

Glynde, Payneham, Payneham South,
Firle, Trinity Gardens & St Morris

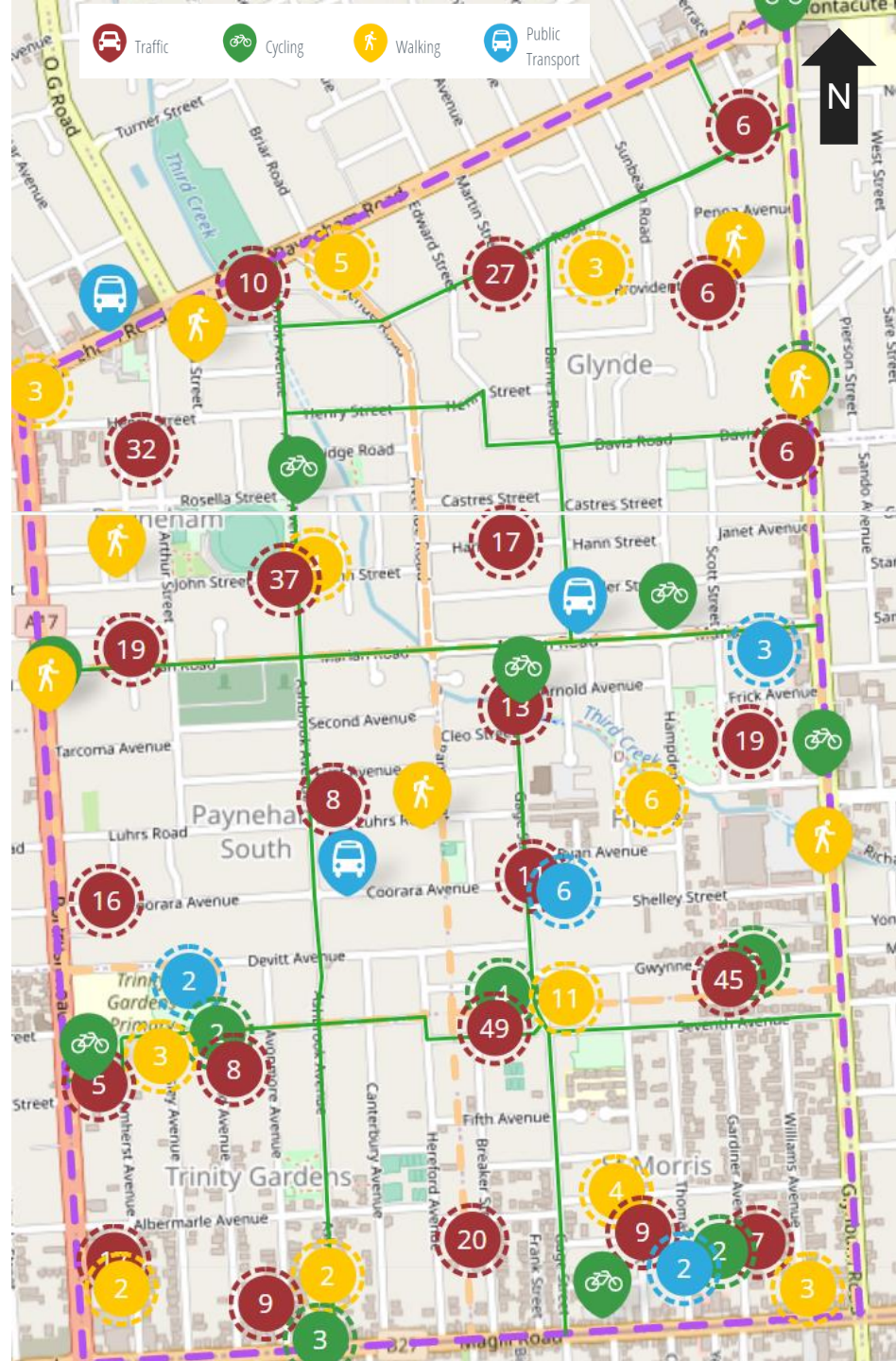
Traffic Management Study

Community Engagement Summary Report and Draft Action Plan

August 2022



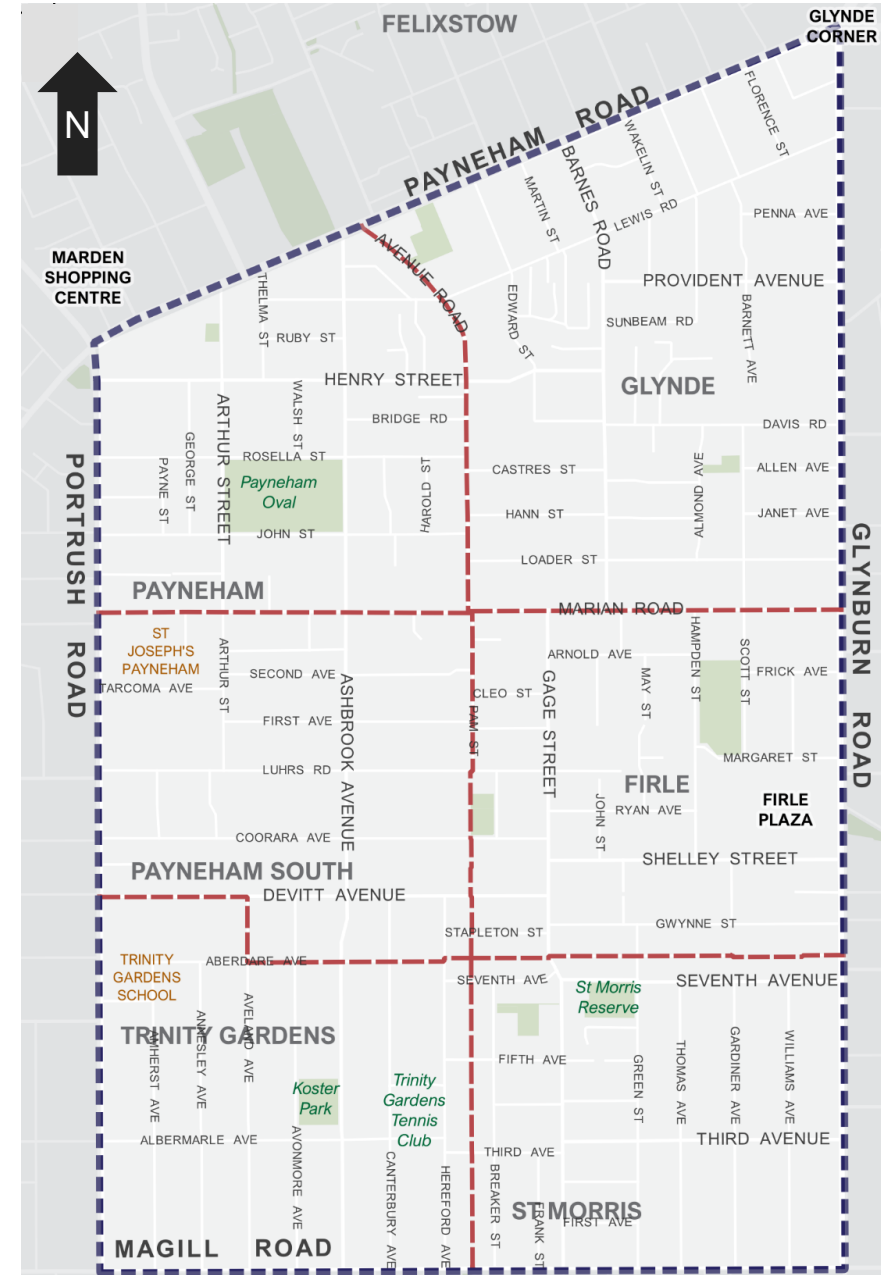
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Scope of the Traffic Management Study

