

Traffic Management & Road Safety Committee Agenda & Reports

20 June 2023

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
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

15 June 2023

To all Members of the Traffic Management & Road Safety Committee

Committee Members

- Cr Kevin Duke (Presiding Member)
- Cr Garry Knoblauch
- Cr Hugh Holfeld
- Mr Shane Foley (Specialist Independent Member)
- Mr Nick Meredith (Specialist Independent Member)
- Mr Charles Mountain (Specialist Independent Member)

Staff

- Carlos Buzzetti (General Manager, Urban Planning & Environment)
- Gayle Buckby (Manager, Traffic & Integrated Transport)
- Rebecca van der Pennen (Engineer, 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 20 June 2023, commencing at 10.00am

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

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

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City of
**Norwood
Payneham
& St Peters**

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VENUE Mayors Parlour, Norwood Town Hall

HOUR

PRESENT

Committee Members

Staff

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

- 1. CONFIRMATION OF MINUTES OF THE TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE MEETING HELD ON 21 FEBRUARY 2023**

- 2. PRESIDING MEMBER'S COMMUNICATION**

- 3. DEPUTATIONS**

3.1 DEPUTATION – PERCIVAL STREET, NORWOOD – PEDESTRIAN WARNING SIGNS

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA1041
ATTACHMENTS: Nil

SPEAKER/S

Mr Nick Nash

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Nick Nash has written to the Committee requesting that he be permitted to address the Committee in relation to the Pedestrian warning signs in Percival Street, Norwood.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Nick Nash has been given approval to address the Committee.

3.2 DEPUTATION – PERCIVAL STREET, NORWOOD – PEDESTRIAN WARNING SIGNS

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA1041
ATTACHMENTS: Nil

SPEAKER/S

Ms Jan Chinnery

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Ms Jan Chinnery has written to the Committee requesting that she be permitted to address the Committee in relation to the Pedestrian warning signs in Percival Street, Norwood.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Ms Jan Chinnery has been given approval to address the Committee.

4. STAFF REPORTS

4.1 PETITION – PERCIVAL STREET, NORWOOD – PEDESTRIAN WARNING SIGNS

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA95218
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to advise the Traffic Management & Road Safety Committee (“the Committee”) of a Petition which has been received and considered by the Council at its meeting held on 1 May, 2023, requesting the removal of the *pedestrian* warning signs which are located at each end of Percival Street, Norwood.

BACKGROUND

The Petitioners are requesting the removal of the pedestrian warning signs located at each end of Percival Street because in their opinion, *“the sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes you more likely to suffer harm from offenders, as they will likely view the residents as easy targets”*.

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

The petition has been signed by a total of twenty-eight (28) people, including the convenor of the petition.

Of the twenty-eight (28) signatories, twenty-three (23) are in support of the removal of the pedestrian warning signs, and five (5) signatories are against the removal of the signs.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

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

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Pedestrians are vulnerable road users and a collision between a vehicle and a pedestrian can result in a catastrophic impact. Older pedestrians can be particularly vulnerable because a higher proportion of older people are frail which can result in a higher crash severity, or they may have mobility, vision or hearing impairments that make crossing a road more difficult.

The traffic speed and volume in Percival Street is low, there are clear sight lines and the street is narrow to cross, which in combination, provides a low-risk environment. As such, the likelihood of a *catastrophic* event occurring is unlikely, which classifies the risk rating as *high* (6).

The installation of the pedestrian warning signs may raise awareness to motorists that there is a high proportion of vulnerable pedestrians in the street and hence result in more considerate driver behaviour than if the signs were not installed. However, this impact is not measurable and the risk rating would not change as a result of the signs.

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	A pedestrian injury	People	High 6	Installation of Pedestrian Warning sign	People	High 6

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Committee Members**
 Councillors Duke, Knoblauch and Holfeld are aware of the petition as it was tabled to the Council at its meeting held on 1 May, 2023.
- **Staff**
 General Manager, Governance & Community Affairs
 General Manager, Urban Planning & Environment
- **Community**
 Not Applicable.
- **Other Agencies**
 Clayton Church Homes.

DISCUSSION

Percival Street is 180 metres long and x 7.5 metres wide, with on-street parking on both sides of the road. Traffic data collected in 2020 is set out below and indicates that there is no road safety concern in Percival Street.

- The traffic volume is 337 vehicles per day;
- The 85th percentile speed is 40km/h;
- the average speed at 30.5km/h; and
- there were no recorded collisions in the last five (5) years.

Sixty-three (63) dwellings have direct car park and pedestrian access onto Percival Street, including twenty-seven (27) units that face onto Beulah Road and one dwelling that faces onto Portrush Road. Of these sixty three (63) dwellings, fifty (50), are owned by Clayton Church Homes, and twelve (12) are privately owned dwellings.

Clayton Church Homes has advised the Council that their dwellings are all *retirement living* and most are fully independent, however it is anticipated that eventually most residents will require home care assistance as they age.

The signs in contention are the '*Pedestrian*' warning signs with '*Aged*' supplementary plates, located at each end of Percival Street, as shown in *Photos 1 and 2*.



Photo 1: The pedestrian warning signs in Percival Street for eastbound traffic, near Queen Street



Photo 2: the pedestrian warning signs in Percival Street for westbound traffic, near Portrush Road

The break-down of the of the petition signatories is set out below.

- a total of twenty-eight (28) residents who have access directly onto Percival Street signed the petition;
- seventeen (17) of the signatories reside in Clayton Church Homes and eleven (11) reside in privately-owned dwellings;
- Twenty-three (23) of the signatories supported the removal of the pedestrian warning signs;
- of the residents who supported the removal of the signs, twelve (12) reside in Clayton Church Homes and eleven (11) reside in privately-owned dwellings;
- five (5) signatories are opposed to the removal of the pedestrian warning signs and all were residents of Clayton Church Homes.

Warning signs are a diamond shape sign with a black symbol and are installed to raise motorist awareness of a potential hazard, obstacle or condition requiring special attention. Warning signs may or may not include a rectangular supplementary plate under the sign, that indicates specificities, such as advisory traffic *speed*, *distance* to a hazard, or a type of vulnerable pedestrian present (*aged or blind*). Warning signs are not a regulatory sign, as such, do not indicate or reinforce a traffic law or regulation.

The relevant extract from Australian Standard (AS1742.2) defines the purpose for the installation of pedestrian warning signs and is set out below.

- *The W6-1 pedestrian warning sign is used to warn of the presence of pedestrians on or crossing the road where such activity might be unexpected.*
- *A supplementary legend sign describing particular classes of pedestrians such as Aged or Blind may be used in conjunction with this sign.*
- *The use of Regulatory and Warning signs should be restricted to the minimum consistent with their particular requirement, as signs tend to lose their effectiveness if used unnecessarily or too frequently.*

Although the pedestrian warning signs were originally installed prior to 2007, Clayton Church Homes residents have expressed conflicting views to the Council in recent years about whether the sign should or should not be in place. The approximate timeline of events that have taken place is set out below.

- **April 2020:** The Council received a request from a resident to remove the pedestrian warning signs, stating that they were redundant because they were installed for a nursing home that was located in Percival Street that has been demolished. The request added that the nursing home had been replaced by *independent living units* which housed residents who were not elderly and did not require the signs.

The pedestrian warning signs were removed following an investigation of:

- Traffic data which identified that road safety was not a concern in Percival Street; and
 - the Australian Standards could be interpreted that the pedestrian warning signs were not applicable, because pedestrian activity *is expected* in Percival Street, similar to any other street and this did not constitute a *hazard, obstacle, or condition requiring special attention*.
- **May 2020:** The Council received correspondence from several residents of Clayton Church Homes, listing a comprehensive list of traffic and parking concerns, including a request to reinstall the pedestrian warning signs.

The Council met with the group of residents to discuss their issues and an email was forwarded to the residents that responded to each of their concerns. This included details of the Australian Standard extract that explained the reason why the pedestrian signs were removed.

- **November 2020:** to assist with an agreeable solution, Clayton Church Homes administration undertook a survey of their residents, which identified that the majority of residents preferred that the pedestrian warning be reinstated.

Council staff identified that given that there is no legal requirement for or against the installation of the pedestrian warning signs, the Australian Standard could be interpreted that a high proportion of residents residing in retirement homes along the street, justified the installation of the pedestrian warning signs to raise motorist awareness of the possible presence of vulnerable road users.

The Council met a Clayton Church Homes representative and several of their residents on site to agree on the preferred locations of the signs. A plan was prepared that depicted these locations and sent to Clayton Church Homes for approval prior to installation. The locations were subsequently approved and the signs were installed.

- **January 2021:** A newly appointed Property Manager at Clayton Church Homes requested that the Council remove the pedestrian warning signs, on behalf of their residents.

The Council removed the 'aged' supplementary plate but left the diamond-shaped pedestrian warning sign and post in place.

As a result, Clayton Church Homes contacted the Council again, noting that the Council had made "an error" and requested that the entire signs and posts be removed. The signs were removed and the Council informed Clayton Church Homes that the signs would not be reinstated in the future.

- **May 2022:** A newly appointed staff member of Clayton Church Homes, on the resident's behalf, requested to the Council that the pedestrian signs be reinstated. A history of the sign removal and installation was forwarded to the Clayton Church Homes staff member and it was stated that given this history, the pedestrian warning signs would not be reinstated. Clayton Church Homes provided absolute assurance to the Council that the reinstatement of the signs was agreed by all parties, and that there would be no further requests for installation or removal of the signs.

The Council reinstated the pedestrian warning signs and reiterated to Clayton Church Homes that they would not be removed at any time in the future.

- **September 2022:** The Council received a request from a newly appointed staff member of Clayton Church Homes to remove the pedestrian warning signs in Percival Street, on behalf of a resident. The new staff member was provided with the history of the signs and they were advised that the signs would not be removed.

- **November 2022:** The Council received an email from the newly appointed staff member of Clayton Church Homes requesting that the pedestrian signs be removed, because residents had provided a survey that identified that the majority of residents wanted the sign removed.

The new staff member was informed of the history of the sign and advised that the signs would not be removed.

- **May 2023:** The Council received the petition that is the subject of this report, to remove the pedestrian warning signs.

- **May 2023:** The Council received an email from Clayton Church Homes advising that their preference is for the pedestrian signs to remain.

CONCLUSION

The pedestrian warning signs were originally installed prior to 2007 and as set out above, have been removed and reinstalled several times in the last three (3) years at the request of residents or the administration of Clayton Church Homes.

A number of Clayton Church Homes residents would like the pedestrian warning signs installed because in their opinion, there are road safety concerns for elderly and vulnerable pedestrians. Other residents of Percival Street would prefer that the signs are not installed because in their opinion, the signs cause the residents to feel unsafe and vulnerable by indicating that the residents in the area are elderly. There has been a high turnover of staff at Clayton Church Homes and as turnover has occurred, the Council has received conflicting requests from new staff to either remove or reinstate the signs.

COMMENTS

There is no research available that confirms or contradicts the reasons set out in the petition for the removal of the sign, which as stated by the Convenor of the petition is that, *"the sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes us more likely to suffer harm from offenders, as they will likely view the residents as easy targets"*.

The pedestrian signs are not regulatory signs that inform motorists of a *legal requirement*, but are simply a warning to motorists to be aware of a special condition on the street. Percival Street does not have any specific *physical* street conditions however there is a high percentage of older people who reside in the street from the Clayton Church Homes Retirement Village.

Older pedestrians are included in the group of vulnerable road users, along with young children and people who ride bicycles. Older pedestrians are included in this group because they are more likely to be frail which can result in a higher crash severity, and some may find the crossing of roads difficult because of reduced mobility, vision or hearing.

OPTIONS

Option 1: Do nothing.

The Committee could decide to leave the signs in place because there is a relatively high proportion of older residents living in Percival Street and a survey undertaken in 2020 identified that the majority of residents preferred that the sign be installed and Clayton Church Homes has advised the Council that it is their preference that the signs remain in place.

This option is recommended because the pedestrian warning signs may raise motorist awareness that there is a high proportion of vulnerable pedestrians in the street and hence result in a safer environment for pedestrians than if the signs were not installed

Option 2: Remove the pedestrian warning signs and Aged supplementary plates.

The Committee could decide to remove the signs due to twenty-three (23) residents of Percival Street signing the petition stating that in their opinion, the signs are not required and that the traffic data does not indicate that there is a road safety concern in Percival Street that warrants pedestrian warning signs.

This option is not recommended because pedestrian safety is paramount, particularly in an environment with a significant proportion of older pedestrians, albeit, that the removal of the pedestrian warning signs and Aged supplementary plates could also be considered a reasonable action to take given the data shows there is no traffic related safety concerns in terms of vehicular speeds and volumes

Option 3: Remove the Aged supplementary plates, but leave the pedestrian warning signs in place.

The Committee could decide that as a compromise the Aged supplementary be removed only.

This is not recommended because the pedestrian warning sign by itself would not provide sufficient information to motorists with regard to the reason of the warning, and could therefore be more likely to be ignored that if the *aged* plate was in place.

RECOMMENDATION

1. That the Petition (as contained in **Attachment A**), that was received by the Council at its meeting held on 1 May, 2023, be received and noted.
2. That based upon the results of the outcomes from the investigations set out in this report, the *pedestrian* warning signs and *aged* supplementary plates, are to remain in their current positions at each end of Percival Street.
3. That the Petitioners be advised of the outcome and thanked for bring their concerns to the Councils attention.

Attachment A

Petition Percival Street, Norwood Pedestrian Warning Signs

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**



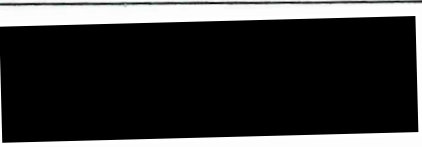

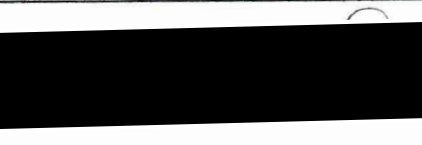

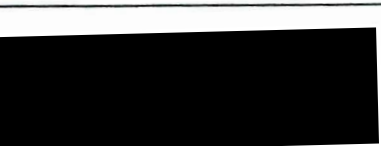





PERCIVAL STREET "AGED" SIGN

The sign erected by CCH which is currently located on Percival Street, Norwood and reads "AGED" is not needed.

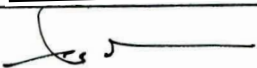
The sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes us more likely to suffer harm from offenders, as they will likely view the residents as easy targets.

We ask respectfully that it be removed in order to make us feel more safe and to remove the increased risks to our safety caused by this sign.

If you agree, please sign below:

NAME	ADDRESS	SIGNATURE
HELEN BURVILL		
ANNMARIE PRESCOTT		
JAN CHINNERY		
Ella Adamson		
Anne Nocka		
Jude CRAWFORD		

I certify this to be a true and correct copy of the original document sighted at *NORWOOD* on *24.10.22*


 Michael Richard Baldwin
 JP # 25583
 A Justice of the Peace
 for South Australia

PERCIVAL STREET "AGED" SIGN

The sign erected by CCH which is currently located on Percival Street, Norwood and reads "AGED" is not needed.


The sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes us more likely to suffer harm from offenders, as they will likely view the residents as easy targets.

We ask respectfully that it be removed in order to make us feel more safe and to remove the increased risks to our safety caused by this sign.

If you agree, please sign below:

NAME	ADDRESS	SIGNATURE
Deb Tarca	[REDACTED]	[REDACTED]
Emily Tarca	[REDACTED]	[REDACTED]
Ed Johnson	[REDACTED]	[REDACTED]
M. LOON	[REDACTED]	[REDACTED]
A. Remedios	[REDACTED]	[REDACTED]
J. Tran	[REDACTED]	[REDACTED]
J. Lapsidge	[REDACTED]	[REDACTED]

I certify this to be a true and correct copy of the original document sighted at NORWOOD on 24.10.22


Michael Richard Baldwin
JP # 25583
A Justice of the Peace
for South Australia




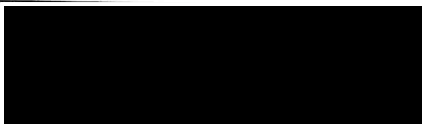
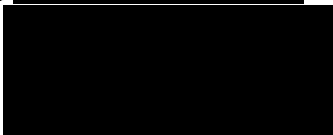
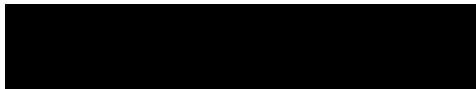
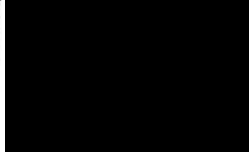
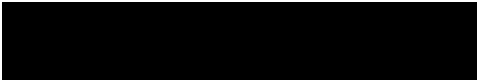
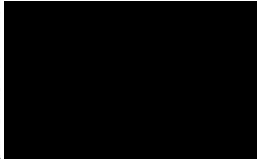
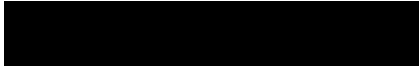
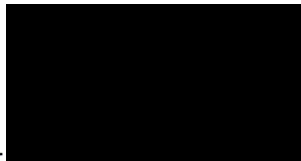
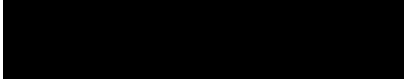
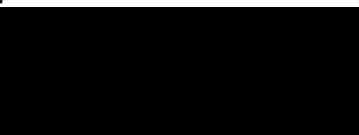
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The sign erected by CCH which is currently located on Percival Street, Norwood and reads "AGED" is not needed.


The sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes us more likely to suffer harm from offenders, as they will likely view the residents as easy targets.

We ask respectfully that it be removed in order to make us feel more safe and to remove the increased risks to our safety caused by this sign.

If you agree, please sign below:

NAME	ADDRESS	SIGNATURE
Pam Cobblestick John Cobblestick	 Norwood	 
Peter Dimiani	 Norwood	
C Shute	 Norwood	
T. NEILLY	 NORWOOD	
C Telfer	 NORWOOD 5067	
Marg McClure	 Norwood	

I certify this to be a true and correct copy of the original document sighted at *NORWOOD* on *24. 10. 22*


 Michael Richard Baldwin
 JP # 25583
 A Justice of the Peace
 for South Australia

PERCIVAL STREET "AGED" SIGN

The sign erected by CCH which is currently located on Percival Street, Norwood and reads "AGED" is not needed.

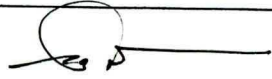
The sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes us more likely to suffer harm from offenders, as they will likely view the residents as easy targets.

We ask respectfully that it be removed in order to make us feel more safe and to remove the increased risks to our safety caused by this sign.

If you agree, please sign below:

NAME	ADDRESS	SIGNATURE
David Garrett	[REDACTED] Norwood	[REDACTED]

I certify this to be a true and correct copy of the original document sighted at *NORWOOD* on *24. 10. 22*


Michael Richard Baldwin
JP # 25583
A Justice of the Peace
for South Australia



PERCIVAL STREET "AGED" SIGN

The sign erected by CCH which is currently located on Percival Street, Norwood and reads "AGED" is not needed.

The sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes us more likely to suffer harm from offenders, as they will likely view the residents as easy targets.

We ask respectfully that it be removed in order to make us feel more safe and to remove the increased risks to our safety caused by this sign.

If you agree, please sign below:

NAME	ADDRESS	SIGNATURE
P THORNLEY		
	COPY	

PERCIVAL STREET "AGED" SIGN

The sign erected by CCH which is currently located on Percival Street, Norwood and reads "AGED" is not needed.

The sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes us more likely to suffer harm from offenders, as they will likely view the residents as easy targets.

We ask respectfully that it be removed in order to make us feel more safe and to remove the increased risks to our safety caused by this sign.

If you agree, please sign below:

NAME	ADDRESS	SIGNATURE
CHRISTINE EVANS	[REDACTED] NORWOOD SA 5063 [REDACTED]	[REDACTED]
	COPY	

PERCIVAL STREET "AGED" SIGN

The sign erected by CCN which is currently located on Percival Street, Norwood and reads "AGED" is not needed.

The sign makes the residents of Percival Street feel unsafe and more vulnerable, as it draws attention to the fact the residents are elderly. Our view is that it makes us more likely to suffer harm from offenders, as they will likely view the residents as easy targets.

We ask respectfully that it be removed in order to make us feel more safe and to remove the increased risks to our safety caused by this sign.

IF YOU DISAGREE, PLEASE SIGN BELOW

COPY

NAME	ADDRESS	SIGNATURE
SUSAN SHERIDAN + SUSAN MAGAREY	[REDACTED] Norwood	[REDACTED]
NICK NASH	[REDACTED]	[REDACTED]
RICHARD WILLINE	[REDACTED]	[REDACTED]
Jan Lansow	[REDACTED] Norwood	[REDACTED]
AHHAGAN	[REDACTED]	[REDACTED]

				Norwood	Against
				Norwood	For
				Norwood	For

Total residents = 15

2 For 13 Against

Group C

Private Residents living in Percival St

Surname	Given name	Unit	Address	Vote	
				Norwood	For
				Norwood	For
				Norwood	For
				Norwood	For
				Norwood	For
				Norwood	For
				Norwood	For
				Norwood	For
				Norwood	For
				Norwood	Unknown

Total residents =10

9 For 1 Unknown

4.2 PETITION – BRIAR ROAD, FELIXSTOW – TRAFFIC MANAGEMENT

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA85645
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to advise the Traffic Management & Road Safety Committee (“the Committee”) of a Petition which has been received regarding traffic management concerns on Briar Road, Felixstow, near the Felixstow Primary School.

BACKGROUND

The petitioners are requesting that the Council consider measures to address traffic and parking issues that impact on the safety of students at Briar Road, Felixstow.

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

The petition has been signed by a total of 199 staff, parents, relatives and service providers of the:

Felixstow Primary School;
The Briars Preschool; and
Department for Education & Child Development (DECD) – Eastern Adelaide Office.

Adjacent residents have also signed the petition.

The petitioners have listed the following matters of concern:

*Briar Road – safety of students is being compromised due to:
increased traffic flow from cars “rat-running” to avoid the left turn at the OG Road and Payneham Road intersection; and
increased trade vehicles coinciding with the Felixstow Renewal project.*

*Visibility of both children entering the road and school signage is compromised. This is due to:
increased street parking on both sides of the road due to new high-density housing developments; and
trucks entering building works; and*

traffic flowing in both directions is compromised for the reasons listed above.

The petitioners request that the Council undertake the following:

*Install flashing school lights and/or school crossing to improve awareness of children present;
Limit parking to one side of the road from 8am to 6pm M-F; and
Reduce Briar Road traffic flow to one-way.*

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

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

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and noise can reduce community liveability and safety of residential streets. Safety around Schools is a particular concern because children are vulnerable road users.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable

RESOURCE ISSUES

The work required to undertake the recommendations made in this report will be undertaken by Council Officers.

RISK MANAGEMENT

Pedestrians are vulnerable road users and a collision between a vehicle and a pedestrian can result in a catastrophic impact. Children are particularly vulnerable because they are still developing their road safety awareness skills, the ability to judge speed and distance, and they can become easily distracted.

A collision between a vehicle and a child on Briar Road could, if it occurred, result in a *catastrophic* consequence and the likelihood is *possible*. As such, the risk matrix classifies this hazard as an *extreme* risk (3).

When vehicles and children share a road, there will be inherent risks and risk mitigation in this instance could only be fully achieved with total separation between children and vehicles. Road safety measures at schools require a combination of initiatives that include; road safety awareness education for children, driver behaviour training for parents and carers, travel planning that minimises the need for children to cross the road in the first place, and road infrastructure that facilitates safe crossings of roads.

At this stage, the proposed road safety initiatives are not completed and as such, the residual risk rating cannot be determined. If a strategy is implemented that removed the need for students to cross the road, the risk rating could be reduced to *low*. If road crossing facilities and parking removal was implemented, the consequence could still remain catastrophic but the *likelihood* would reduce and therefore reduce the risk factor to *substantial* (11).

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	A child injury or fatality	People	Extreme 3	Road safety initiatives (education, strategy, infrastructure)	People	To be determined

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Committee Members**
Councillors Duke, Knoblauch and Holfield are aware of the petition as it was tabled to the Committee at its meeting held on 3 April, 2023.
- **Staff**
General Manager, Governance & Community Affairs
General Manager, Urban Planning & Environment
- **Community**
Not Applicable.
- **Other Agencies**
The Department of Infrastructure & Transport (DIT *Way2Go*).

DISCUSSION

The Felixstow Community School has a current enrolment of approximately seventy-five (75) students and is located on Briar Road, between Payneham Road and Turner Street, Felixstow. The Briars Special Early Learning Centre is located to the south of the school and the Department for Education and Child Services (DECD), to the north. A medium density housing development is currently being constructed on the east side of Briar Road, opposite the school. These locations are depicted in *Figure 1*.

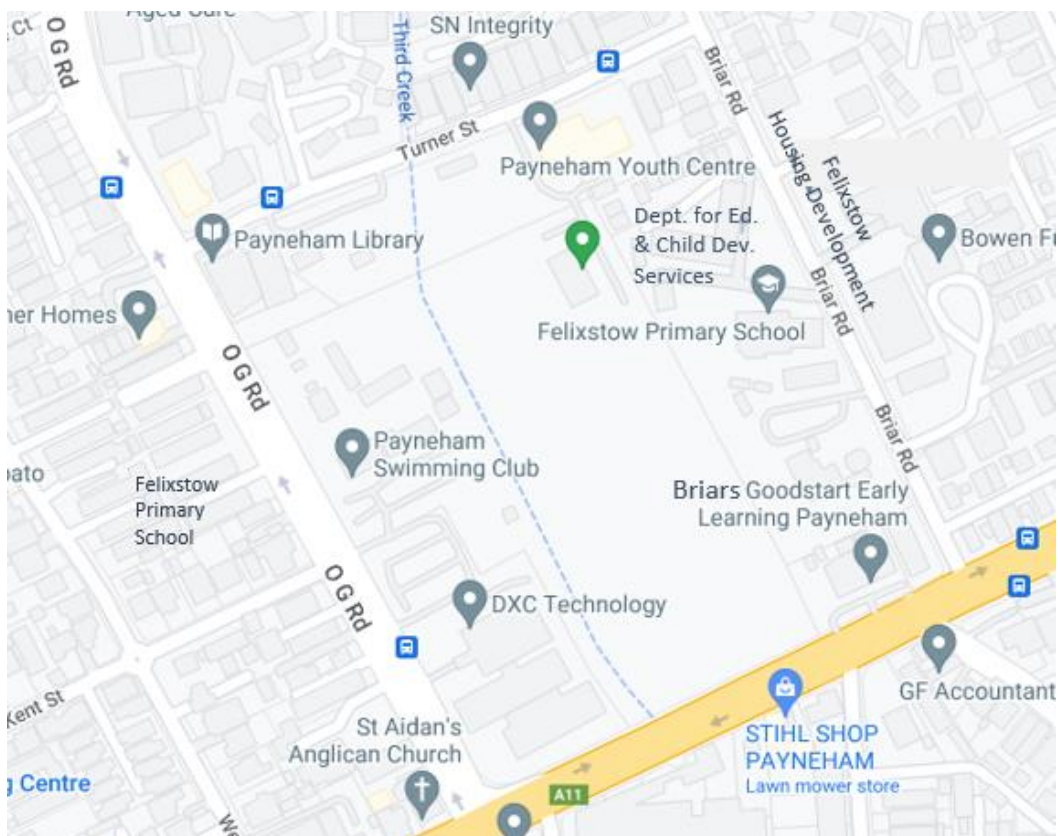


Figure 1: Location map

Briar Road is approximately 8.5 metres wide and distributes local traffic between Felixstow and Payneham Road. There is a 125 metre long, 25km/h school zone in front of Felixstow primary school and there is unrestricted car parking on both sides of Briar Road.

Traffic movements at the intersection of Briar Road and Payneham Road, are restricted to left-in and left-out movements due to a solid median on Payneham Road. There is a U-turn slot in the Payneham Road median 40 metres to the east of Briar Road which provides an opportunity for vehicles from Briar Road to turn around if heading west. Although this access arrangement may result in an inconvenience to the school, it has the benefit of resulting in a relatively low traffic volume in Briar Road because westbound motorists choose to alternatively exit Felixstow via Turner Street and OG Road.

The Felixstow school catchment zone encompasses parts of Felixstow, Glynde and Payneham which is predominantly within a 20-minute walkable catchment of the school. There is a signalised pedestrian crossing on Payneham Road, just to the west of Briar Road, and there are bus routes along Payneham Road and Turner Street.

In 2018, construction of a new housing development commenced on Briar Road opposite the school. Approximately thirty-eight (38) dwellings have been completed and the remaining twenty two (22) dwellings are currently under construction.

Traffic Data Analysis

Traffic data was collected on Briar Road within the school zone in May 2023, and is set out below.

- The traffic volume is 1,061 vehicles per day, (671 vehicles southbound and 390 vehicles northbound);
- The morning peak hour is 176 vehicles between 8:00am to 9:00am (142 southbound and 34 northbound);
- the afternoon peak hour is 119 vehicles from 5:00pm to 6:00pm and the direction is relatively evenly split.
- during the PM school pick up time (3:00pm to 4:00pm), there are 86 vehicles in the hour (53 northbound and 33 southbound);
- southbound traffic travels faster than northbound traffic with an 85th percentile speed of 47 km/h and an average speed 38.9km/h;
- at school drop off time (8:00am-9:00am), the 85th percentile speed was 44.2km/h and at school pick-up time (3:00pm-4:00pm), the 85th percentile vehicle speed was 43.4km/h.
- the cyclist volume varied from 11 to 26 cyclists per day; and
- there has been one (1) collision on Briar Road within the school zone in the last five years which resulted in property damage only.

A review of historical traffic data has identified that traffic volume has not increased in Briar Road since 2005, as below.

- 2005 - 1,104 vehicles per day;
- 2020 - 1,122 vehicles per day: and
- 2023 - 1,061 vehicles per day.

The Council's *Local Area Traffic Management Policy* states that is acceptable for a *local street* to carry up to 2,000 vehicles per day and as such, Briar Road currently performs as a local street. Survey data from the *Guide to Traffic Generating Developments* (Roads and Traffic Authority, 2002), identifies that medium density dwellings generate approximately 4-5 trips per day. As such, the sixty (60) new dwellings in Briar Road could generate approximately 300 additional vehicles per day. Some of this traffic would have little impact on the school because it would enter/exit via Turner Street, but a conservative estimate could anticipate a future traffic volume in front of the school of 1,200 vehicles per day.

The daily 85th percentile speed recorded is less than the urban default speed limit of 50km/h and this speed reduces to approximately 44km/h during school drop-off and pick-up time. The school zone speed limit of 25km/h is only operational *when children are present*, so it is not possible to accurately assess the motorist compliance of the school zone speed from this data.

Meeting and Observations

Subsequent to receiving the petition, a meeting with Council staff was arranged on Briar Road in front of the school, at the afternoon school pick-up time on 6 April 2023.

The observations and discussions undertaken at this meeting are set out below.

- The safety concerns of the school are at the peak pick-up and drop-off times which are 8:25am to 9:00am and 3:15pm to 3:30pm.
- There is an off-street *kiss and drop* driveway loop and most children were picked up from this location on the school grounds. Parents/carers queued along Briar Road waiting to enter the kiss and drop area rather than parking and walking to collect children. There was one instance of double-parking at this queue, while a parent waited for their child to cross the road;
- As a result of the off-street kiss and drop area, there were only eleven (11) students who exited from the school gate onto the footpath.
- Most parents guided their children across the road, one child was observed crossing by themselves, and one child was seen entering the vehicle on the roadside, instead of from the footpath side of the vehicle.
- The pick-up period observed along Briar Road lasted for less than ten (10) minutes, between 3:15pm to 3:25pm.
- Most of the through traffic reduced speed at the school zone, but two (2) vehicles were observed travelling faster than the school zone limit of 25km/h.
- At all times, there were numerous on-street car parks available on both sides of the road within close proximity to the school gate.
- The *School Zone Speed Limit* signs may not be noticed by some motorists due to the presence of trees and on-street parking.
- There is a total of 15 staff, eight (8) of who park on the school site.
- Some school-related parking occurs in the Paterson Reserve car park which is accessible at the rear of the school via Turner St. Observations identified that this car park was relatively empty and parents did not pick up their children from this location even though there is a school exit gate connecting directly to the car park. *(There is an agreement between the Council and the Education Department for the School to use the sportsground between certain hours).*

In summary, the key observations were:

- most parents/carers used the off-street kiss and drop area and as such, there were only eleven (11) students who crossed the road;
- the presence of parked cars and trees may reduce clear visibility the School Zone Speed Limit signs;
- road safety awareness education is required for children and their parents/carers; and
- the off-street kiss and drop area, on-street parking on the west side of Briar Road and the rear car park at Paterson Reserve, significantly reduce the need for children to cross Briar Road.

Previous Investigations

In 2017, the Council commissioned a safety and parking review at every school in the City. As part of this review, the Felixstow school requested a pedestrian crossing on Briar Road. The investigations that formed part of the review identified that a crossing was not warranted at the location because there were very small student numbers observed crossing Briar Road. The review identified that motorists did travel above 25km/h through the School Zone, and on-street parking was at capacity in the PM peak with overflow parking using the funeral home car park on the eastern side of Briar Road.

As a result of the review, the Council increased the number of parking spaces in Briar Road, requested that SAPOL enforce speed and recommended that the impact of the housing development be assessed once construction is completed.

The Department for Infrastructure and Transport (*Way2Go* Program)

The Council has been liaising with the Department for Infrastructure & Transport (DIT), *Way2Go*, with regard to road safety at the Felixstow Primary School, since June 2022.

Way2Go is a South Australian program run by DIT that promotes active, safe and green travel for primary school children and their families. It is built on a partnership between local councils, school communities and the Department of Infrastructure and Transport (DIT). The program develops an holistic approach and supports families to:

- plan safe and active travel to and from school;
- educate children about safe behaviour in traffic;
- initiate and embed school community initiatives that encourage safe walking, bike riding, scooting and use of public transport;
- promote a culture of safe, people friendly local streets near schools to support independent personal travel; and
- identify, plan and implement infrastructure improvements where they are required to improve road safety.

In general terms, if a school actively participates in the *Way2Go* active travel program, DIT will provide funding to the Council of up to 50% of the cost to implement any identified infrastructure improvements.

