

# Traffic Management & Road Safety Committee Minutes

**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.*

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City of  
Norwood  
Payneham  
& St Peters

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**VENUE** Mayors Parlour, Norwood Town Hall

**HOUR** 11.10am

**PRESENT**

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

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

**APOLOGIES** Nil

**ABSENT** Nil

**TERMS OF REFERENCE:**

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

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

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

*Cr Patterson moved that the minutes of the Traffic Management & Road Safety Committee meeting held on 18 August 2020 be taken as read and confirmed. Seconded by Mr Nick Meredith and carried.*

**2. PRESIDING MEMBER'S COMMUNICATION**

The Presiding Member thanked Paul Simons from Tonkin Consulting for his traffic-related presentation during an informal gathering held immediately prior to the Committee meeting. The Presiding Member also thanked Gayle Buckby for her ongoing efforts to address traffic issues in an integrated manner, in her role as the Council's Manager, Traffic & Integrated Transport.

**3. DEPUTATIONS**

Nil

**4. STAFF REPORTS**

#### 4.1 INVESTIGATIONS INTO REDUCED SPEED LIMITS IN NORWOOD AND KENT TOWN

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

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##### 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 <b>Attachment B</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 <b>Attachment D</b>
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 <b>Attachment D</b>
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.
-

*Mr Nick Meredith moved:*

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.*

*Seconded by Cr Dottore and carried unanimously.*

**5. OTHER BUSINESS**

**5.1 Line Marking – Australian Standards**

*Cr Patterson moved:*

*That the Committee recommends that as part of the Council's line marking renewal program, the location of the line marking be verified to ensure compliance with the relevant Australian Standards relating to the distance of parking spaces from intersections.*

*The motion lapsed for want of a seconder.*

**6. NEXT MEETING**

Tuesday 20 April 2021

**7. CLOSURE**

There being no further business, the Presiding Member declared the meeting closed at 11.42am.

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**Cr Kevin Duke**  
**PRESIDING MEMBER**

**Minutes Confirmed on** \_\_\_\_\_  
(date)