- To identify **traffic-related issues and opportunities** to enable the development of a prioritised action plan to:
 - Manage **speed and cut-through traffic** on local streets;
 - Identify options to improve the **amenity and safety** for local residents and businesses;
 - Improve bus stops and **walkability to bus stops**;
 - Provide **safer cycling routes**; and
 - Encourage **more walking with safer routes** to schools, shops, parks and reserves.
- Consider traffic impacts of **future major developments** along Glynburn Road and Payneham Road.
- Develop new solutions to improve **amenity and safety** for traffic, walking, cycling and public transport with the **Council's Tree Strategy 2022-2027** and other strategic policies.





Alignment with Relevant Council Strategies

City-Wide Cycling Plan
Updated Action Plan
2021-2026

infraPlan
infraPlan (Aust) Pty Ltd

BIKE SA
City of
Norwood
Payneham
& St Peters

CityPlan 2030
Shaping Our Future
Mid Term Review 2020

Community Well-being
Social Equity | Cultural Vitality | Economic Prosperity | Environmental Sustainability

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Tree Strategy 2022-2027
Creating a greener, cooler and more liveable City to enhance Community Well-being.

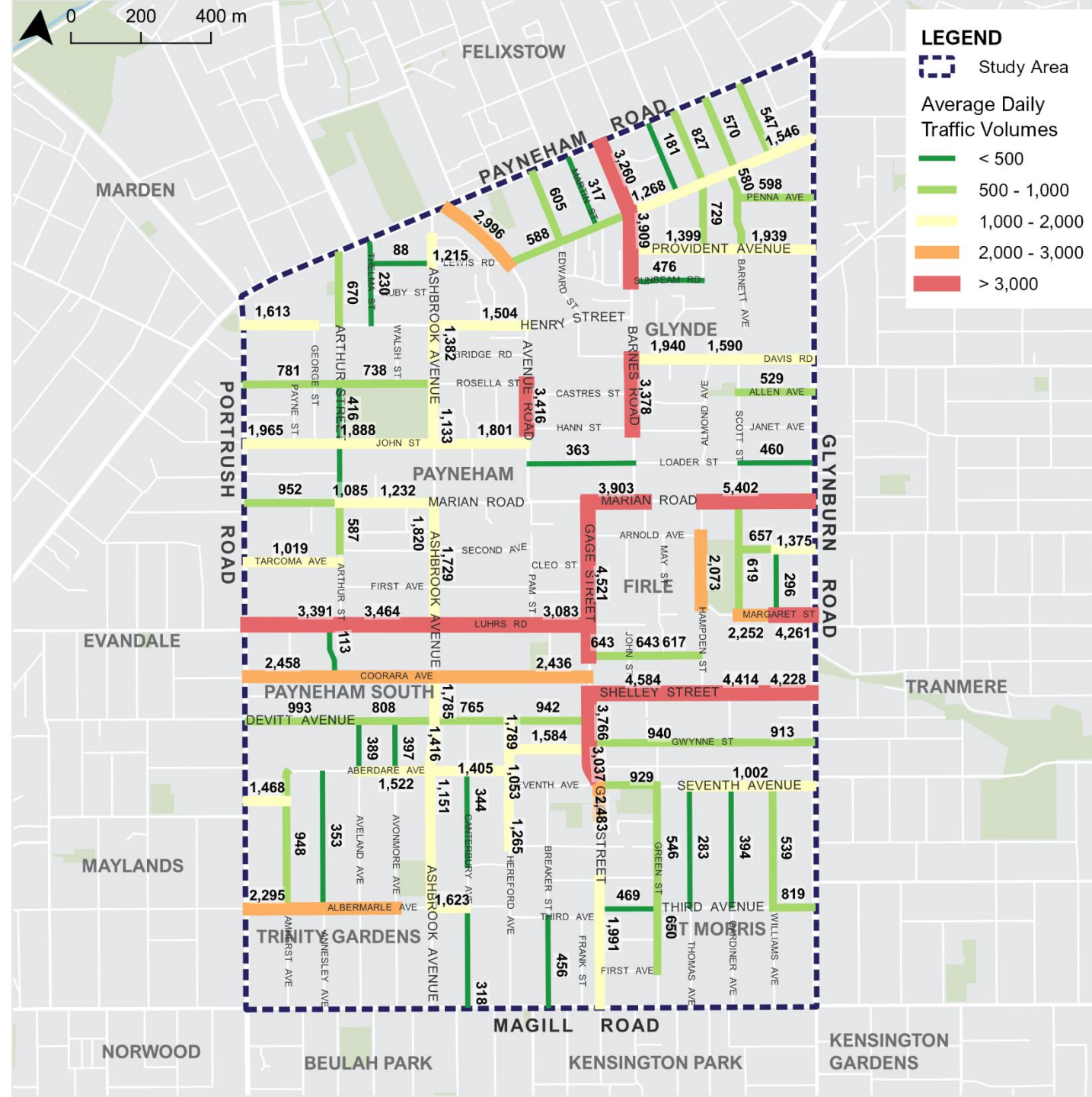
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Traffic Volumes

The busiest Council roads are:

- Avenue Road, Payneham;
- Barnes Road, Glynde;
- Luhrs Road and Coorara Avenue, Payneham South;
- Albermarle Avenue, Trinity Gardens;
- Marian Road, Firle and Glynde;
- Shelley Street, Hampden Street and Margaret Street, Firle; and
- Gage Street, Firle and St Morris.