In February 2023, DIT prepared the following program of works in consultation with representatives from the School and the Council:

- April 2023: School representatives undertake online DIT *Way2Go* induction modules and develop an engagement process for their school community;
- May 2023: Schools distribute the *Way2Go* travel survey to their school community;
- August 2023: *Way2Go* workshop where schools share school travel concerns with council representatives;
- August / September 2023: DIT and Council undertake site observations;
- September 2023: develop a School *Travel Action Plan* for the remainder of 2023 and into 2024; and
- Late 2023 / 2024: DIT and Council follow up on infrastructure improvements for schools.

The *Way2Go* team have been informed of the concerns raised in the petition and will consider these concerns as part of this program.

Petition - investigation response

The investigations described above have informed a response to each concern raised in the petition and is provided in **Table 1**.

TABLE 1: PETITION CONCERNS AND INVESTIGATION RESPONSE

Petitioner's Safety Concerns	Investigation Response
Increased traffic flow from cars	The traffic volumes are within the acceptable range and do not warrant further investigation. A review of historical traffic data identifies that traffic volume has not increased in Briar Road as set out below. year 2005 - 1,104 vehicles per day; year 2020 - 1,122; and year 2023 - 1,061 vehicles per day.
Rat-running' to avoid left turns at the OG Road and Payneham Road intersection.	The AM peak hour traffic volume is 16% and the PM peak hour is 11% of the daily traffic volume. This indicates that Briar Road acts as a Collector Road in peak times. However, the overall traffic volumes are acceptable.
Increased trade vehicles coinciding with the Felixstow renewal project.	These vehicles are temporary during construction only.
Restricted visibility to children entering the road and school signage.	Trees, car parking and small numbers of children present may result in some motorists not realising they are entering a school zone. The 'School Zone Speed Limit' signs will be replaced with a larger size sign and the southwest sign that is partially obscured by foliage will be relocated. An electronic Speed information and Radar sign on a portable trailer can be installed from time to time to remind regular motorists they are entering School zone.
Traffic flow in both directions is compromised because of increased parking and trucks related to the high-density housing development.	Briar Road is 8.4 meters wide and therefore, if cars are parked on both sides of the road, there is insufficient width for two moving cars to pass. As such, one vehicle must yield and give way to the other oncoming vehicle – this results in a successful traffic calming effect.

TABLE 1: PETITION REQUESTS AND INVESTIGATION RESPONSE

Petitioner's Requests	Investigation Response
Install flashing school lights and/or a school crossing to improve awareness of children present.	The volume of students does not meet the warrant for flashing lights, but another form of road crossing could be considered. This may be an Emu crossing or kerb extensions that reduce the crossing distance and to create one single crossing location.
Limit parking to one side of the road from 8am to 6pm, Monday to Friday.	Banning parking to increase sight distance to pedestrians would be included as part of the design of a crossing facility (see above).
Reduce Briar Road traffic flow to one-way.	The traffic volumes do not identify the need for a one-way travel direction in Briar Road. This would result in a significant inconvenience to residents of Felixstow.

Immediate Actions

During the investigations that have been undertaken following receipt of this petition, it was observed that the 'School Zone Speed Limit' signs were not directly in the motorist's line of sight due to trees in the verge and parked cars. As such, a work instruction was issued to relocate one sign to enable clear visibility and to replace all existing 'A' size signs (450mm wide x 1555mm high), with 'B' size (600mm wide to 2070mm high) signs.

CONCLUSION

The investigations as set out in this report, have identified that the overall traffic volume and speed in Briar Road is in accordance with the current speed limit and road classification. The Felixstow Primary School has an off-street *kiss and drop* area and as such, there are small numbers of children who need to cross Briar Road. There are opportunities to improve road safety for school children that include education, planning and possible infrastructure improvements.

COMMENTS

The Department for Infrastructure and Transport (*Way2Go*), in liaison with Council staff, is currently implementing a program with the Felixstow Primary School to investigate and improve safe travel options to and from the school. The program includes a number of initiatives that includes the development of travel plans, road safety education for children (pedestrians) and their parents/carers (motorists), active travel planning and possible recommendations (and part funding) for road infrastructure, if required. The *Way2Go* team have been informed of the petition and will include the concerns raised in their investigations.

OPTIONS

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

Option 1

Do nothing. The Committee can decide that the investigations as set out in this report do not provide justification for the Council to undertake road safety improvements at this location.

This option is not recommended on the basis that safety of school children is important and the school has raised safety concerns.

Option 2

The Committee can recommend to the Council that given the concerns raised by the school, that a pedestrian crossing (Emu Crossing or similar), be installed.

This option is not recommended on the basis that it is premature to install a crossing before the Department of Infrastructure (*Way2Go*), investigations and safety initiatives are finalised.

Option 3

The Committee can note that Council staff will continue to work with the Department for Infrastructure and Transport (*Way2Go*), on the program to develop safer travel initiatives at Felixstow Primary School. This program may identify the need for road safety infrastructure improvements and also provide funding if infrastructure works are a part of the outcome. If this occurs, the Council will need to consider its proportional funding of any required infrastructure works.

This option is recommended because it is a thorough, holistic approach that includes a combination of road safety initiatives.

RECOMMENDATION

1. That the Petition (as contained in Attachment A), that was received by the Council at its meeting held on 3 April, 2023, be received and noted.
2. That the Committee notes that the Council is currently and will continue to, work with the Department for Infrastructure & Transport (*Way2Go* Program), to develop a range of options and recommendations to improve road safety for students of the Felixstow Primary School. This program is planned for completion in the 2023-2024 financial year and includes road safety awareness training, travel planning and may also include infrastructure improvements.
3. That the Committee notes that, to improve the visibility of the '*School Zone Speed Limit*' signs, the existing signs will be replaced with larger size signs and that one sign will be relocated in front of a tree that is partially obscuring the sign.
4. That the Committee notes that an electronic speed information and radar sign on a portable trailer will be installed on the approach to the school zone from time to time, to raise motorist awareness that they are entering School zone.
5. That the Petitioners be thanked for bringing their concerns to the Committee's attention and be advised of the outcomes of the investigations which have been undertaken by staff.

Attachment A

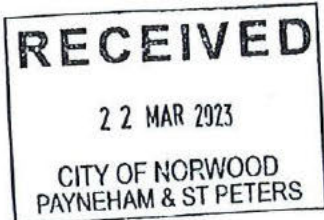
Petition Briar Road, Felixstow Traffic Management

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters



PETITION

**To the City of Norwood
Payneham & St Peters**

175 The Parade, Norwood SA 5067
PO BOX 204, Kent Town SA 5071

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

ABN 11 390 194 824



City of
Norwood
Payneham
& St Peters

PETITION CONTACT DETAILS (Convenor of Petition)

Name: Tom Beck - (Felixstow Primary School Governing Council Chairperson)

Address: [Redacted] Cadna Ave, FELIXSTOW, SA 5070

Phone: [Redacted]

Mobile: [Redacted]

Email: [Redacted]

Part 1: The petition of: (identify the individuals or group – eg: the residents of The City of Norwood Payneham & St Peters)

Felixstow Primary School – Staff, Parents & Relatives.
The Briars Preschool – Staff, Parents & Relatives.
Dept for Education & Child Development – Eastern Adelaide Office

Part 2: Matter of concern to petitioners: (outline the circumstances of the matter)

Briar Road – Safety of students is being compromised due to increased traffic flow from cars "rat-running" to avoid left turn at OG & Payneham Rd intersection and increased trade vehicles coinciding with the Felixstow renewal project.

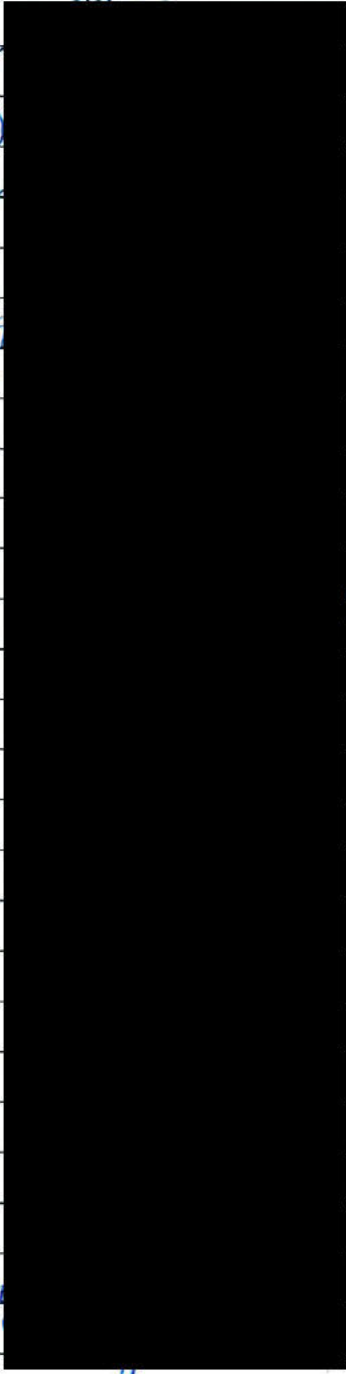
Visibility of both children entering the road and school signage is now compromised. This is due to increased street parking on both sides of the road due to new high-density housing developments and trucks entering building works. Traffic flowing in both directions is now compromised for the reasons listed.

Part 3: The petitioners request / submission is that the Council: (outline the action that the petitioners are requesting Council should or should not take)

1. Install flashing school lights and/or school crossing to improve awareness of children present.
2. Limit parking to one side of the road from 8am – 6pm M-F.
3. Reduce Briar Rd traffic flow to one-way.

Part 4: List of signatories to the petition:

Please note: when this petition is placed on the public agenda for a Council meeting, it will be a public document and will appear on the Council website. Your address will be redacted, but your name and signature will appear in the public document.

Name (print)	Address	Signature
MICHAEL Ngo	Hardy St PARADISE	
Lesley Hugo	Deering Cres Banksia PK	
Jill Brautovic	Goves Rd, Summerton	
Tanya Russo	Greenmilk	
Helen Kozalucha	Burnside	
Gaylia Marks	modbury Heights	
Holly Bridger	Brooklyn Park	
Emily McPharlin	Mooringe Ave PLYMPTON	
Mary O'Brien	Stepney	
Laura Cathery	Banksia Pk	
Shannon DeSilva	Glyde Park	
Dannielle Gibson	Largs North	
Michelle Shipard	Trinity Gardens	
Sarah Enthoven	Wraydon Park	
Michelle Meady	Montague Farm	
Rachel Clarke	Leabrook	
Mikaela Cibich	Forethville	
Jean Trauter	Rostrevor SOTS	
Sam Antonades	Mount Barker, 5251	
Karissa Cosarza	Northgate 5085	
Anne Mann Cibich	Norwood	
Jasmine Milku	Wynn Vale	
Rachel Trebilcock	Valley View	
Treesa Parrish	Bridgewater	
Irene Sotiropoulos	Richmond	
Kellie Anderson	Greenacres	
Jenkins	Rostrevor	

(27)

	Name (print)	Address	Signature
(30)	Jenny Doherty	Lewis Ave Paradise	[Redacted Signature Column]
	Milan Gzarda	Kerria Place Cranb	
	Jenny Venn	Woolfor Plc Boraka	
✓	Arzid Priest	Bellview Dr Alhambra	
	David Cecchi	Royal Admiral Spwrs	
	Kelly Hunter-Wright	Ballestrin Crt Flinders	
	Billy Coop	Kirkby Crt Greenacres	
	Mannan Gurnaud	Solandra, Macd	
	Stacey Krayol	Lincoln ^{manningham} are	
	Vinod Coelho	Ruby St. Payneham	
(40)	Savia Coelho	Ruby St Payneham	
✓	Anna Vu	Ascot Avenue	
✓	Rikki Bishop	Riverside Dr	
	MEL BURGE	PERSEVERANCE VISTA	
✓	Andrew Pickery	Robert St Broadview	
✓	AMANDA RHODES	Bindgwi Crescent	
✓	Kernyn Hibberde	Mckay ^{TRIPLE FARM} Northfield	
✓	ROMAN Briggs	Cross Rd ^{Glanvale} Arboretum	
✓	Imogen Yeomans	Cross Rd Glendore	
	Jillian Una	Rodger Ave, Leabrook	
(50)	Miel Anchetan	Luprena Avenue, Triple Farm	
✓	Srilakshmi Pichala	O G Road, Kilmzig	
	Melanie Raymond	Magill SA	
✓	Emma Perry	Wistaria gr Felixstow	
✓	Andrew Perry	Wistaria Gr Felixstow	
✓	Kangin AKOBI.	Georges Parade	
✓	Krishani Hathirihinge.	Hilburn Ave, Windsor garden	
✓	Thomas Becht	Cadna Ave Felixstow	
✓	PHILIP COMLEY.	PERSEVERANCE RD VISTA	
✓	Ebrahim	COS-CE	
(60)	CRAG PRIEST	BELLVIEW DRIVE ALHAMBRA	
	Kimi Maidment	Throuer ave Felixstow	

Part 4: List of signatories to the petition:

Please note: when this petition is placed on the public agenda for a Council meeting, it will be a public document and will appear on the Council website. Your address will be redacted, but your name and signature will appear in the public document.

Name (print)	Address	Signature
Gillian Hodges	Browning St Clearview	[Redacted]
Di Larter-Conway	Prosperity Way Athelstone	[Redacted]
Lauren Almond	Blaxland Avenue Wynn Vale	[Redacted]
Tuula Rappola	Caffrey Cres Port Willunga	[Redacted]
Nicole Saunders	Andrea St Highbury	[Redacted]
Emma Leek	Main St Morphett Vale	[Redacted]
Janice Rigney	States Rd Morphett Vale	[Redacted]
Laura Batchford	Ruthven Avenue	[Redacted]
India Pachulicz	Rutland Avenue Brighton	[Redacted]
Skye van Housden	Briar Rd Felixstow	[Redacted]
Chantal Rainsford	Briar Rd, Felixstow	[Redacted]
Ais Hegarty	Briar Road, Felixstow	[Redacted]
Monique Hodges	Browning St Clearview	[Redacted]
PAUL GLEAVE	JORDAN ST VALLEY VIEW	[Redacted]
Felicity Turner	Tullins Ave Klemzig	[Redacted]
JAUSKA GARBERN J	GOLGERD ATHELSTONE	[Redacted]
ADUJO	GOLGERD ATHELSTONE	[Redacted]
Rapita Landiano	Tullins Ave Klemzig SA 5087	[Redacted]
Rosemarie Hayes	reid Ave Felixstow	[Redacted]
Mavis Maunella	Kildare Ave Athelstone	[Redacted]
Trang Pham	110 Northbrook Ave	[Redacted]
Summer Teagass	ruthven	[Redacted]
Mel Harvey	Shelton Dr Athelstone	[Redacted]
Josi Williams	RICHMOND ST HACKNEY	[Redacted]
Kristina modra	Richmond st Hackney	[Redacted]
BILC QUACTI	BARVETT AVE	[Redacted]
Sean Williams	church Rd Paradise	[Redacted]
Peter Rhodes	Binderi Crescent	[Redacted]
Naomi Cooper	Price Ave, Klemzig	[Redacted]

(29)

1 of 1

Name (print)	Address	Signature
✓ SYED BABAR KAZMI	Montacute Road Campbell Town 5074	[Redacted]
✓ Lauren Werner	145 St Ottoway, SA 5013	
✓ Mitt Morreel	145 St Ottoway 5013	
✓ RUBY SAMMIDATO	BUNA COURT 1100W	
✓ DARREN LEE	PAYNEHAM KO	
✓ Adele Coag	Kirkbyccl	
✓ Carlos Coronel	MARWICK CREW	
✓ Rosie Cerdillo	Redden Ave	
⑩ ✓ Oliver Jason Wain	Kent St Marden	
✓ Mark Raymond	Brian Road Marden	
✓ K. GURU SANKAR	OG ROAD, KLEMZIC	[Redacted]
✓ M. TURNER	Shirleyford Telukston	
✓ Hocing Anh Tzu	Brian Road	
✓ LAURA KELLER	Chifley Av. Hope Valley	
✓ Bright (Hyun-Joo) Bae	Botanic Grove Campbelltown	
✓ Kaz Ottrey	Hilltop Blvd Hillbank	
✓ M. GORROICH	PAYNEHAM KO. FULLSUN	
✓ J STEVE MAYNARD	LORD HOWE AVE HILLCREST	
✓ Bronwyn Stead	DOXIADIS ST STAGNES	
✓ Lyran Morris	" " "	
✓ Dalal Mohmeddie	Fullerton, Marden	
✓ STUART MENGLI	LA MURRAY AVE KLEMZIC	[Redacted]
✓ Sue Clee	EAST AVE, Allenby Gds	
✓ ROSS CLIF	" " "	
✓ OWEN COUIN	WARWICK ST WALKERDALE	
✓ Marie Stroud	Cherryhill St	
✓ Chris Turner	TORRENS AVE KLEMZIC	
✓ Kyla Drew	Urban Ave Paradise	
✓ Tracy Stavreas	Myponga Tce KILKANNY	
✓ Chloe Davill	Church St Marden	
✓ LAUSHMI	Ashbrook Ave. Payneham	
✓ Hosnia Ali	Florence St Glynde 5070	[Redacted]

