenue	Shorter than 250 metres
Muller Street	Shorter than 250 metres
North Street	Shorter than 250 metres
Plane Tree Lane	Shorter than 250 metres

Polomka Lane	Shorter than 250 metres
Ravenswood Avenue	Shorter than 250 metres
Rokeby Avenue	Shorter than 250 metres
Rosemount Street	Shorter than 250 metres
Rungie Place	Shorter than 250 metres
Shephards Lane	Shorter than 250 metres
Somerset Place	Shorter than 250 metres
Stacey Street	Shorter than 250 metres
Stephen Street	Traffic control devices (bends in road) at intervals less than 250 metres
Taylor Street	Shorter than 250 metres
Tolmer Place	Shorter than 250 metres
Wadham Lane	Shorter than 250 metres
William Street	Traffic control devices (roundabouts) at intervals less than 250 metres
Woods Street	Traffic control devices (driveway entry) at intervals less than 250 metres

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

6. **NEXT MEETING**
Tuesday 20 April 2021

7. **CLOSURE**