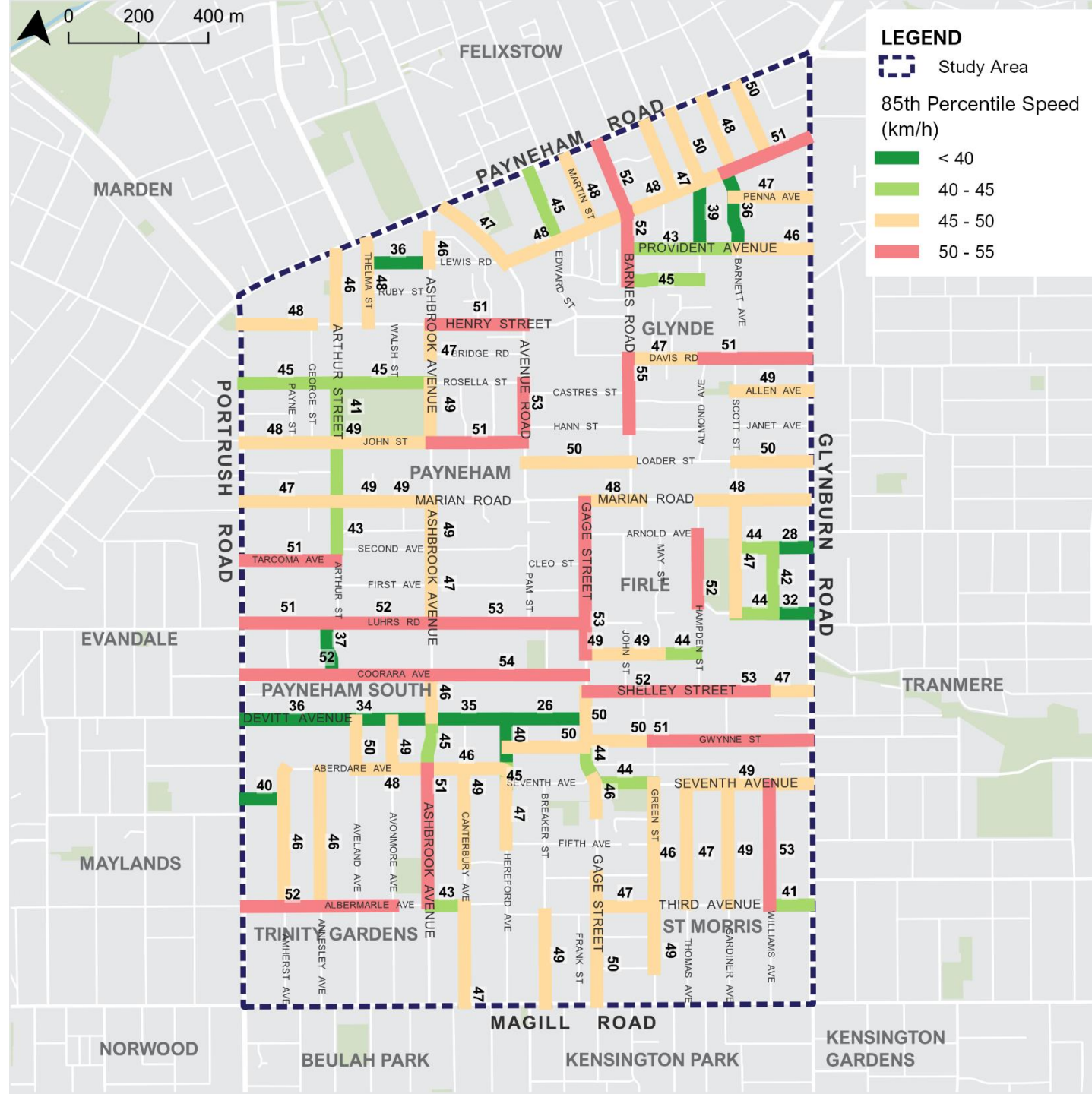




Traffic Speeds

The roads with speeds over 50 km/h are:

- John Street, Henry Street and Avenue Road, Payneham;
- Barnes Road, Lewis Road and Davis Road, Glynde;
- Tarcoma Avenue, Luhrs Road and Coorara Avenue, Payneham South;
- Gage Street, Shelley Street, Hampden Street and Gwynne Street, Firle;
- Albermarle Avenue and Ashbrook Avenue, Trinity Gardens; and
- Williams Avenue, St Morris.





Crash Statistics

Crash locations are at:

- Portrush Road/Payneham Road;
- Glynde Corner (Lower North East Road/Payneham Road/Glynburn Road);
- Glynburn Road near Firle Plaza;
- Shelley Street, Firle; and
- Magill Road west of Glynburn Road.





Community Engagement Summary

- The pinpoint survey was open from **2 - 30 May 2022**.
- 483 comments were received from 220 respondents.
- 24 email submissions and over 10 telephone discussions.
- Consultation was promoted via the Council’s website, postcards delivered to households and social media.
- A drop-in session was held on Thursday **12 May 2022** for 2 hours with about 60 attendees.

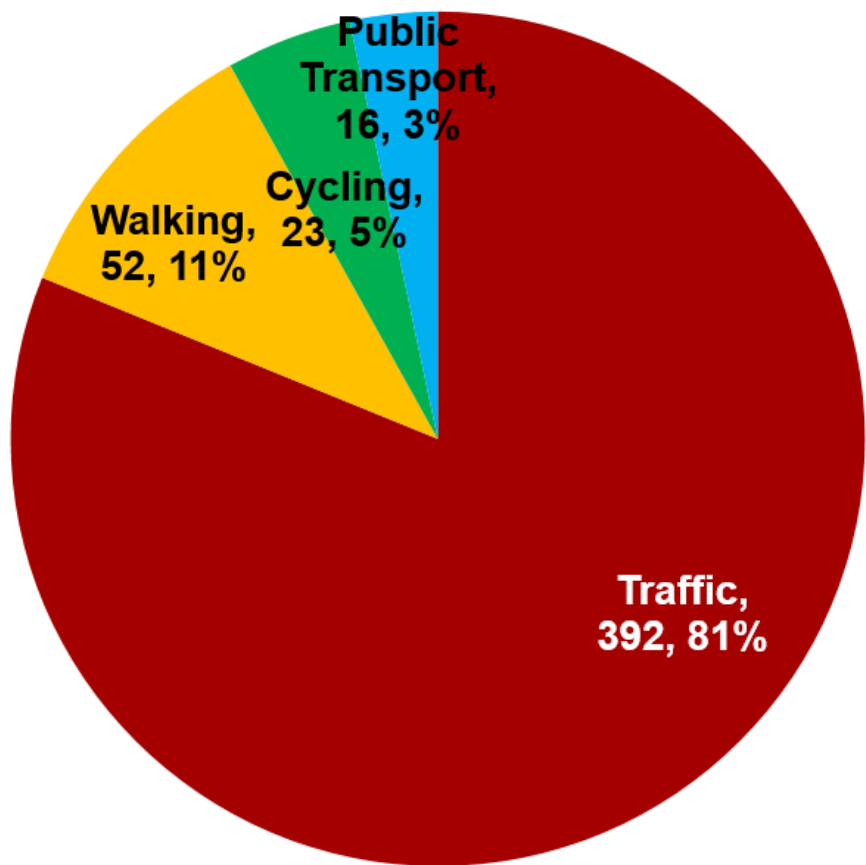


Suburb	Traffic	Walking	Cycling	Public Transport	Grand Total	Percentage
Payneham	48	1		1	50	23%
Glynde	29	2			31	14%
Payneham South	23			1	24	11%
Firle	43	3		2	48	22%
Trinity Gardens	27	4	3	1	35	16%
St Morris	26	5	1		32	15%
Total	196	15	4	5	220	100%
	89%	7%	2%	2%	100%	