BM RESOLUTION OF THE COMMUNITY CORPORATION 41754


Name (print)	Address	Signature
	■■■ BRIAR ROAD FELIXSTOW	5/9/2022
M GILL + SINGH	UNIT ■■■	■■■
S SOEUN	UNIT	
A + J FOORD	UNIT	
A LEITNER	UNIT	
CS HENSEL	UNIT	PRESIDING OFFICER
YL CHIN + YW YAU	UNIT	
D BREALEY	UNIT	
G+C RONALDSON	UNIT	
H KANG	UNIT	
J GUO	UNIT	

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Name (print)	Address	Signature
Renee Allen	cleans rd Campbelltown	
Denise Frigo	wellesley Ave Emerald	
Anthony Simonetti	wellesley Ave Emerald	
Domenic Novia	COORARA AVE PAYNEHAM SOUTH	
Rita Novia	COORARA AVE PAYNEHAM SOUTH	
Rob DeVizio	Buchanan St	
Caroline Batty	- u -	
Alex Hall	Stirley Ave Woodville	
Tania Mahoney	First Ave Nailsworth	
Shereen Mahoney	First Ave Nailsworth	
Michelle Mahoney	First Ave Nailsworth	
christine Fernando	lower North East Rd Collinswood	
Virginia Fernando	"	
James Almarco	"	
Jim James	Erica Rd Glenside	
Sarah Carter-Conway	Prosperity Way Hfelford	

Name (print)	Address	Signature
Liam Hibberde	Northfield	[Redacted]
Nicole Hibberde	McKay Ave Northfield	[Redacted]
Sofia McCallan	Lyons Rd Windsor ^{SOS}	[Redacted]
Kerry O'Neil	Frasers St Windsor Gardens	[Redacted]
Natalee Dewar	Chisellbury Rd Elizabeth Vale	[Redacted]
Liamish McDonald	Willunga SA	[Redacted]
Narelle Christensen	Aqueduct Way Highbury	[Redacted]
MARC FLYNN	ANGLE PARK	[Redacted]
Amy O'Brien	Hillcrest	[Redacted]
Kathene Williams	NORTHFIELD	[Redacted]
Kevin Jarvis	McKay Ave Northfield	[Redacted]
Cameron Jarvis	McKay Ave Northfield	[Redacted]
Christopher Mether	5 McKay Ave Northfield	[Redacted]
Sharon Jarvis	McKay Ave Northfield	[Redacted]
Adam deLongville	Westralia St Greenacres	[Redacted]
Chander Westferhelm	Eclair mine rd, St Ives	[Redacted]

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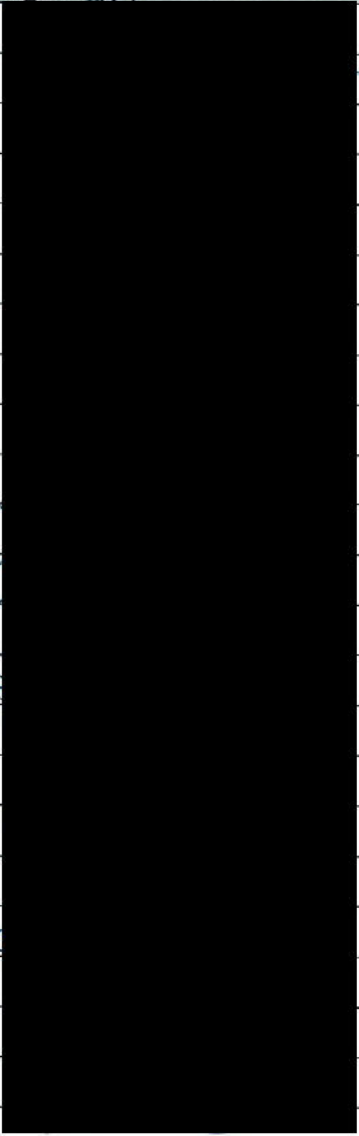
Name (print)	Address	Signature	
KURUVILLA CHERYAN	████ ASHBOURNE AVE PAYNEHAM - 5070		
SUZANNA MCNEIL	████ MURRAY AVE - KLEWZIG 5089		
ZACHARIAH MATHEWS P	████ HENRY ST, PAYNEHAM 5070		
CARMEN EHTAN	████ HENRY ST, PAYNEHAM 5070		
HECTOR MAURE	████ St. John's Lane 5070		
NAIARA G. BEDIAGA	████ St. John's Lane 5070		
MANJU THAMPI	████ CORYER ST, KLEWZIG 5089		
Charlotte Burton	████ Clarence ave Klemzig		
VINWITSOLD	Wiby St Payneham		
SARVA JANE	"		
Vinod Coelho	"		

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Part 4: List of signatories to the petition:

Please note: when this petition is placed on the public agenda for a Council meeting, it will be a public document and will appear on the Council website. Your address will be redacted, but your name and signature will appear in the public document.

Name (print)	Address	Signature
NATASHA BORG	BRIAR RD	
Sally Frossinakis	Briar Rd	
Gord's Lemkes	Briar Rd.	
Bethany Burton	Briar Rd	
Nikki Summerfield	Briar Rd	
Amandeep Kaur	Briar Rd	
Sharon Constable	Briar Rd	
Amanda Stapleton	Briar Rd.	
Melissa Paterson	Briar Rd	
David Kynear	Briar Rd	
ADISE WOOD	Briar Rd	
Laura Yates	Briar Rd	
Hinda Krouwel	Briar Rd	
Pam Simpson	Briar Rd	
Steve Smith	Briar Rd.	
Fiona McInerney	Briar Rd	
Ayesha Ebrahim	Briar Rd	
Kit Leaney	Briar Rd	
Rehan McQuinn	Briar Rd	
Tynaya Smith	Briar Rd	
Jillica Lu	Briar Rd.	
Angela Connell	Briar Rd.	

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4.3 LANGMAN GROVE TRAFFIC MANAGEMENT

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

PURPOSE OF REPORT

The purpose of this report is to advise the Traffic Management & Road Safety Committee (“the Committee”) of the investigations that have been undertaken to reduce traffic speed and volumes along Langman Grove, including the results of three rounds of community consultation, and to seek approval, subject to Council endorsement and funding, of proposed traffic calming measures.

BACKGROUND

In November 2021, a petition, signed by eighty five (85) citizens was presented to the Council, requesting that the Council “*take urgent action to reduce the volume of traffic and the speed of traffic*” along Langman Grove, Briar Road and Turner Street, Felixstow.

The convenor of the petition was of the view that 94% of petitioners would accept road humps outside of their property, but many would prefer an alternative option to speed humps, such as a road closure, and that closing Langman Grove, except for buses, was the Convenor’s preferred alternative.

At its meeting held on 21 December, 2021, the Committee considered a staff report that contained details of traffic management investigations that had been undertaken in response to the petition. The investigations did not support a road closure, given the Collector Road status of Langman Grove, nor did it support the installation of road humps, because of complaints from residents associated with road humps in other streets. The traffic management approach that was endorsed by the Committee, was to undertake detailed design investigations to confirm the feasibility of a series of T-junction rearrangements (*slow points*), in Langman Grove and investigate the feasibility of implementing a 40km/h area-wide speed limit in the residential streets of Felixstow. The Committee noted that the need for additional traffic management in Briar Road and Turner Street, would be assessed following a post-installation evaluation of the traffic management arrangements undertaken in Langman Grove. A copy of the Minutes from the Committee meeting held on 21 December, 2021 is contained in **Attachment A**.

BE Engineering Consultants were subsequently engaged by the Council to prepare concept designs of the *horizontal slow points*. Community consultation was subsequently undertaken to understand whether horizontal slow points and the implementation of a 40km/h speed limit would be supported by owners and occupiers of and within close proximity to, Langman Grove. The majority of the survey respondents *did not* support the design of the horizontal slow points or the introduction of a 40km/h speed limit as a stand-alone traffic management approach and reiterated their preference for a road closure or installation of road humps.

BE Engineering prepared an alternative design (*Design No. 2*), to respond to the concerns that were raised by the community, that replaced the horizontal slow points with *road cushions*, a type of road hump that is acceptable on a bus route. Community consultation was again undertaken for *Design No. 2*, which identified that the majority of respondents supported the *idea* of *road cushions* but did not support the particular design put forward and suggested an alternative design. As such, *Design No. 3* was prepared that modified the design of the road cushions to meet the intent of previous consultation outcomes and a third round of consultation was undertaken. As a result of the outcomes of the consultation on *Design No. 3*, a fourth design (*Design No. 4*) has been prepared that has addressed the majority of concerns raised by the community in all three rounds of consultation. Community consultation has not been undertaken for *Design No. 4*.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes Objectives and Strategies of *CityPlan 2030: Shaping Our Future*, are outlined below.

Outcome 1: Social Equity

A connected, accessible and pedestrian-friendly community

Objective 1.1 Convenient and accessible services, information and facilities

Strategy 1.1.3 *Design and provide safe, high-quality facilities and spaces for all.*

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

Strategy 1.2.2 *Provide safe and accessible movement for all people*

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

Objective 1.3 An engaged and participating community

Strategy 1.3.2 *Provide opportunities for community input in decisions-making and program development*

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$48,000 for the construction of traffic management works along Langman Grove within the 2022-2023 Budget.

The preliminary cost estimate to install the recommendation set out in this report is in the order of \$150,000. As such, additional funding of approximately \$102,000 would be required to implement the recommendations made in this report.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes and speed can reduce community liveability and safety of residential streets.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

The design and consultation for this project has been more complex than anticipated due to results of community consultation for the initial traffic calming measures and subsequent designs that were proposed, which has led to four (4) design iterations and three rounds of consultation. The management and implementation of this project was not intended to encroach into the 2023-2024 financial year and as such, this project is likely to delay other planned traffic related projects.

RISK MANAGEMENT

The Council has a duty of care to consider how to address road safety and residential amenity, particularly in areas with high pedestrian and cyclist activity.

A high-speed collision on Langman Grove could result in a *catastrophic* consequence and the likelihood is *possible*. As such, the risk matrix classifies this hazard as an *extreme* risk (3). Traffic management that effectively reduces the ability to speed would reduce the *likelihood* of a collision (because slower speeds reduce braking distance and increase driver reaction time) and would reduce the *severity* of the collision (because slower speeds reduce impact). As such, if the recommendations are implemented, the risk factor may reduce to *Medium* (19).

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	Not installing traffic management devices	People	Extreme 3	Installation of road cushions	People	Medium 19

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

- **Elected Members**
 Cr Knoblauch and Cr Holfeld have been informed of the current progress of this project.
- **Staff**
 Chief Executive Officer
 General Manager, Urban Planning & Environment
 Manager, City Assets
 Project Manager, Civil
- **Community**
 Approximately 300 owners and occupiers of residential properties on and adjacent to Langman Grove have been consulted, including residents of Wicks Avenue and Sycamore Terrace within the City of Campbelltown.
- **Other Agencies**
 - Meetings were held with the South Australian Public Transport Authority (SAPTA), with regard to the location and the width of road cushions and approval was provided.
 - Staff from the Campbelltown City Council.

DISCUSSION

Street layout and function

Langman Grove is 850 metres in length and runs parallel to the River Torrens, bound by Briar Road to the west and the Council boundary with Campbelltown City Council (Wicks Avenue) to the east. The majority of the adjacent land use is residential, except for the northeast section that faces on to the Felixstow Reserve (and the River Torrens Linear Park), for a length of approximately 400 metres.

There are seven (7) local streets that terminate at Langman Grove with T-junctions. The existing traffic control consists of pavement bar medians at junctions and a Wombat Crossing just west of Wicks Avenue.

The River Torrens and the O-Bahn busway form a barrier to the north and as such, Langman Grove forms part of a collector route that connects local streets to OG Road, via Briar Road and Turner Street. Ideally, citybound or southbound motorists travelling from the Campbelltown Local Government area would exit out to Lower Northeast Road and Payneham Road for their east-west route, but there are significant peak hour traffic delays and lack of traffic signals to facilitate a right turn onto those roads. As such, it is not just northbound or westbound motorists using Langman Grove, but many citybound and southbound motorists also choose the Langman Grove route to avoid the arterial road delays.

Langman Grove, Briar Road and Turner Street, form an east-west route that functions as a *collector road* for the following reasons:

- it is a bus route that runs between the Paradise and the Marion Interchanges;
- it connects numerous public facilities including Felixstow Reserve, Payneham Memorial Swimming Centre, Patterson Reserve, Drage Reserve, Payneham Library, Payneham Youth Centre, Fogolar Furlan, Felixstow Community School and the East Marden Primary School (Campbelltown City Council);
- the River Torrens and the O-Bahn busway form a barrier to the north, and as such, there are no other options for north/northwest bound vehicles to directly exit the local street network.

The location of Langman Grove is depicted in *Figure 1*, below.



Figure 2: Location of Langman Grove, Felixstow

Traffic data

The most recent traffic data was collected in September, 2022 over a 7-day period. The weekday average data is summarised below and is set out in **Table 1**.

The 85th percentile traffic speed along Langman Grove varies from 47km/h to 53km/h which is marginally above the default speed limit of 50km/h.

The weekday traffic volume on Langman Grove is approximately 3,300 vehicles per day. The Council's *Local Area Traffic Management Policy* classifies the function of a street according to its daily traffic volume, (a *Collector Road* carries 2,000 to 3,000 vehicles per day and a *Main Collector Road* carries 3,000 to 6,000 vehicles per day). As such, the traffic volumes along Langman Grove, just tip its classification into the category of a *Main Collector Road*. The street layout and land use along Langman Grove is more suitable for the function of *Collector Road* and such traffic volumes should *ideally* be constrained to 3,000 vehicles per day. However, options to constrain traffic volume are limited, given the recent increase in housing densities in Felixstow, the poor level of service on the adjacent arterial roads that encourage *rat-running*, and the barrier to alternative routes formed by the River Torrens and the O-Bahn.

Although the traffic speed and volumes along Langman Grove do not, in isolation, raise significant concerns, there have been five (5) collisions in the last 5 years of which two have resulted in an injury and one a serious injury. Langman Grove is a long street where occasional high speeds have been documented and is adjacent Felixstow Reserve and the River Torrens Linear Park, both of which attract high numbers of pedestrians and cyclists.

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

- the AM and PM peak hours both carry approximately 16% of the daily traffic volumes which verifies that there is a high proportion of non-local traffic;
- there is an average of eight (8) cyclists a day, noting that a higher number of cyclists use the parallel off-street route of the River Torrens Linear Park instead; and
- there is an average of 18 motorcyclists a day.

TABLE 1: TRAFFIC DATA LANGMAN GROVE - SEPTEMBER 2022

Location		Two-way traffic (no. of vehicles)	Eastbound (no. of vehicles)	Westbound (no. of vehicles)	85 th percentile speed (km/h)
Briar Road to Wilson Avenue	daily	3286	1347	1940	
	AM peak	392	84	309	47
	PM peak	381	223	158	
Reid Avenue to Shirley Avenue	daily	3,284	1353	1932	
	AM peak	390	86	304	51
	PM peak	384	226	158	
Pembury Avenue to Cardigan Avenue	daily	3355	1396	1959	
	AM peak	404	92	312	53
	PM peak	394	231	163	
Cardigan Avenue to Hilltop Avenue	daily	3377	1415	1962	
	AM peak	412	98	314	51
	PM peak	401	231	170	
Hilltop Avenue to Wicks Avenue	daily	3335	1474	1861	
	AM peak	414	101	313	50
	PM peak	409	244	165	

Traffic Management Strategy

The options for traffic management along Langman Grove are limited because of the need to accommodate bus movements within the constraints of the relatively narrow width of the road. The South Australian Public Transport Authority (SAPTA), has advised the Council that any traffic calming measures must cater for an 18-metre-long articulated bus.

As noted in the *Background* section of this report, there have been four (4) design iterations and three (3) rounds of community consultation for this project.

Consultation for Design No. 1 - Slow Points at T-junctions and 40km/h speed limit

Concept designs were prepared by BE Engineering Consultants, for a series of *horizontal slow points* along Langman Grove and a *T-junction Rearrangement* at the intersection of Langman Grove and Briar Road, as recommended by the Traffic Management & Road Safety Committee.

The aim of the *horizontal slow point* design was to change the long, relatively straight alignment that could include high speeds, to a series of horizontal bends that require vehicles to travel at slower speeds to negotiate. The slow points were located at road junctions to maximise the retention of on-street parking and designed with kerb extensions and pavement bar median islands to facilitate the required bus manoeuvrability.

The *T-junction Rearrangement* at the Langman Grove and Briar Road junction, was designed to reduce traffic speed by changing the traffic priority at the junction. The proposed design would require westbound traffic from Langman Grove to 'give-way' to all traffic on Briar Road, rather than undertake the existing free-flow left turn from Langman Grove into Briar Road.

Community consultation was undertaken in February and March 2022, to seek the community's comments on the traffic management proposal described above, as well as the implementation of an area-wide speed limit of 40km/h.

Two hundred and seventy-six (276) letters were delivered to owners and/or occupiers of dwellings in Langman Grove and nearby streets, asking if they *did support*, *did not support* or were *not sure* about the proposed traffic management proposal. The consultation letter included concept designs, described the reasons for not proposing a road closure or road humps and included a survey response form.