Community Engagement Summary

Number of Comments by Type



Traffic

- Traffic speeding on local streets
- Cut-through traffic on local streets
- Traffic safety at intersections
- Traffic congestion on arterial roads



Walking

- Condition and width of footpaths
- Poor pedestrian safety at road crossings



Cycling

- Missing links in the cycling network
- Cycling safety at intersections and crossing arterial roads



Public Transport

- Location of bus stops in Coorara Avenue
- Frequency and hours of bus services
- Bus shelter and stop maintenance














Community Concerns

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY



Key Issues Identified from Community Consultation

-  Traffic safety
-  Traffic speed
-  Traffic volume
-  Traffic access
-  Parking
-  Bus services
-  Bus stop location and stop condition
-  Cycling opportunity
-  Cycling safety
-  Footpath condition
-  Pedestrian access and safety





Evidence-based concerns from data collection



GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY



Issues Identified from Traffic and Crashes Data

-  Traffic speed (85th speed) 50 - 55 km/h
-  Traffic volume greater than 3,000 vehicles per day

Road Crashes

-  Minor Injury
-  Serious Injury



Community Concerns with evidence-base overlay

GLYNDE, PAYNEHAM, PAYNEHAM SOUTH, FIRLE, TRINITY GARDENS AND ST MORRIS TRAFFIC MANAGEMENT STUDY



Key Issues Identified from Community Consultation

- Traffic safety
- Traffic speed
- Traffic volume
- Traffic access
- Parking
- Bus services
- Bus stop location and stop condition
- Cycling opportunity
- Cycling safety
- Footpath condition
- Pedestrian access and safety

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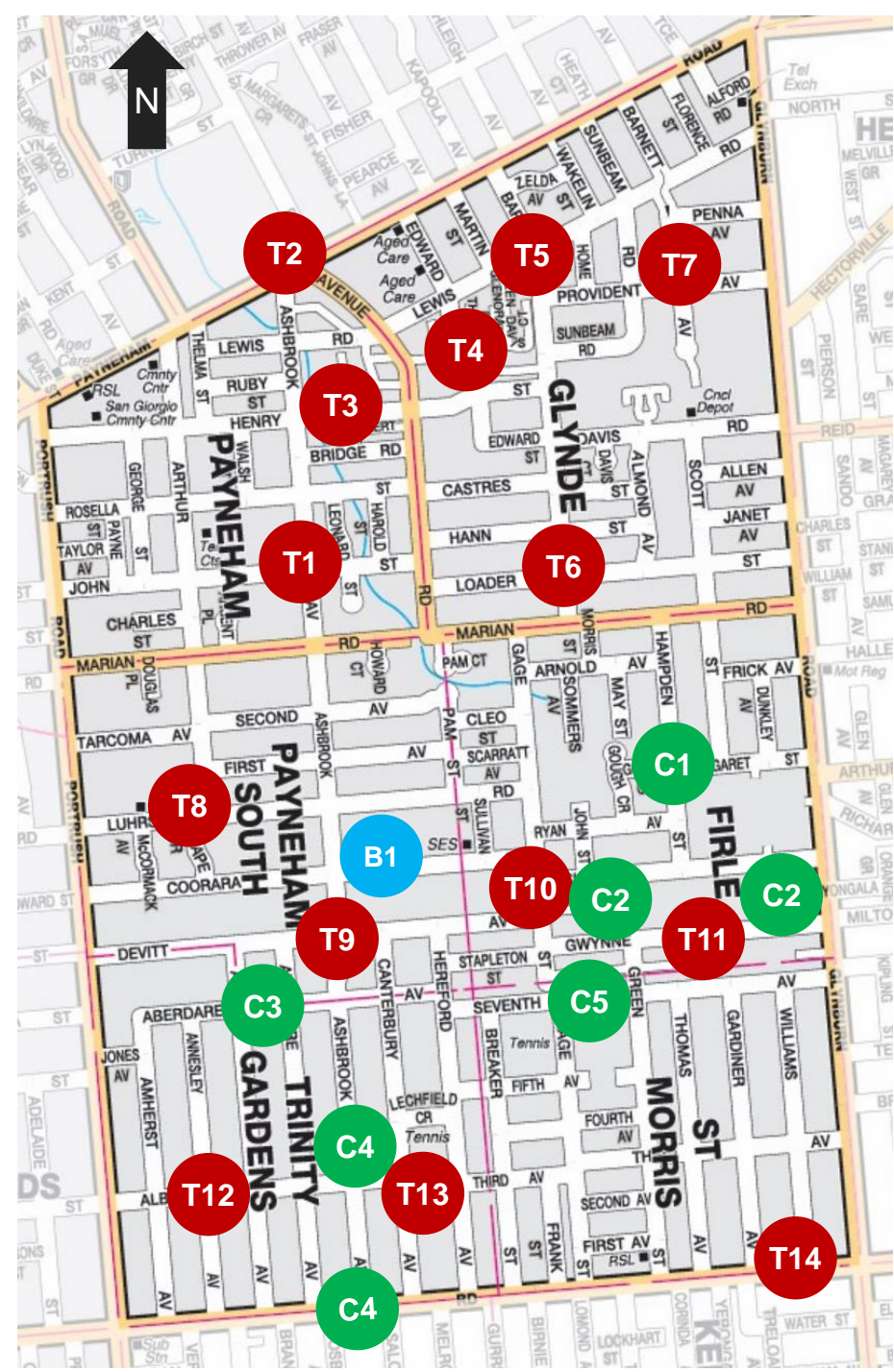
Road Crashes

- Minor Injury
- Serious Injury



Draft Action Plan

- **Potential solutions** grouped by suburb for the **traffic safety and management issues** from the community and stakeholders for their feedback in August 2022.
- Consult on the **40 km/h speed limit** for the entire study area included in the Stage 2 community survey.
- Proposed **cycling network** with new connections and infrastructure plans for:
 - St Morris bikeway as the key east-west route;
 - Ashbrook Avenue as the key north-south route;
 - Pedestrian actuated signal at Magill Road to connect with the Beulah Road bikeway; and
 - Green Street to Marian Road at Ashbrook Avenue via Hampden Street and new cyclist links between Gwynne Street and Shelley Street.
- **Advocacy to the State Government** on arterial road and intersections with the local streets in the study area and bus routes along Coorara Avenue in Payneham South and Shelley Street and Marian Road in Firle.





Proposed Road Classifications

State Maintained Roads

- Portrush Road, Payneham Road, Glynburn Road and Magill Road

Main Collector Roads

- Barnes Road between Payneham Road and Marian Road
- Marian Road between Avenue Road and Glynburn Road
- Gage Street between Shelley Street and Marian Road
- Luhrs Road between Portrush Road and Gage Street
- Shelley Street between Gage Street and Glynburn Road
- Avenue Road between Payneham Road and Marian Road

Collector Roads

- Coorara Avenue between Portrush Road and Gage Street
- Albermarle Avenue between Portrush Road and Avonmore Avenue
- Gage Street between Shelley Street and Magill Road
- Margaret Street and Hampden Street in Firle

Local Roads – all other roads and streets

- Ashbrook Avenue is a key north-south cycling route
- Streets in the Glynde light industrial area east of Barnes Road to Glynburn Road, and south of Lewis Road and north of Davis Road require **large and heavy vehicle access**





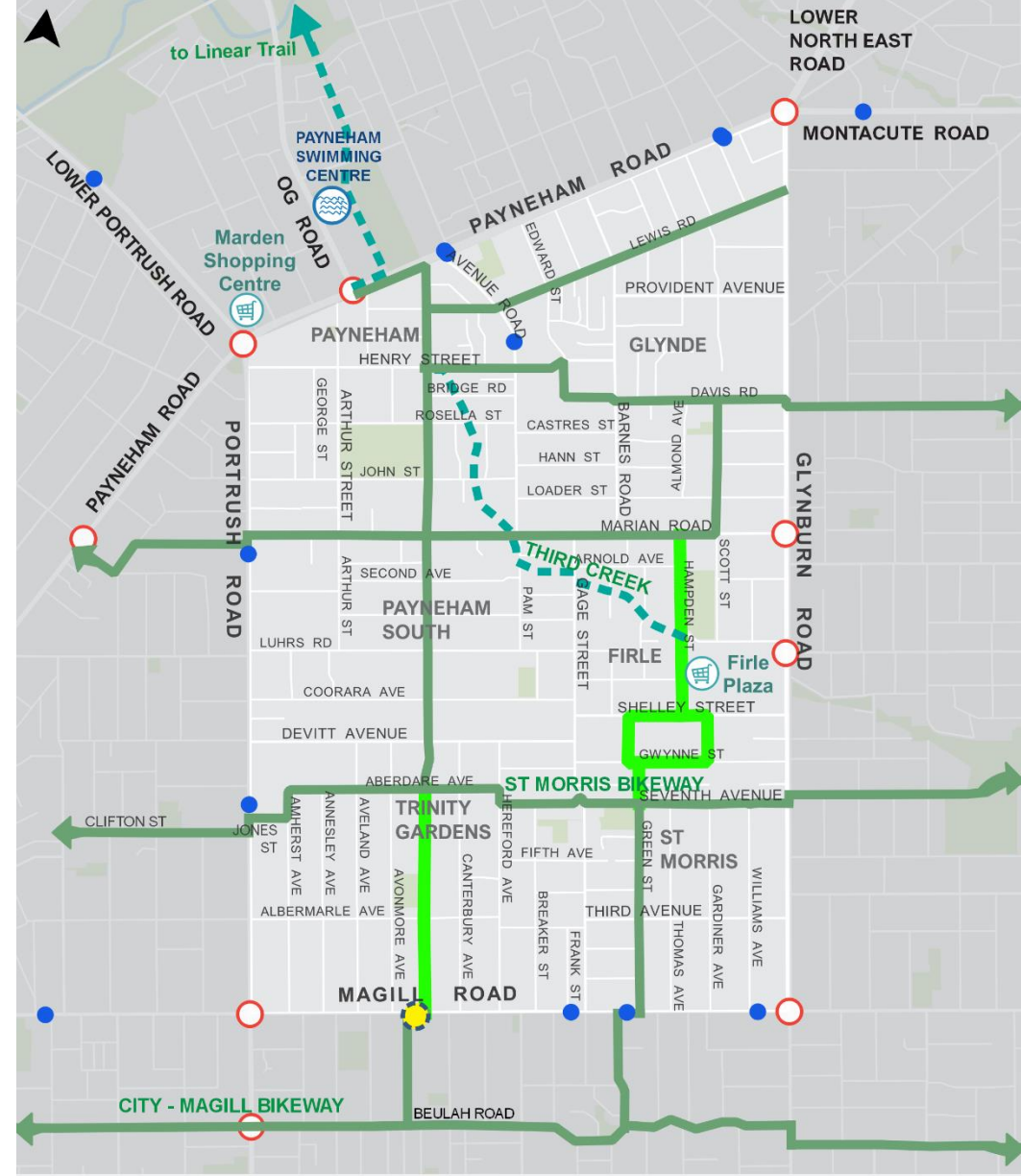
Proposed Cycling Network

Key Cycling Routes:

- Ashbrook Avenue with new traffic signal at Magill Road
- St Morris bikeway along Jones, Avenue, Aberdare Avenue and Seventh Avenue as key east-west route
- Marian Road between Portrush Road and Scott Street

Potential Cycling Connection Opportunities:

- Hampden Street in Firle
- Green Street in St Morris
- New links between Gwynne Street and Shelley Street
- Third Creek shared path between Firle and Payneham
- Connection to the Payneham Swimming Centre