The Council received a total of fifty-eight (58) responses to the survey and a summary of the responses is set out below:

- the majority of respondents (71%) **did support** the junction rearrangement at the Langman Grove and Briar Road intersection;
- the majority of respondents (69%) **did not support** the *Horizontal Slow Points* on Langman Grove.
- 40% of the respondents **did support** a 40km/h speed limit and 38% of respondents noted that they **would support** a 40km/h speed limit only if there was additional traffic calming infrastructure.

It is noted that the Convenor of the petition *did not* support the proposal and letterbox dropped their views to other residents. As a result, many of the responses were identical and were copied from the Convenor's letter, which included the following key points.

- *do not support* the *Slow Points* because they would not adequately address the speed and volume of the traffic, and would increase the risk of crashes;
- *do support* the *T-junction Rearrangement* at Langman Grove and Briar Road;
- *do not support* a speed reduction to 40km/h as a stand-alone solution; and
- disagree with the Council's reasons for not using *Speed Cushions*.

As a result of the community consultation, it was determined that:

- *horizontal slow points* were not supported by the community and therefore would not be installed;
- the implementation of the T-junction re-arrangement at Langman Grove and Briar Road, was supported by the majority of the community and would therefore be installed with no further consultation required for this proposed traffic calming measure;
- the implementation of a 40km/h speed limit is feasible; and
- the majority of respondents indicated that they may support road humps, and as such, an alternative traffic management concept would be prepared that consisted of road humps.

The consultation letter which includes the concept designs and the citizen responses for consultation round 1, is contained in **Attachment B**.

Consultation for Design No. 2 – Road Cushions

Although road humps are not generally supported by the Council due to residents who live near road humps in other streets complaining about noise, there was merit in considering road humps along Langman Grove for the reasons set out below.

- the majority of survey respondents said they would support the installation of road humps;
- road humps result in a significant reduction in vehicle speeds; and
- road humps discourage through traffic (noting that traffic is then diverted to other streets).

Road humps that are continuous across the entire width of a road are not permitted on bus routes, but *road cushions* are a type of road hump that are permitted on bus routes because they include gaps that bus wheels can straddle, but are spaced too far apart for most passenger vehicles to straddle. In addition, the gaps in road cushions would allow for the stormwater overflow path along Langman Grove to be maintained.

BE Engineering were engaged to prepare concept designs for a series of *road cushions* along Langman Grove, between the existing wombat crossing at Wicks Avenue and the proposed *T-junction Rearrangement* at Briar Road that was supported during the stage 1 consultation.

The concept designs were prepared in accordance with the design requirements set out by the Department for Infrastructure and Transport (DIT) and The Austroads Guide to Traffic Management Part 8 Local Street Management. The *road cushions* were designed to meet the acceptable criteria on a bus route, avoid bus stops and spaced at approximately 80 metre intervals to facilitate a relatively constant speed along the road. A *30km/h Advisory Speed Limit* sign would be located at each road cushion and as such, the investigation for a 40km/h speed limit was not included as part of this project. Cyclists were considered throughout the design and although road cushions can be uncomfortable for cyclists to ride over at speed, cyclists could choose to alternatively track their wheels within the gaps if preferred.

Community consultation was undertaken in June and July 2022. Three hundred (300) letters were delivered to owners and/or occupiers of Langman Grove and nearby streets, asking if they *did support*, *did not support* or were *not sure* about the proposed traffic management proposal with road cushions. The consultation letter included the outcome of the first round of consultation, the updated concept designs and a survey response form. In addition, the letter informed the community about the advantages and disadvantages of road cushions as listed in **Table 2** below.

TABLE 2: EXTRACT FROM AUSTRROADS GUIDE TO TRAFFIC MANAGEMENT PART 8

Advantages of Road Cushions	Disadvantages of Road Cushions
A reported 27% reduction in the 85th percentile vehicle speeds in the vicinity of the device.	The noise level associated with vehicles may increase just before and after the device due to braking, acceleration and the vertical displacement of vehicles and goods.
When used in a series these devices regulate speeds over the entire length of street.	These devices are less effective in slowing vehicles with a wide wheel-base.
These devices are relatively low cost to install and maintain.	These devices are less effective in slowing motorcyclists.
These devices discourage through traffic.	These devices can prevent cyclists using kerbside gaps on on-street parking.
These devices do not restrict or discomfort cyclists.	Drivers can reduce their effect by traversing the cushions with only two wheels.
They can be designed so they do not inconvenience buses and commercial vehicles.	

The letter that was distributed to residents which included the concept designs for *Design No. 2* and the citizen responses for consultation round 2, are contained in **Attachment C**.

The Council received a total of fifty five (55) responses to the survey and a summary of the responses is set out below:

- 34.5% of the respondents **did support** the proposed road cushions and 25% of the respondents **would** support road cushions if some design changes were made. This equates to a majority of respondents (60%), **supporting** the road cushions if design modifications could be made;
- 20 (36%) respondents **did not support** the road cushions at all; and
- the remaining respondents **were not sure**.

The key reasons given for not supporting the installation of road cushions, was the associated noise, the loss of on-street car parking and the possible diversion of traffic to Riverside Drive or Hilltop Avenue.

It is noted that the Convenor of the petition *did support* road cushions *in-principle*, but provided a list of preferred design modifications. The Convenor letterboxed material outlining his views to other residents and thirteen (13) other respondents copied those comments into their own response.

The key comments raised by citizens from the round 2 consultation and the Council responses are set out below in **Table 3**.

TABLE 3: CONSULTATION ROUND 2 - KEY CITIZEN CONCERNS AND COUNCIL RESPONSE

Item No.	Citizen concerns and design response by the Consultant and/or the Council
1	<p>Citizen concern: <i>The proposal needs to include road cushions along Briar Road and Turner Street.</i></p> <p>Council response: The Council's Traffic Management and Road Safety Committee noted that traffic management in Briar Road and Turner Street would be assessed and evaluated after the implementation traffic management along Langman Grove.</p>
2	<p>Citizen concern: <i>Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m.</i></p> <p>Design response: Causing a hazard by travelling along the centre of a road is an offence. However, this concern is noted because attempting to straddle the narrower cushions in the road centre, may be undertaken by some motorists. A design will be investigated that replaces the central narrow cushions with kerbed median islands to prevent motorists from driving along the centre of the road. The road cushions selected in the updated design will be as wide as possible within the allowable constraints for a bus route.</p>
3	<p>Citizen concern: <i>An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost.</i></p> <p>Design response: The installation of median strips near the kerbs are not proposed for the reasons set out below.</p> <p>Langman Grove is a stormwater overland flow path and during peak storm events, water flow along the gutter is critical. An island near the kerb would restrict this flow;</p> <p>leaf litter and debris would collect between the kerb and the island resulting in more maintenance and restriction of water flow;</p> <p>kerb islands on either side of the road would require passing buses and passenger vehicles to be travelling closer together toward the centre of the road and potentially increase the likelihood of side swipe crashes; and</p> <p>kerb islands can impact property accessibility and bus loading/unloading manoeuvres.</p>
4	<p>Citizen concern: <i>The road cushions must be at least 75mm high and not recessed into the road surface.</i></p> <p>Design response: The height of the road cushions is guided by the Australian Standards and State Guidelines, and as such are proposed to be 75mm above road surface level.</p>

5	<p>Citizen concern: <i>Concerns regarding the noise associated with the road cushions.</i></p> <p>Council/design response: As advised in the letter for community consultation, noise impacts are a legitimate concern for residents. The location of each cushion has been placed in accordance with Australian Standards and Guidelines and are constrained by bus stops and access to properties.</p>
6	<p>Citizen concern: <i>Concerns regarding loss of parking.</i></p> <p>Council response: Each dwelling along Langman Grove has off-street parking and there are 53 car parks provided that specifically service Felixstow Reserve (on Riverside Drive and the off-street car park opposite Wicks Avenue). At busy times, there is capacity for overflow parking in the adjacent streets if required.</p>
7	<p>Citizen concern: <i>Concerns regarding traffic diversion to other streets, particularly Hilltop Ave and Riverside Drive.</i></p> <p>Council/design response: It is unlikely that a significant volume of traffic would divert to Riverside Drive because that route is anti-directional and would not result in a faster journey. It is also unlikely that the AM peak hour traffic would divert to Hilltop Avenue because it is difficult to turn right out to Payneham Road. However, the Council will monitor and evaluate the wider street network if traffic management is installed in Langman Grove. If significant impacts to other streets are identified, that are a result of traffic diversion from Langman Grove, further traffic management works will be considered.</p>
8	<p>Citizen concern: <i>Replace the proposed Give Way sign at the Langman Road and Briar Road junction with a Stop sign.</i></p> <p>Design response: This suggestion has been assessed but the junction layout does not meet the criteria set out in the Australian Standard AS1742.2 for a Stop Sign. This will however, be assessed again at the time of detailed design preparation.</p>
9	<p>Citizen concern: <i>Kerb ramps are required to assist the crossing of Langman Grove, near Cardigan Avenue.</i></p> <p>Council / design response: Agreed. A kerb ramp will be included in the detail design stage at this location.</p>

Consultation for Design No. 3 – Road Cushions with Median Islands

BE Engineering Consultants were engaged to modify the design of the road cushions to address the issues raised by the community which were received as part of the consultation process for *Design No. 2*, within the constraints of the relevant standards and guidelines and the site-specific conditions such as bus movements, stormwater surface flow and street maintenance considerations.

Community consultation for this design was undertaken in April and May 2023. Three hundred and twenty (320) letters were again delivered to owners and/or occupiers of Langman Grove and nearby streets, asking if they *did support*, *did not support* or were *not sure* about the modified road cushion proposal to manage traffic.

The modified design included median islands at each road cushion location and this would require the removal of thirty-nine (39) car parks. However, there was an error in calculations and it was anticipated that only thirteen (13) car parks would be removed. This error was uncovered during the consultation period and an additional letter was delivered to each owner/occupier that explained the error and extended the consultation period.

Both letters that were distributed to residents which included the updated concept design for *Design No. 3* and the citizen responses to consultation round 3, are contained in **Attachment D**.

The Council received a total of sixty-five (65) responses to the survey, as set-out below.

- 39 (60%) respondents **did support** the proposed road cushions, 20 of these were owners/occupiers of Langman Grove;
- 22 (34%) respondents **did not support** the proposed road cushions, 6 of these were owners/occupiers of Langman Grove;
- 4 respondents **were not sure**, and were not owners or occupiers of Langman Grove.

The key concerns that were raised by citizens who did not support the installation of road cushions have been assessed and a response to each concern is provided in **Table 4**.

TABLE 4: CONSULTATION ROUND 3 - KEY CITIZEN CONCERNS AND COUNCIL RESPONSE

Item No.	Citizen Concerns and Design Response by the Consultant and/or the Council
1	<p>Citizen concern: <i>Too many on-street car parks will be removed.</i></p> <p>Council response: Each dwelling along Langman Grove has off-street parking and there are 53 car parks provided that specifically service Felixstow Reserve (on Riverside Drive and the off-street car park opposite Wicks Avenue). At busy times, there is capacity for overflow parking in the adjacent streets if required.</p> <p>However, the concern with regard to loss of parking is legitimate and further design investigations have identified an alternative design that reduces the loss of on-street parking.</p>
2	<p>Citizen concern: <i>There are too many road cushions proposed.</i></p> <p>Council response: The spacing of approximately 80 metres between traffic control devices is recommended because it reduces the ability for motorists to speed up between road cushions. If motorists have the ability to speed up, the adverse noise impacts to residents can be increased with the sound of acceleration and deceleration.</p>
3	<p>Citizen concern: <i>The median islands will make it difficult to reverse from my driveway.</i></p> <p>Council response: Vehicle turn paths have been simulated for a large B99 vehicle at each driveway which shows that access and egress is possible for all properties.</p>
4	<p>Citizen concern: <i>Traffic will divert into other streets.</i></p> <p>Council response: It is unlikely that a significant volume of traffic would divert to Riverside Drive because that route is anti-directional and would not result in a faster journey. It is also unlikely that the AM peak hour traffic would divert to Hilltop Avenue because it is difficult to turn right out to Payneham Road. However, the Council will monitor and evaluate the wider street network if traffic management is installed in Langman Grove. If significant impacts to other streets are identified, that are a result of traffic diversion from Langman Grove, further traffic management works will be considered.</p>
5	<p>Citizen concern: <i>There will be an increase in noise.</i></p> <p>The noise level associated with vehicles that traverse road cushions can occur just before and after the device due to braking, acceleration and the vertical displacement of vehicles and goods. This level of noise depends on the type of vehicle, the spacing of the road cushions and driver behaviour.</p> <p>The advantages and disadvantages of road cushions were set out in the consultation letter as an important consideration that citizens needed to weigh up before deciding to support or not support the option.</p>

6 **Citizen concern:** *Motorists will drive closer to cyclists and cyclists will be pushed into the gutter.*

Council response: The central islands would create a point in the road where vehicles cannot overtake cyclists. It is not intended that cyclists and motorists sit side by side when travelling past the road cushions. This is similar to many traffic control devices where one road user passes the device at a time. The speed reduction achieved at the road cushions will result in a safer environment for cyclists, and reduce the differential speed between motorists and cyclists enabling cyclists to claim their space at the devices. However, design investigation has identified an alternative design that reduces the number of central islands. This would enable a motorist to pass a cyclist at the road cushion by crossing over the centreline, if it was safe to do so.

7 **Citizen concern:** *Overflow parking will impact residents in the adjacent streets.*

Council response: Overflow parking is likely to occur at times in the summer months when large numbers of visitors attend Felixstow Reserve. However, the surrounding street network has the capacity for additional on-street parking within a short walking distance of Felixstow Reserve.

However, the concern with regard to loss of parking is legitimate and further design investigations have identified an alternative design that reduces the loss of on-street parking.

8 **Citizen concern:** *The W90 bus only runs on weekdays and Saturday (between 6am and 7pm). Outside of these hours there are no buses that run down Langman Grove. Please advise if the yellow line can be converted into restricted control parking (dashed line) outside of these hours and Sunday (retaining the usual gap from the cushions as required for smaller vehicle manoeuvrability).*

Council response: The Adelaide Metro website (2 June 2023), confirmed that Bus W90 runs along Langman Grove between 6:30am – 7:00pm Monday and Friday, and between 8:00 – 6:30pm on Saturday. Therefore, the installation of timed parking control signs (No Stopping between 6:30am – 7:00pm Monday to Friday and No Stopping 8:00am-6:30pm) could be considered. This would enable three additional parking spaces at Bus Stop 22 Langman Grove – North West side. This would be investigated during the detail design phase and would require liaison with the South Australian Public Transport Authority. It is not possible to increase parking at other locations with the current design.

However, the concern with regard to loss of parking is legitimate and further design investigations have identified an alternative design that reduces the loss of on-street parking.

9 **Citizen concern:** *The design incorporates a central island median strip. This forces traffic, including long bendy buses towards the edge of the road. The traffic engineer would have considered the turning radius of the bus in this scenario and allowed enough clearance on the approach and departure, resulting in a higher number of lost car parking spaces. Why wouldn't the design use a median strip either side of the road which would reduce the approach and departure clearance required for large vehicles, thereby saving parking spaces? This would be similar to the layout used along Leah St Forestville.*

Design response: The installation of median strips near the kerbs are not proposed because of the reasons set out below.

- Langman Grove is a stormwater overland flow path and during peak storm events, water flow along the gutter is critical. An island near the kerb would restrict this flow;
- leaf litter and debris would collect between the kerb and the island resulting in more maintenance and restriction of water flow;
- kerb islands on either side of the road would require passing buses and passenger vehicles to be travelling closer together toward the centre of the road and potentially increase the likelihood of side swipe crashes. This was a concern raised by the community in *Table 3, item no. 3*; and
- kerb islands can impact property accessibility and bus loading/unloading manoeuvres.

However, the concern with regard to loss of parking is legitimate and further design investigations have identified an alternative design that reduces loss of parking.

10 **Citizen concern:** *Speeding in Briar Road will increase because motorists will compensate for loss of speed.*

Council response: The Council's Traffic Management and Road Safety Committee agreed that traffic management in Briar Road and Turner Street would be assessed after a post-installation evaluation of the traffic management undertaken in Langman Grove.

Motorists are required to drive within the speed limit. However, Briar would be assessed and evaluated after any traffic management works are implemented in Langman Grove.

11 **Citizen concern:** *Why not install roundabouts instead?*

Council response: Roundabouts were investigated but are not feasible due to the narrow street width, stobie pole locations and bus manoeuvrability requirements.

12 **Citizen concern:** *There is no problem in Langman Grove and traffic management is not necessary.*

Council response: This is not the view of many residents of Langman Grove. Although the data identified that the traffic volume and speed is not excessively high, traffic calming measures are considered warranted given the significant level of pedestrian and cyclist activity associated with Felixstow Reserve and the River Torrens Linear Park.

13 **Citizen concern:** *Why not just change speed limit to 40km/h?*

Council response: The road cushions would include *30km/h Advisory Speed signs* and the investigation for a 40km/h speed limit for all streets in Felixstow is planned to be undertaken in the future.

Although the majority of respondents supported the traffic management proposal provided in consultation for *Design No. 3*, the unintended loss of thirty-nine (39) car parks along Langman Grove was a concern that was raised by a number of residents and Council staff.

Design Option 4 – Road Cushions Optimal Solution

To address the concerns raised by residents regarding *Design No. 3*, BE Engineering Consultants have developed a fourth option (*Design No. 4*), that addresses the concerns raised in both *Designs No. 2 and 3*. The concept layout of *Design No. 4* is contained in **Attachment E**, and the key design attributes are set out below.

- Langman Grove and Briar Road junction: No Change - the T-Junction rearrangement is to remain;
- Briar Road to Cardigan Avenue: The six (6) proposed road cushions would be located at the same locations as *Design No 3*, but the central island would be replaced with a central road cushion that is the same width as all other road cushions. Car parking would be required on one side of the road only, at each road cushion. This modification addresses the community concern from *Design No. 2*, that motorists may try to straddle the narrower, central cushion, and addresses the community concerns from *Design No. 3* that too many car parks would be removed;
- Cardigan Avenue to Wicks Avenue: This section containing three (3) road cushions would remain unchanged from *Design No. 3*, because the road width is too narrow for the central road cushions to be installed, as proposed west of Cardigan Avenue; and
- There would be a total of 20 on-street car parking spaces removed *compared to 39 spaces in the previous design iterations.*

OPTIONS

The Committee is now required to consider the design and the outcomes of the consultation as set out in this report and determine the final outcome for traffic management along Langman Grove, between Wicks Avenue and Briar Road. The Committee has the following options in respect to this matter.

Option 1

Do nothing.

The Committee could determine that Langman Grove currently functions appropriately as a main collector route and there is no justification for traffic management devices to be installed in Langman Grove because the 2022 traffic data, does not identify a significant deficiency in the operation of Langman Grove. In addition, the Committee can also determine that the installation of traffic calming measures would unreasonably result in the loss of too many on-street car parking spaces.

This option is not recommended because there is high pedestrian and cyclist activity along Langman Grove, associated with the Felixstow Reserve and the River Torrens Linear Park, that warrants the need for traffic management.

Option 2

Implement *Design No. 3*, as contained in **Attachment D**.

The Committee could determine that the majority of survey respondents supported *Design No. 3*, and as such, this justifies its implementation.

This option is worthy of consideration because it was supported by the majority of residents, however, this option is not recommended because the loss of 39 on-street parking spaces was a significant concern raised by residents.

Option 3

Undertake community consultation for *Design No. 4*, as contained in **Attachment E**.

The Committee could determine that given *Design No. 3* required a significant loss of on-street car parking, that the community should be consulted on *Design No. 4*, to ascertain whether it would be supported by the majority of the residents.

This option is not recommended because the community has already shown majority support for road cushions at the same locations as shown in *Design No. 3*.

Option 4

Implement *Design No. 4*, as contained in **Attachment E**.

The Committee could determine that *Design No. 4*, is the optimal solution that addresses the majority of concerns raised by the community and as such, is suitable for implementation without the need to undertake a fourth round of community consultation.

This option is recommended because the community has already indicated that there is a majority support for *road cushions* at these locations, and *Design No. 4* is simply improving the design to mitigate the concerns raised by residents and balances the need to implement traffic calming measures whilst retaining as many existing on-street parking spaces as possible.

CONCLUSION

The process for the development of concept designs and community consultation with regard to traffic management in Langman Grove has been set out in this report and the Committee's recommendation to the Council is now sought.

COMMENTS

Road cushions are effective in reducing traffic speed and volume but the Council does not generally install road cushions or humps because the noise associated with vehicles mounting the cushions has historically resulted in adverse impacts to some residents. Notwithstanding this, the owners and occupiers of Langman Grove were informed of this potential impact and yet the majority of residents supported the implementation of the road cushions. As such, it is considered that the residents have determined that the speed reduction benefit of the road cushions, outweighs the disbenefit of their associated noise. The Committee however, could determine otherwise.

It should also be noted that the design approach of installing road cushions is relevant to this particular context and should not be considered as a precedent for other localities in the City, where traffic calming measures may be required.

As noted at the Committee meeting held on 21 December 2021, the need for additional traffic management in Briar Road and Turner Street would be assessed after a post-installation evaluation of the traffic management undertaken in Langman Grove.

RECOMMENDATION

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

1. That the Committee recommends that in light of the consultation outcomes detailed in this report, there is sufficient justification to implement *Design No. 4*, the traffic management proposal along Langman Grove, that includes a T-Junction Rearrangement at the intersection of Langman Grove and Briar Road, and road cushions with 30km/h advisory speed signs, as contained in **Attachment F** to this report.
2. That the Council notes that:
 - a. community consultation with regard to *Design No. 4* has not been undertaken and is not required because the design addresses the majority of concerns that were raised by the community during the previous three rounds of consultation;
 - b. additional funding of approximately \$102,000 will be required to implement *Design No. 4*, as contained in **Attachment E**;
 - c. an evaluation of the traffic conditions along Langman Grove and the surrounding street network, will be undertaken twelve (12) months following installation to determine and assess whether traffic has been diverted to other streets. If there is a significant adverse impact to other streets, additional mitigating traffic management will be considered in those streets;
 - d. as noted at the Committee meeting held on 21 December 2021, traffic management along Briar Road and Turner Street, will be assessed after the evaluation of Langman Grove has been undertaken. This will inform whether additional traffic management is required and if road cushions are a feasible traffic management solution for Briar Road and Turner Street;
 - e. the investigation for the introduction of a 40km/h speed limit will be undertaken in the future, as part of the staged City-wide assessment; and
 - f. the residents who were consulted on the traffic management proposal will be informed of the Committee's decision and recommendations to the Council.

Attachment A

Langman Grove Traffic Management

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City of
Norwood
Payneham
& St Peters

3.1 PETITION – FELIXSTOW TRAFFIC ISSUES

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

PURPOSE OF REPORT

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

BACKGROUND

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

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

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

In accordance with the Council’s *Privacy Policy*, the personal information of the petitioners, (ie the street addresses) have been redacted from the petition. The names of the signatories and the suburb which have been included on the petition have not been redacted from the petition.

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

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

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

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

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

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

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

FINANCIAL AND BUDGET IMPLICATIONS

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

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

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and noise can reduce community liveability and safety of residential streets.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

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

RISK MANAGEMENT

Not Applicable.

COVID-19 IMPLICATIONS

Not Applicable.

CONSULTATION

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

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

DISCUSSION

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

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

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

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

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

TABLE 1: TRAFFIC DATA - 2020

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

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

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

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

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

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

TABLE 3: RECOMMENDATIONS FROM THE FELIXSTOW/MARDEN LATM

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

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

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

TABLE 4: HISTORICAL DATA COMPARISON - SPEED

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

TABLE 5: HISTORICAL DATA COMPARISON - TRAFFIC VOLUMES

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

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

In summary, the traffic data confirms that:

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

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

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

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

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

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

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

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

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

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

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

OPTIONS

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

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

Option 1

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

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

Option 2

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

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

Option 3

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

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

Option 4

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

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

Option 5

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

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

Option 6

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

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

Option 7

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

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

CONCLUSION

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

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

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

COMMENTS

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

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

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

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

RECOMMENDATION

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

Cr Patterson moved:

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

The motion lapsed for want of a seconder.

Cr Dottore moved:

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

Seconded by Mr Nick Meredith and carried.

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

12. ADOPTION OF COMMITTEE MINUTES

REPORT AUTHOR: Acting Chief Executive Officer
GENERAL MANAGER: Not Applicable
CONTACT NUMBER: 8366 4549
FILE REFERENCE: Not Applicable
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of the report is to present to the Council the Minutes of the following Committee Meetings for the Council's consideration and adoption of the recommendations contained within the Minutes:

- Traffic Management & Road Safety Committee – (21 December 2021)
(A copy of the Minutes of the Traffic Management & Road Safety Committee meeting is contained within **Attachment A**)

ADOPTION OF COMMITTEE MINUTES

- **Traffic Management & Road Safety Committee**

That the minutes of the meeting of the Traffic Management & Road Safety Committee held on 21 December 2021, be received and noted.

Cr Duke moved:

That the minutes of the meeting of the Traffic Management & Road Safety Committee held on 21 December 2021, be received and noted and amended as follows:

Item 3.1 Petition – Felixstow Traffic Management Issues

Cr Dottore moved:

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

Seconded by Mr Nick Meredith and carried.

Seconded by Cr Patterson and carried unanimously.

Attachment B

Langman Grove Traffic Management

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

Reference Number: qA83353
Enquiries To: Gayle Buckby
Direct Telephone: 8366 4542

7 March 2022

To the Property Owner / Occupier

LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC MANAGEMENT

As you may be aware, the Council has been investigating traffic management options for Langman Grove, Felixstow, to address community concerns regarding traffic speed and traffic volumes.

A range of designs have been investigated and this letter is to inform you of the traffic management works that are proposed.

There are limited design options available because of the need to accommodate bus movements within the narrow street width of Langman Grove. The South Australian Public Transport Authority (SAPTA), has advised the Council that any physical traffic calming measures must cater for an 18 metre long articulated bus, because running smaller buses is not feasible on this route which runs between Paradise and Marion Interchanges.

The Council is proposing to undertake the following three (3) traffic management initiatives:

1. Install a series of six (6) *Slow Points* along Langman Grove. These *Slow Points* would change the street from a long, straight, fast road to a road that has a series of horizontal bends that reduce the ability to speed. The installation of *Slow Points* requires the removal of on-street parking. Therefore, they are proposed at road junctions, where No Stopping already exists, to maximise the retention of existing on-street parking spaces. Concept designs showing the proposed *Slow Points* and No Stopping areas are attached to this letter.
2. Change the traffic priority at the Langman Grove and Briar Road junction to remove the free-flow turn around this bend. Westbound cars on Langman Grove would need to 'give-way' to traffic on Briar Road and eastbound traffic would need to slow down considerably to turn right into Langman Grove. A concept design is detailed on page 4 of this letter.
3. Investigate the feasibility of reducing the speed limit to 40km/h in the suburb of Felixstow.

Items 1 and 2 are measures that can be implemented in a timely manner, whereas the 40km/h speed limit would be subject to community consultation of the wider community, and approval from the State Government.

I also refer to a Petition that was received by the Council on 6 December 2021. The Convenor of this petition requested that speed humps be installed on Langman Grove.

B1



City of
Norwood
Payneham
& St Peters

175 The Parade
Norwood SA 5067

PO Box 204
Kent Town SA 5071

Telephone
8366 4555

Facsimile
8332 6338

Email
townhall@npsp.sa.gov.au

Website
www.npsp.sa.gov.au



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Community
Well-being is...

Social Equity

Cultural Vitality

Economic Prosperity

Environmental
Sustainability

Speed humps in the form of “Speed Cushions” are permitted on bus routes because they include wheel cut-outs that allow free movement for buses, but not for cars. The installation of speed humps has been investigated, but is not proposed by the Council because they cause noise impacts as described below:

- when a vehicle drives faster than the cushion is designed for, the vehicle chassis can hit the hump and create a loud noise as it drives over each cushion;
- some motorists do not drive at a constant slow speed, but speed up and slow down at each cushion, resulting in heightened braking and/or engine noise;
- an open vehicle, such as a trades vehicle creates noise if there are loose objects that bounce around in the back of the vehicle; and
- motor-cyclists can ride in the wheel cut-out and maintain high speed and noise levels.

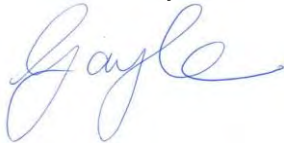
If you would like to provide comments to the Council on the proposed traffic management initiatives discussed above, please complete the attached form and return to the Council by either:

- scanning or photographing the form and email to: townhall@npsp.sa.gov.au; or
- dropping the form in to the Payneham Library, 2 Turner Street, Felixstow; or
- dropping the form in to the Customer Service Centre at 175 The Parade, Norwood.

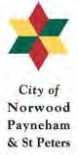
If you would prefer to post a hard copy of the form, please call Customer Service on 8366 4555 and a reply-paid envelope will be sent to you.

The completed form must be received by Council before Wednesday, 30 March 2022.

Yours sincerely

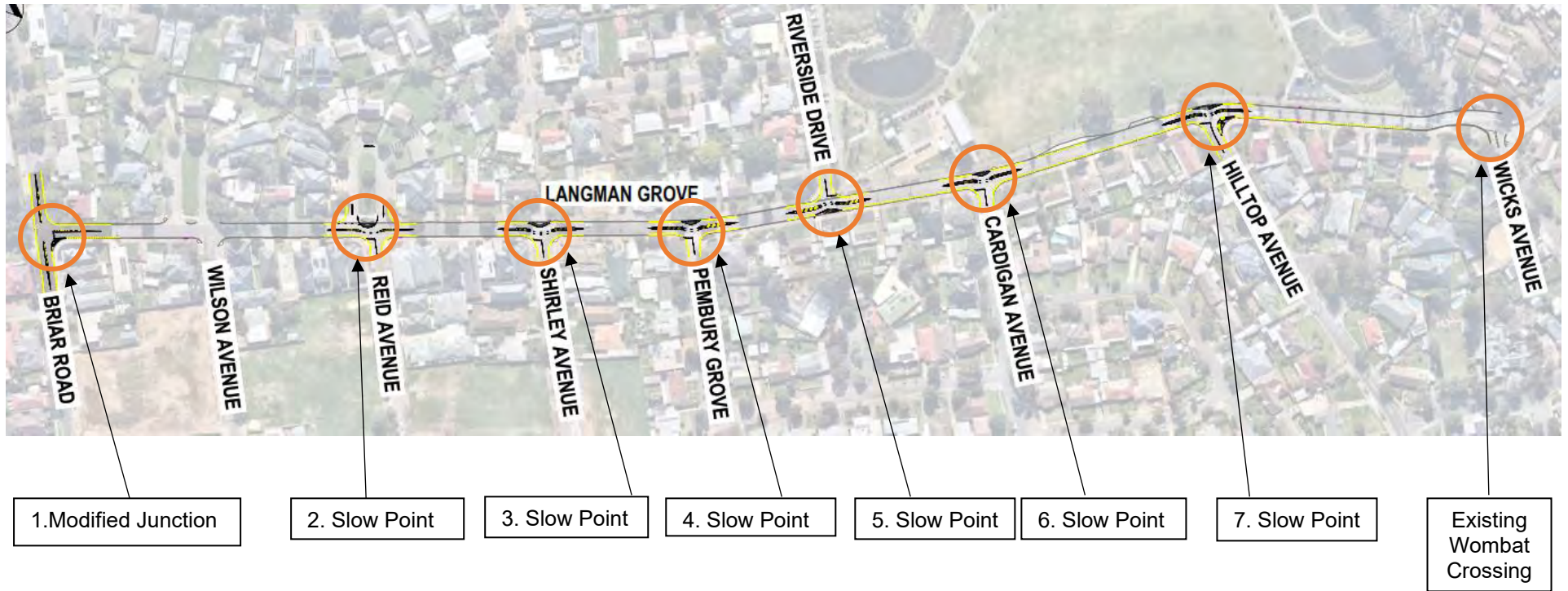


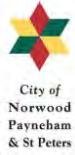
Gayle Buckby
MANAGER – TRAFFIC & INTEGRATED TRANSPORT



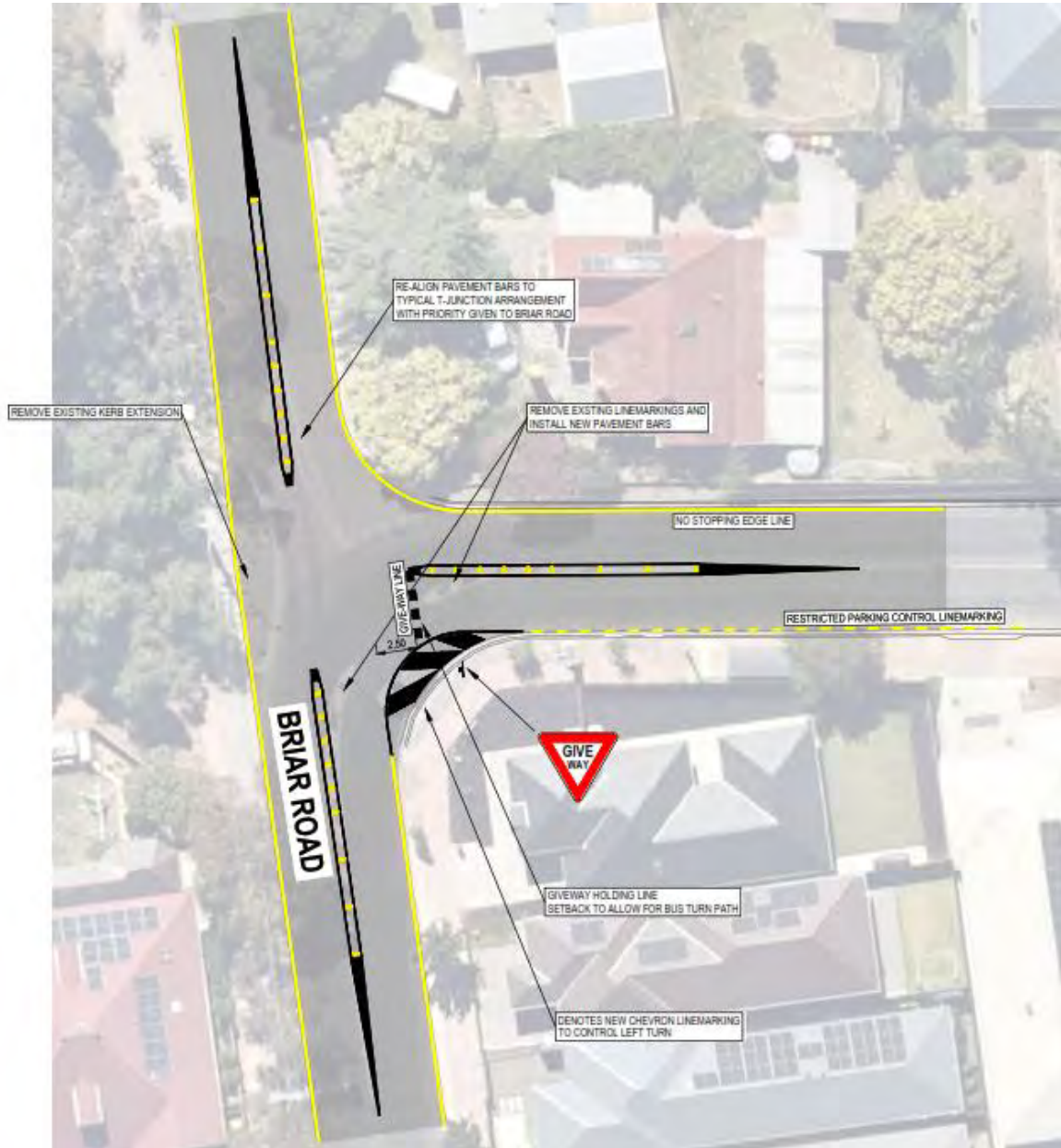
The City of Norwood Payneham & St Peters
LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC CONTROL
Community consultation, March 2022