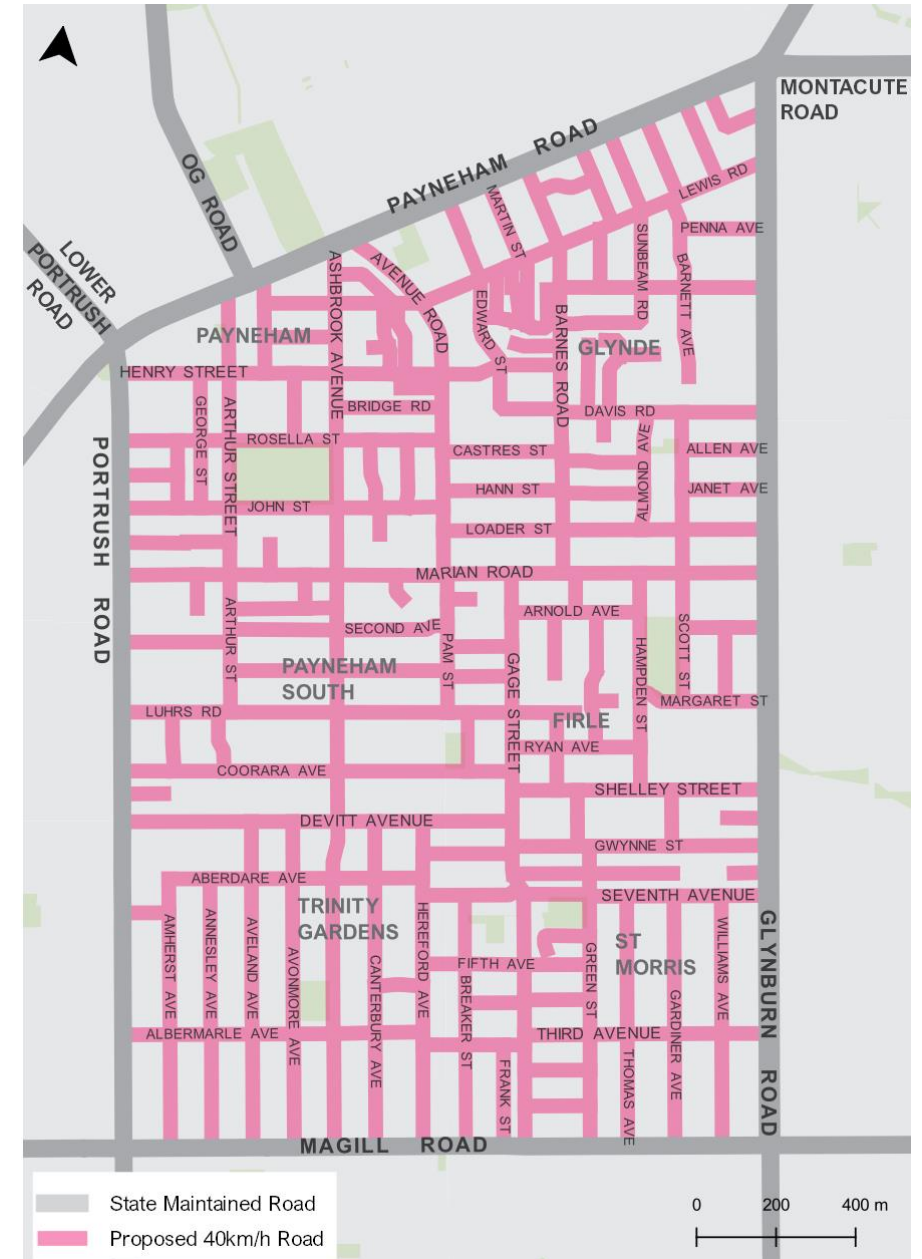
40 km/h Speed Limit for Entire Study Area

Actions:

- Survey residents and businesses in the study area for their views on 40 km/h on all the local streets that are surrounded by arterial roads
- Provide evidence of traffic calming on local streets and speed survey results
- Apply to DIT for approval to implement



Frederick Street, Maylands





Potential Mid-Block Traffic Calming Treatments

- Two-way slow points (chicanes)
- Single lane slow points
- Driveway links
- Landscaped islands
- Pedestrian refuges





Potential Intersection Traffic Safety Treatments

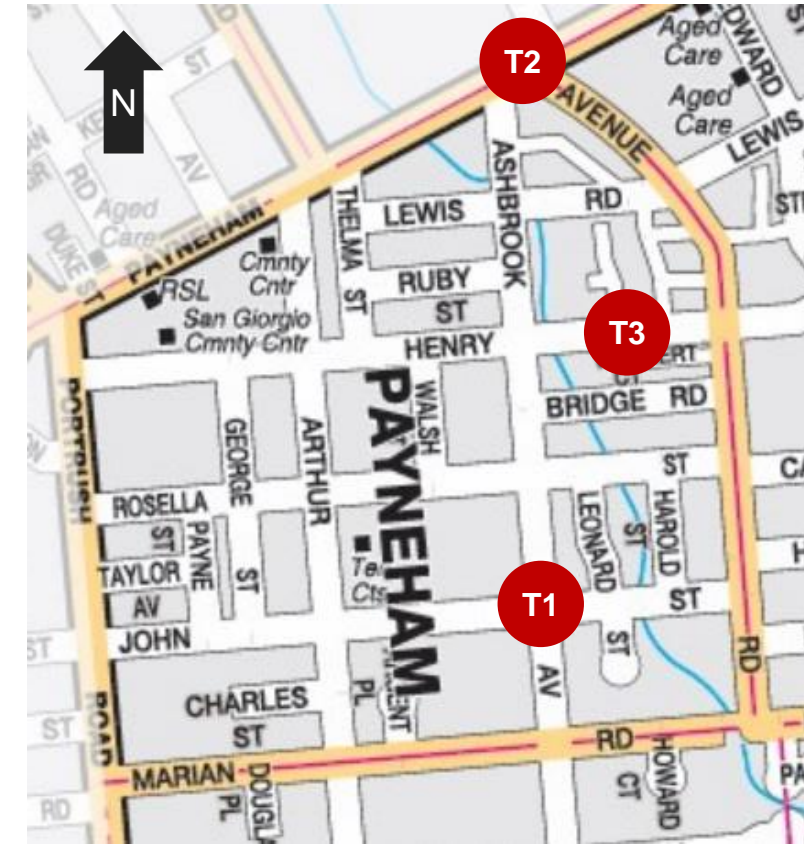
- Roundabouts
- Raised intersections
- Junction slow points
- Different pavement types





Proposed Key Initiatives for Payneham

ID	Location	Issue	Description
T-1	Ashbrook Avenue / John Street	Traffic Safety	Investigate alternate intersection treatments
T-2	Ashbrook Avenue / John Street	Traffic Safety	Investigate alternate intersection treatments
T-3	Henry Street	Traffic Speed	Investigate traffic calming measures along Henry Street



Ashbrook Avenue/John Street

- redesign intersection
- consider a closed leg to through traffic similar to Marian Road/Avenue Road