Proposed Traffic Management
Langman Grove – Overall Plan



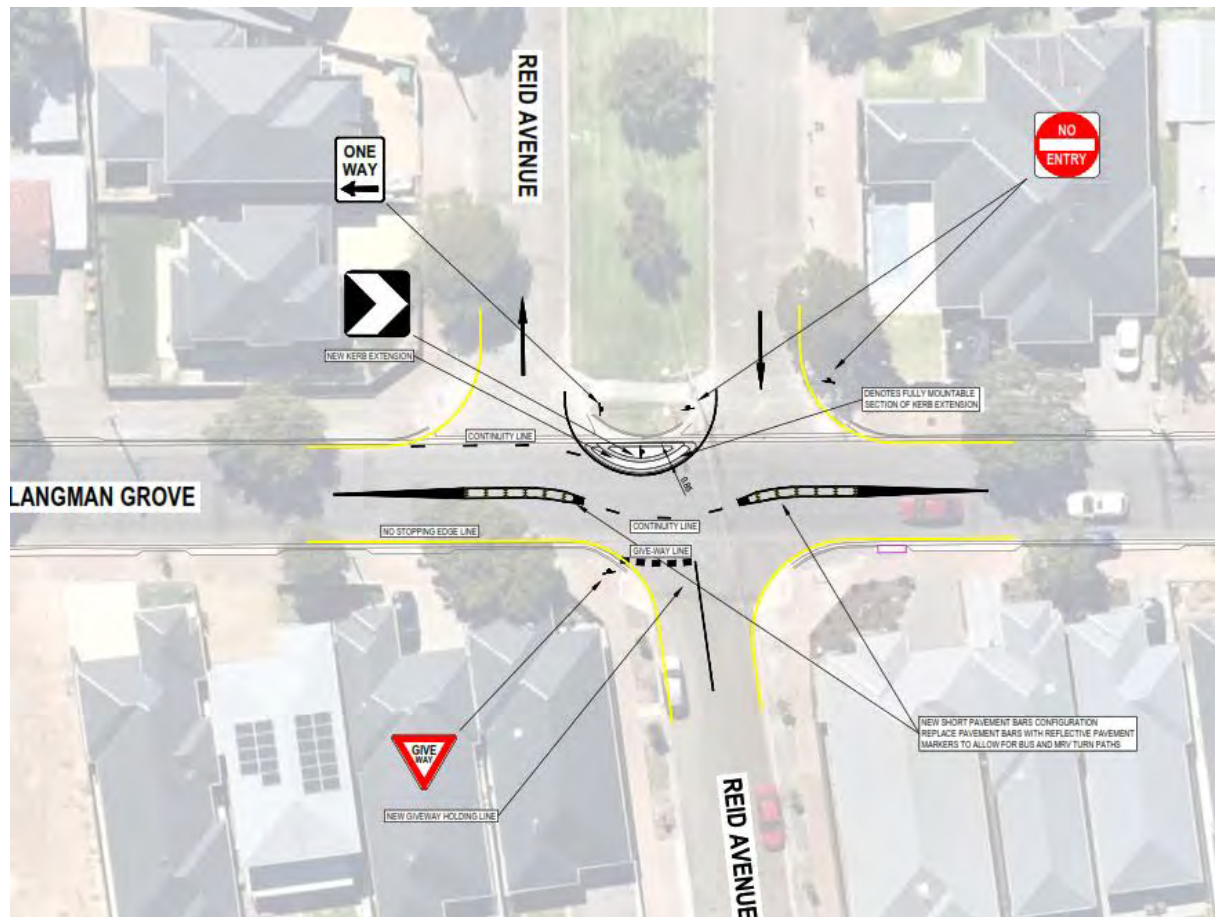


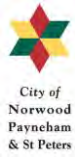
Proposed Traffic Management
1. Langman Grove & Briar Road



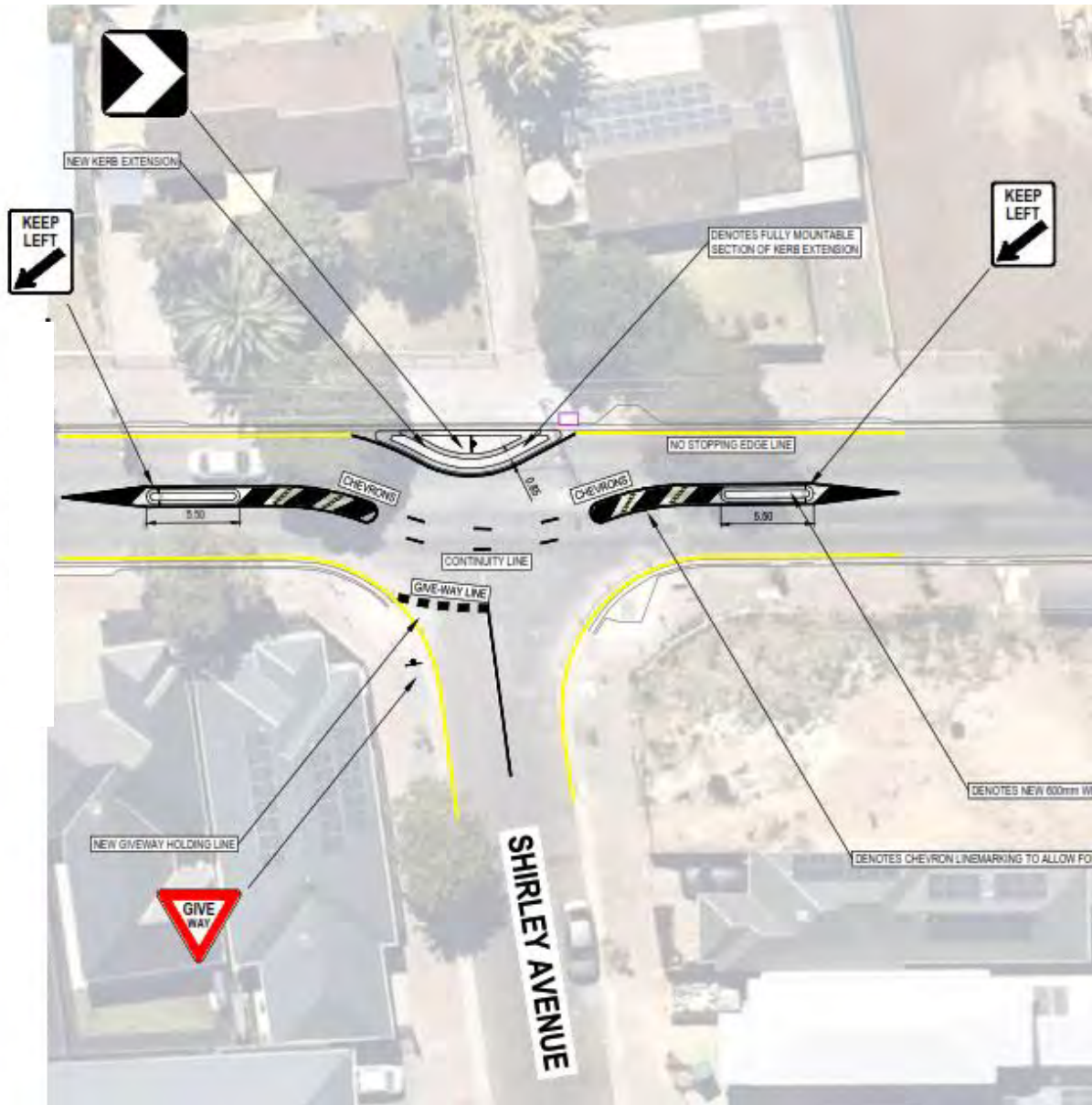
2. Proposed Traffic Management Langman Grove & Reid Avenue

Note that the northern section of Reid Avenue would be changed to a 'one-way' loop, in the direction of the arrows shown below.



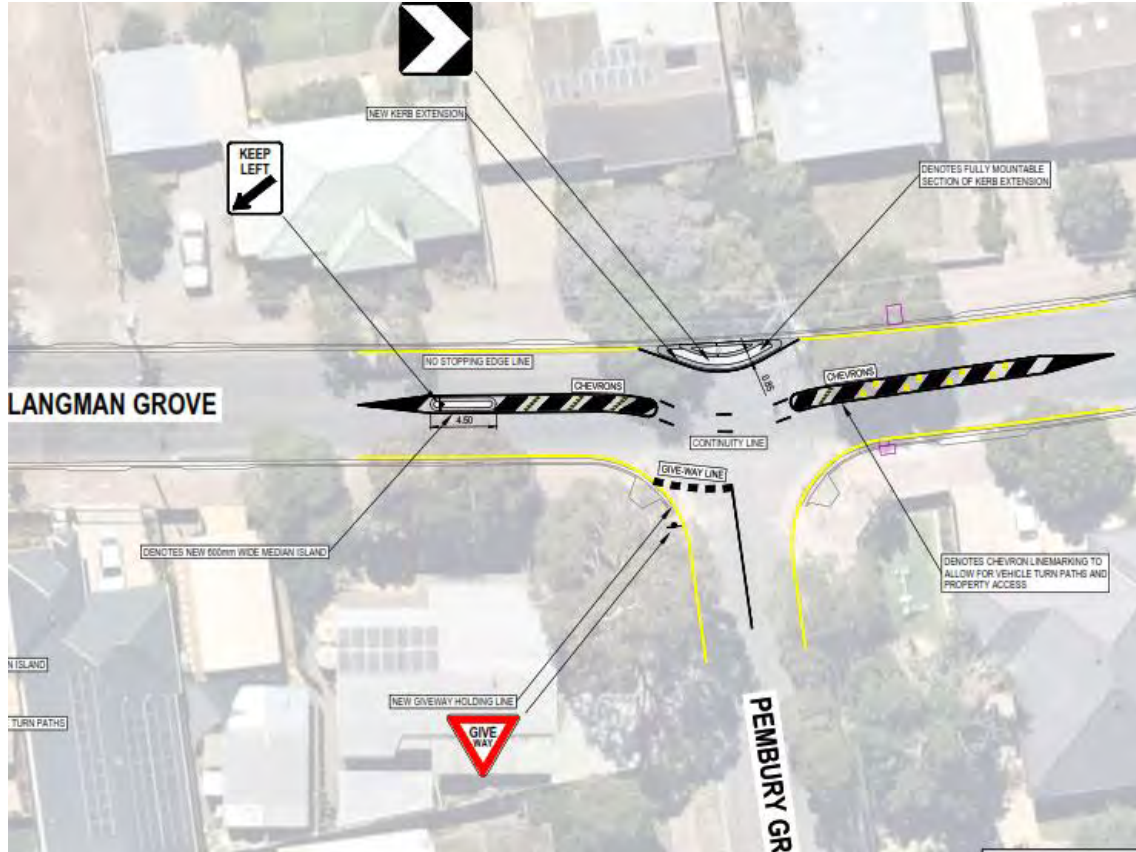


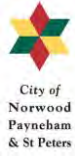
3. Proposed Traffic Management
Langman Grove & Shirley Avenue



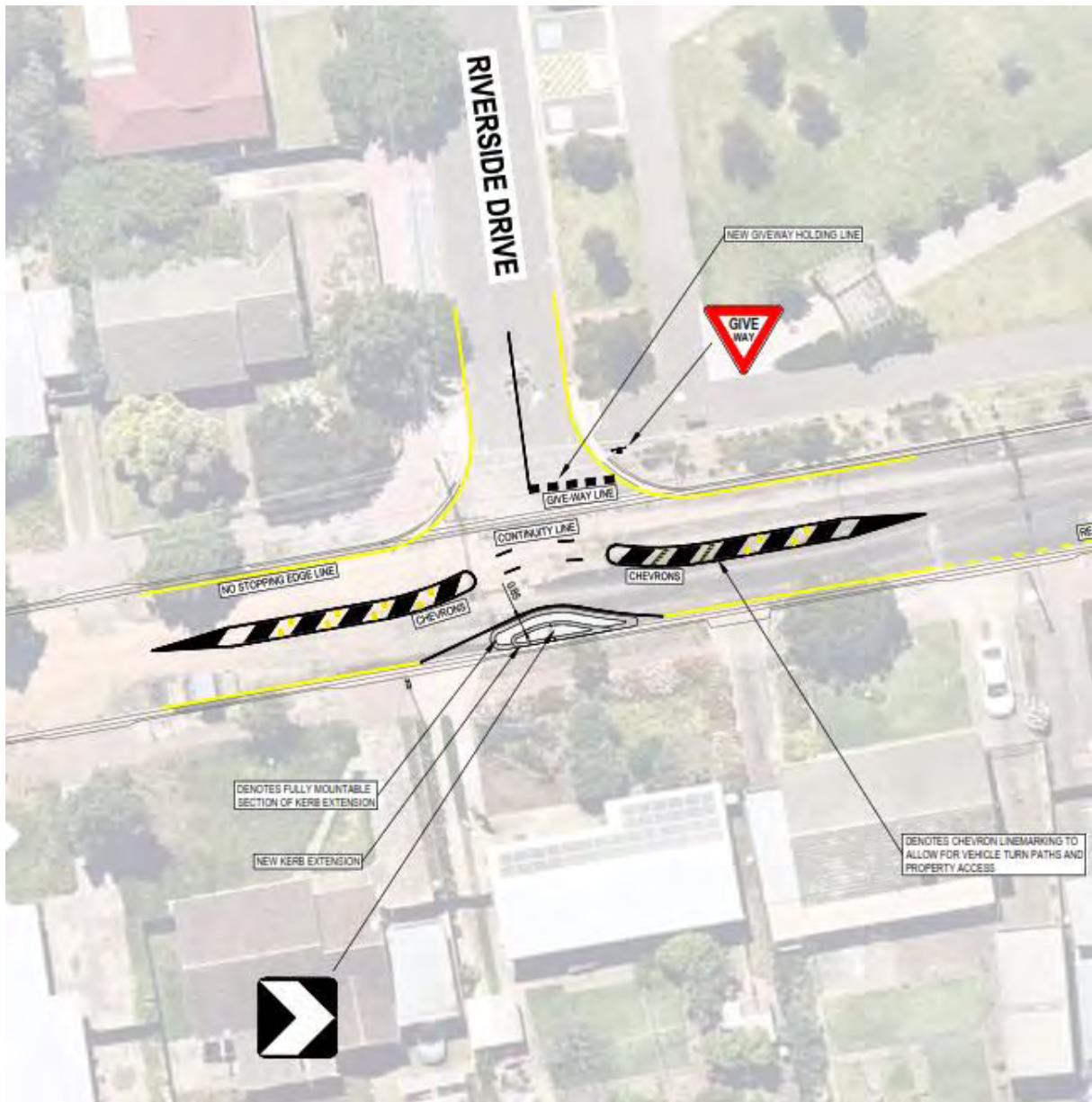


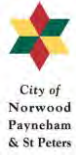
4. Proposed Traffic Management
Langman Grove & Pembury Grove