Avenue Road/Payneham Road

- improve intersection safety while retaining the large tree in a widened island



Options for Henry Street

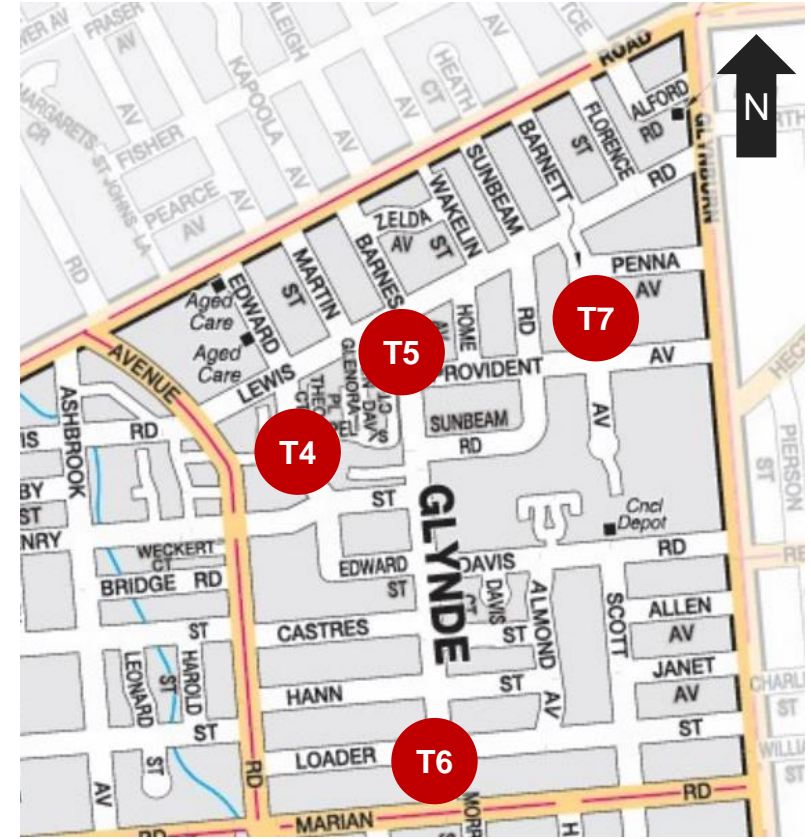
- slow points
- landscaped islands
- pedestrian refuges





Proposed Key Initiatives for Glynde

ID	Location	Issue	Description
T-4	Edward Street	Traffic Speeds	Investigate traffic calming measures along Edward Street
T-5	Lewis Road/Barnes Road	Traffic Safety	Investigate alternate intersection treatments
T-6	Barnes Road	Traffic Speeds	Investigate traffic calming measures along Barnes Road
T-7	Industrial area streets	Traffic Volumes	Investigate traffic management measures to discourage traffic in Lewis Road to the new developments on Glynburn Road



T4 Safety in Edward Street

- install signage to warn drivers about the retirement living precinct



T5 Options for Lewis Road/Barnes Road

- raised intersection
- roundabout

T6 Options for Barnes Road

- slow points
- landscaped islands
- pedestrian refuges

T7 Traffic Management in the industrial area with new developments

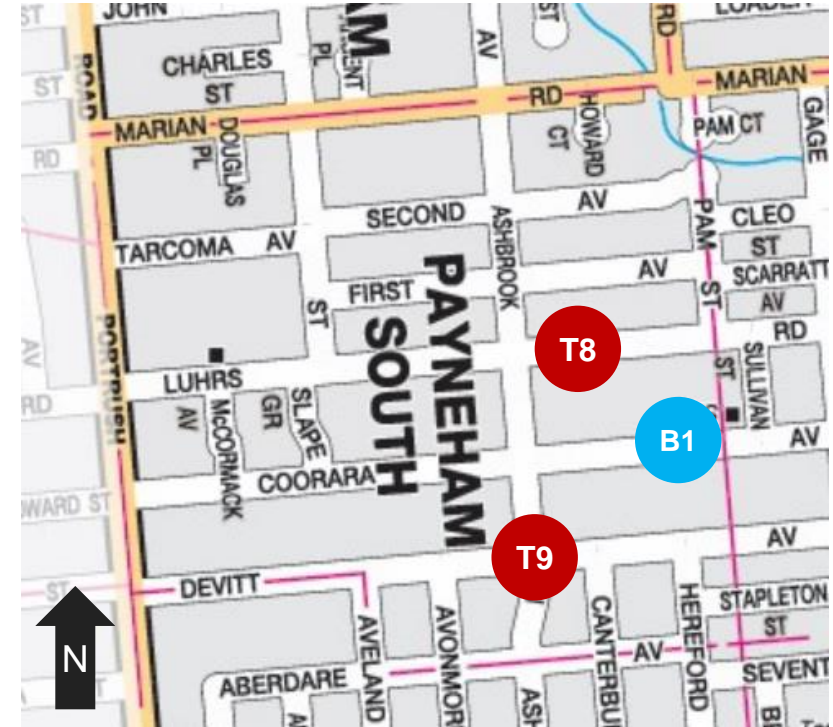
- traffic calming in Lewis Road, Penna Avenue and Barnett Avenue





Proposed Key Initiatives for Payneham South

ID	Location	Issue	Description
T-8	Luhrs Road	Traffic Speeds	Investigate traffic calming measures along Luhrs Road
T-9	Ashbrook Avenue/ Devitt Avenue	Traffic Safety	Investigate alternate intersection treatments
B-1	Coorara Avenue	Bus Stop Spacing	Advocate to SAPTA a review of the bus stop locations



Options for Luhrs Road



- slow points
- landscaped islands
- pedestrian refuges



Options for Ashbrook Avenue/Devitt Avenue



- redesigned intersection
- roundabout

Options for Coorara Avenue

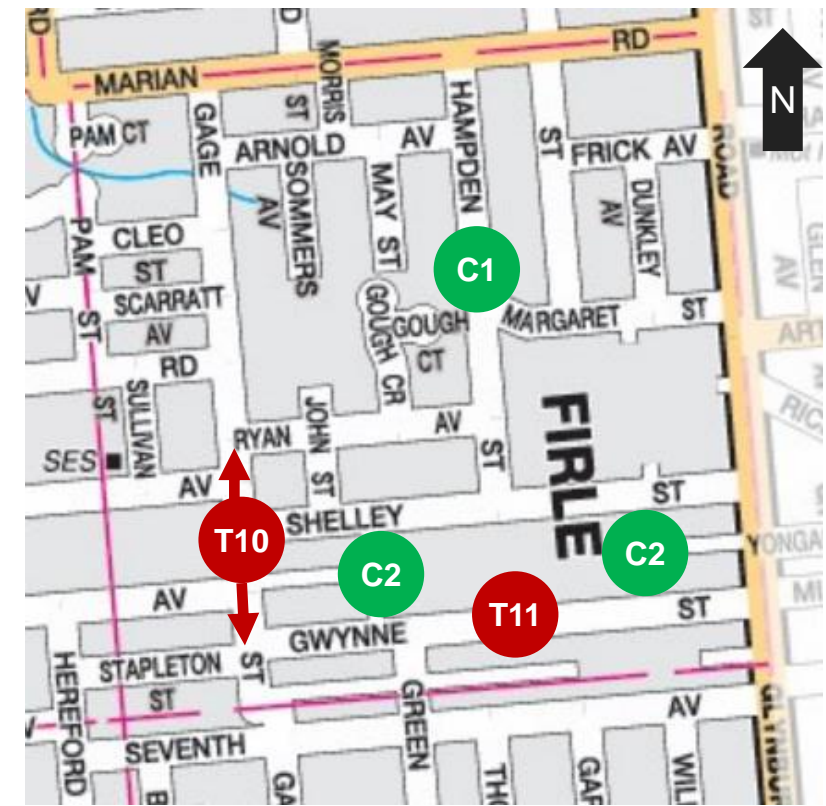


- liaise with SAPTA about bus stops and relocation of stop 13 on the northside to the Syd Jones Reserve





Proposed Key Initiatives for Firle



ID	Location	Issue	Description
T-10	Gage Street between Ryan Avenue and Stapleton Street	Traffic Safety	Investigate alternate intersection treatments, including at Coorara Avenue, Shelley Street and Gwynne Street
T-11	Gwynne Street	Traffic Speed	Investigate traffic calming measures along Gwynne Street
C-1	Hampden Street	Cycling Connectivity and Safety	Implement a connected north-south bicycle network
C-2	Gwynne Street - Shelley Street laneways	Cycling Connectivity	Implement a connected north-south bicycle network with new connections to Firle Plaza



Gage Street between Ryan Avenue and Stapleton Street

- Investigate traffic safety improvements at intersections



Options for Gwynne Street

- slow points
- landscaped islands
- driveway links



Hampden Street bicycle route

- advisory signage with sharrows
- traffic calming to be determined
- maximise use of trees along Adey Reserve



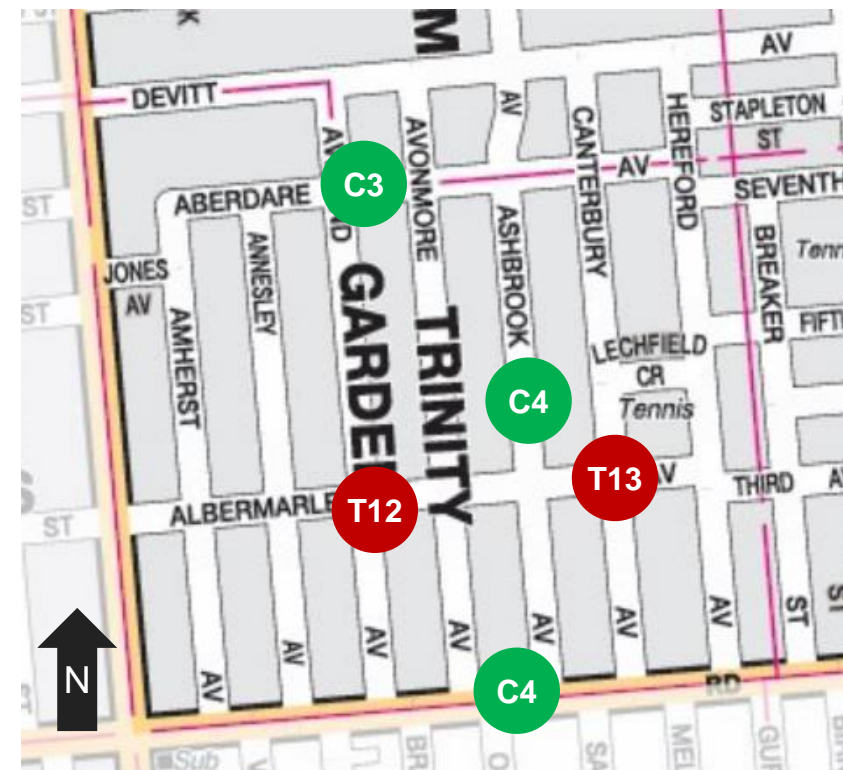
Laneways between Gwynne Street and Shelley Street to Firle Plaza

- two potential new cyclist connections



Proposed Key Initiatives for Trinity Gardens

ID	Location	Issue	Description
T-12	Albermarle Avenue	Traffic Speed	Investigate traffic calming measures along Albermarle Avenue
T-13	Albermarle Avenue/ Canterbury Avenue	Traffic Safety	Investigate alternate intersection treatments
C-3	Aberdare Avenue/ Jones Avenue	Cycling Connectivity	Complete the St Morris bikeway
C-4	Ashbrook Avenue	Cycling Safety	Improve cycling safety with traffic calming measures



Options for Albermarle Avenue



- slow points
- landscaped islands
- roundabout

Options for Albermarle Avenue/Canterbury Avenue



- landscaped islands
- roundabout

St Morris bikeway along Aberdare Avenue



- advisory signage with sharrows
- landscaped islands
- on-road bicycle lane



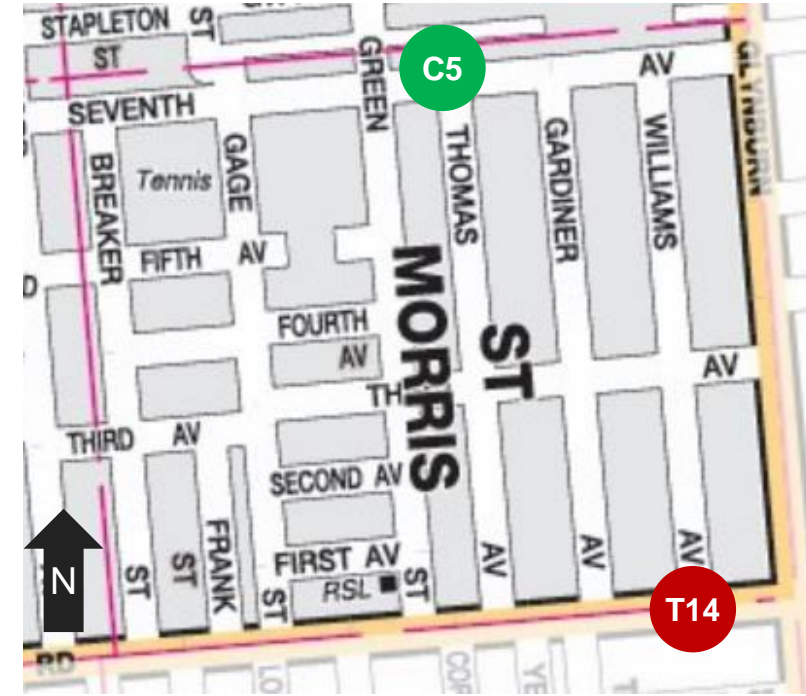
Bicycle Route for Ashbrook Avenue

- advisory signage with sharrows
- landscaped islands
- new pedestrian crossing at Magill Road



Proposed Key Initiatives for St Morris

ID	Location	Issue	Description
T-14	Magill Road / Williams Avenue	Traffic Safety	Investigate alternate intersection treatments with DIT
C-5	Seventh Avenue	Cycling Connectivity	Complete the St Morris bikeway



- T14** **Magill Road/Williams Avenue**
 - advocate for traffic safety at intersection with DIT
- C5** **St Morris bikeway along Seventh Avenue**
 - advisory signage with sharrows
 - traffic calming with landscaped islands





Next Steps

- Stage 2 consultation from 8th to 29th August 2022
- Prepare Draft Report and Action Plan
 - Prioritise the actions under High, Medium and Low to enable a staged approach
 - Priorities based on an evidence-based framework
- Draft report for the Council's review
- Final report