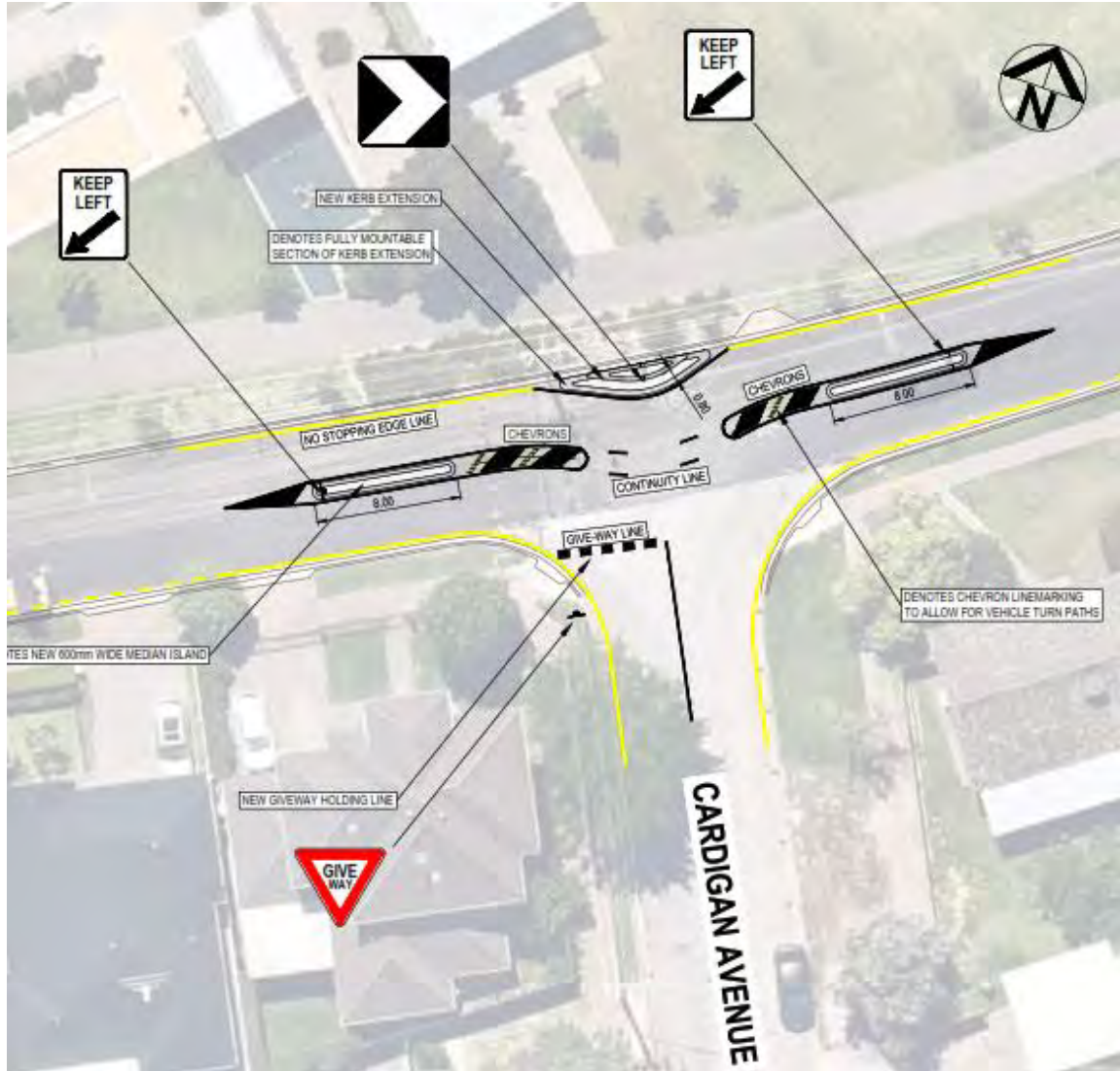


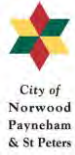
5. Proposed Traffic Management
Langman Grove & Riverside Drive



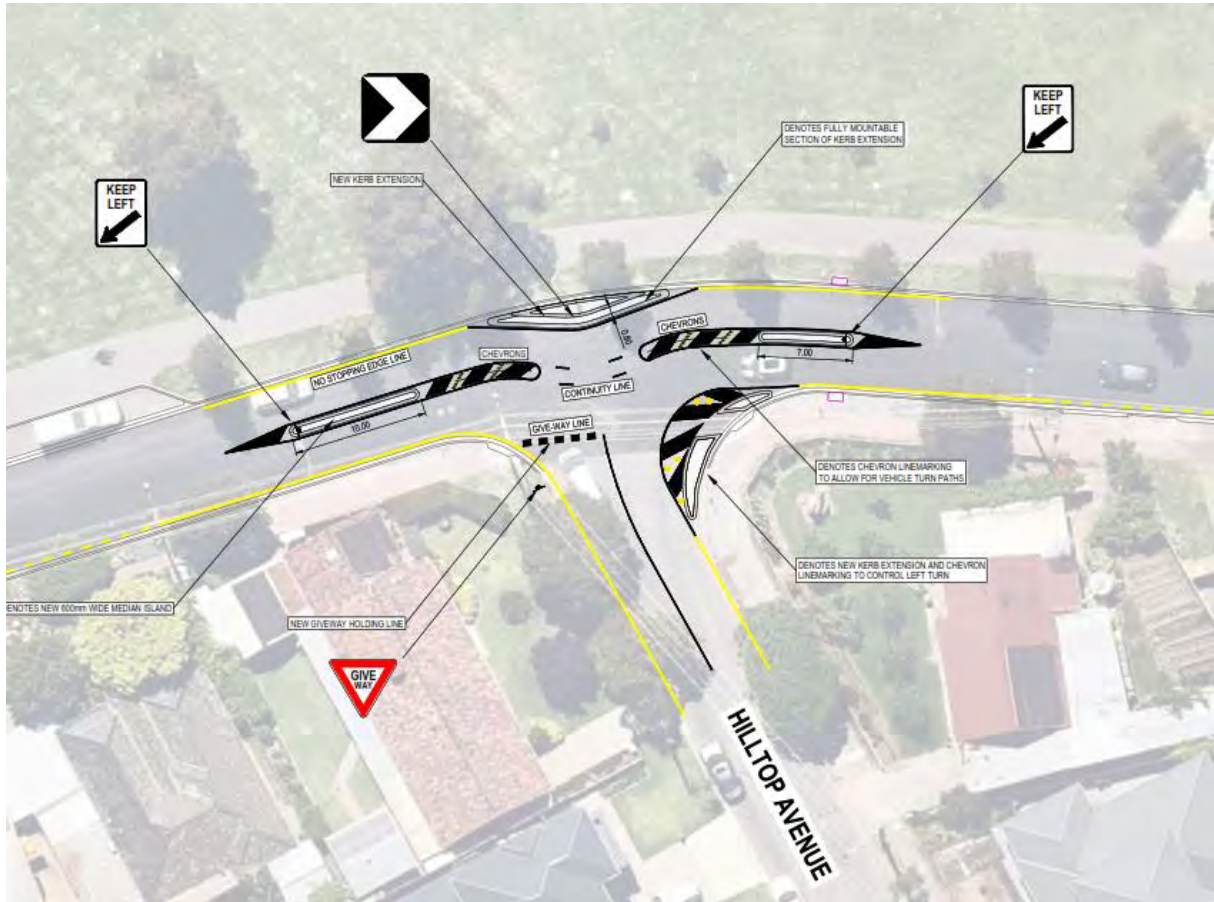


6. Proposed Traffic Management
Langman Grove & Cardigan Avenue





7. Proposed Traffic Management
Langman Grove & Hilltop Avenue





The City of Norwood Payneham & St Peters
LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC CONTROL
Community consultation, March 2022

Langman Grove Traffic Management Proposal

Consultation with Residents – March 2022

qA83353

CONTACT DETAILS

Name:

Address:

Phone:

Email:

Do you support the attached traffic management proposal?

Yes

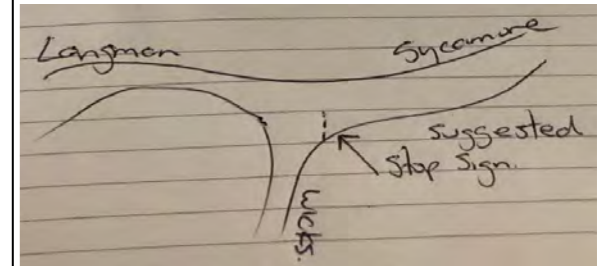
No

Not sure

Comments (optional)

Multiple horizontal lines for entering comments.

Name	Surname	Name 2	Surname	Address 1	Address 2	Support Yes/No/Unsure	Comments
Michael	Hogg			█ Pembury Grove	FELIXSTOW SA 5070	Yes	I have a change request for the slow point 6 design (Langman Grove and Cardigan Avenue). Could a pedestrian access to the reserve be added as indicated in the <u>picture attached</u> . This would allow easier access to the reserve with kids/bikes from the south-west side of Cardigan Avenue.
Ryan	Tyack			█ Langman Grove	FELIXSTOW SA 5070	Yes	All 3 options are great. Thank you.
John	Zlatkovic			█ Briar Road	FELIXSTOW SA 5070	Did not select an option	On Langman Grove I believe the "slow down" structures at side road intersections are good - only if they are solid (actual) NOT marked on road! I believe the only way to control everyone including the "idiots" is having a camera system that is mobile and is covert! If its not enforced by the judiciary then it is a waste of time and resource.
Matthew	Pike			█ Langman Grove	FELIXSTOW SA 5070	Yes	Additionally, suggest a 'stop' sign or 'give way' sign at the intersection of Sycamore and Wicks Road. This will stop people using the bend like a racing chicane. Sent a second email as follows: Last night there was another accident on the corner of Wicks and Langman giving weight to my suggestion of putting a stop or give way sign on the corner as per my suggestion. <u>Pictures attached.</u>
Sunwoong	Park			█ Langman Grove	FELIXSTOW SA 5070	Yes	No comment.
Justin	Boden	Annika	Agar	█ Briar Road		Yes	We greatly appreciate the Council's swift response to the petition. We are strongly in favour of the modified junction on Langman-Briar as this is a difficult corner to see around which cars nevertheless take at speed and we're concerned for the safety of our currently 4 month old daughter. We also believe this would make the area more attractive to young families - particularly with the Felixstow development.
Breinard	Casipit			█ Shirley Avenue	FELIXSTOW SA 5070	Yes	*FIRST SUBMISSION* Add road humps along Shirley Avenue and Langman Road (Across ALL streets to deter speeding drivers). Reasons you have highlighted regarding speed humps are given facts upon installation and are definitely tradeoffs for one's safety and security.
Brei	Casipit			█ Shirley Avenue	FELIXSTOW SA 5070	No	*SECOND SUBMISSION* Has included details of Mark Heyward submission, all boxes ticked and a note to say they support the proposal of the original author. I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points: - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question. The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself. I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.
Adeel	Sadiq			█ Briar Road	FELIXSTOW SA 5070	Yes	Considering the high volume of traffic on Briar Road. I would request the Council to please put some measure to control speed of motors on this road. Motorists usually speed their vehicles specially in night time causing noise and risk of resident. Slow points installation on Langman Grove is good but please do something for Briar Road to control volume of traffic and speed of motorists. Thanks.
Rick	Jacobs			█ Reid Avenue	FELIXSTOW SA 5070	Not sure	I feel its an expensive fix to a road that is not a problem and only busy for a short period of time on the weekdays which is mainly the mornings, people in the area between Darley Road and OG Road use it to cut off Payneham Road, which has been the case for the past 10 years that we have lived here, I imagine lots before that hence its a bus route. As for people speeding between and through speed humps, the same people will do so through any slow points anyway, so in actual fact it will only slow down the vast majority of law abiding drivers and and therefore push drivers into the back streets to short cut the main road. I feel the 40km speed limit at the moment is a great idea as there is always families enjoying the park so this makes it safer to pass as there are always parked cars and children. The 'give way' idea at Briar Road sounds great to us as we walk our dog on the footpath which is very narrow at the end of Langman Road, so it would make that intersection much safer and make walking on the footpath feel safer also.



Name	Surname	Name 2	Surname	Address 1	Address 2	Support Yes/No/Unsure	Comments
Michael & June	Buxton			█ Cann Close	FELIXSTOW SA 5070	Yes	While it is difficult to ascertain the total impact of the changes without an existing comparison street, we appreciate the consideration put into the proposals. This challenge of imagining how it will work in practice, is particularly so for the introduction of the give way at the junction with Briar Road. Looking at the slow points, the one at Hilltop Avenue is easiest to imagine and likely to be the least impactful due to being opposite the park. We imagine it will work most similarly to the junction of James Street and Shepherd Lane, which seems very functional. We feel unable to comment on the potential impact of the other slow points which could impact on individual property owners but appreciate the overall proposal makes sense. The loss of street parking is similarly not an issue for us personally, but if not enacted now will become an increasing impediment to these proposed changes over time as the block sizes and on premises parking continues to reduce. This is already an issue in the area of Briar Road near The Briar and Goodstart ELC Payneham.
Craig & Carli	Bainger			█ Cann Close	FELIXSTOW SA 5070	Partially	<p>Live adjacent Briar/Langman Corner.</p> <p>We strongly object to modifications proposed for the Briar/Langman Corner. Traffic around this corner is already slow. Cars can currently accelerate away from this corner with an open road in front of them. The proposed changes will increase noise from heavy vehicles as they will be required to give way, or stop, more often than the current arrangement. They currently move continuously. The corner already slows traffic simply because it's a (tight) corner.</p> <p>We are in favour of the proposed works on Langman Grove with Wicks, Cardigan, Pembury, Reid AND Wilson Streets, if possible. We also ask the Council to consider a similar approach around the intersection with Briar Road and Thrower Avenue, which forms part of this transport corridor.</p> <p>We are in favour of reducing the speed limit on the narrow Langman Grove to 40kph.</p> <p>We do not support speed humps.</p>
Brenton	Brockhouse			█ Maple Street	FELIXSTOW SA 5070	No	<ol style="list-style-type: none"> 1. This plan seems an extreme overkill for such a small problem. 2. Has a traffic survey been undertaken to determine if this expenditure is needed? 3. Have there been any accidents or reported near misses along this stretch of road? Changing the speed limit to 40kph here or anywhere will not/has not slowed down anyone wanting to speed. 4. Surely 6 slow points are not needed. Perhaps 2 or 3? In any case these slow points will appear as a challenge for motor bike riders who will not be slowed down. 5. Buses will have a terrible drive along there. 6. Why change the Briar Road intersection? It is working well after the change a few years ago. 7. With high density buildings along Langman Grove cars are now parked on both sides slowing traffic to one lane anyway.
Jorge & Fabiana	Ferreira			█ Langman Grove	FELIXSTOW SA 5070	Yes	<p>Thanks for the Council's attention to our street, and thanks to the Traffic & Integrated Transport team for preparing this proposal/solution.</p> <p>It's been an increasing concern with the safety of the community and park goers of the Felixstow reserve and the traffic and speed surge at the Langman Grove.</p> <p>Our suggestion would be changing the proposed "give way" sign at the intersection of Langman Grove with Briar Road for a "stop" sign. This intersection is busy and has an unprotected pedestrian cross at the corner.</p> <p>Also, may consider changing/remove the buses. I don't see the bus stops along Langman Grove being used.</p>
Irene & Keith	Barron			█ Beaufort Crescent	FELIXSTOW SA 5070	No	In the current situation of excessive parking on Langman Grove these stated modifications will further disrupt the flow of traffic. Currently Langman Grove is not wide enough for parked cars and this is a further disruptive idea. I think the answer is reducing the speed limit to 40 and monitoring this speed with cameras. In addition, there should be no parking permitted along the reserve just opposite Cardigan Avenue - this current parking is dangerous and prevents flow of traffic along the reserve, out/in of Cardigan Avenue.
Jean	Buttery	Michelle	Gibson	█ Pembury Grove	FELIXSTOW SA 5070	No	<p>We do <u>not</u> agree with slow points along Langman Grove - strongly - do not agree! It will make it very difficult for Jean who is 90 years old to drive to her local shopping centre at Marden, and access her community.</p> <p>We think enforcing the current 40km speed limit along Langman Grove is the solution.</p> <p>We would not support the whole suburb of Felixstow being changed to 40km speed limit - this is ridiculous!</p> <p>Why punish everyone for the handful of people who don't obey the rules?</p> <p>It is already difficult to drive along Langman Grove with the number of cars now parked on the street. There is barely enough room for 2 cars travelling in opposite directions to get past a parked car and many cars will not chance it and pull over to allow the other car to go first. It is often a slow drive because of this.</p>
Helen	Hassold			█ Vincent Court	CAMPBELLTOWN SA 5074	Yes - in part	While I agree the traffic needs to slow on Langman Grove, I'm not sure all the T-junctions should be changed, eg. leave "Pembury" as it is as this road does not go through to Payneham Road. However, the main problem is parking along Langman. With so many small blocks having two cars per household (I always end up on the street). As a resident I would prefer 'no parking' but allowing parking on those connecting streets, eg. Hilltop, Cardigan, Shirley, Reid, etc. Briar Road should also have 'no parking'. I think the buses will still have difficulty even with your proposed changes.
J & M	Heinrich			█ Langman Grove	FELIXSTOW SA 5070	No	<p>*FIRST SUBMISSION*</p> <p>Having the slow down points along Langman Grove will increase traffic noise, with cars and busses slowing down and speeding up again.</p> <p>We would much prefer to have a 40 km permanent speed limit. Also much quicker to implement.</p> <p>And perhaps position the radar on Langman Grove instead of Briar Avenue every now and then.</p>

Name	Surname	Name 2	Surname	Address 1	Address 2	Support Yes/No/Unsure	Comments
MW	Heinrich			Langman Grove	FELIXSTOW SA 5070	No	<p>*SECOND SUBMISSION*</p> <p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Jason	Yu			Wilson Avenue	FELIXSTOW SA 5070	No	<p>I wasn't given any background info, eg. How many of those speeding complaints? Have we tried other measures to limit traffic speed? I didn't see the speeding issue is big enough to support the proposal. Langman Grove is real narrow, but bears a lot of traffic. I use it for school drop off and pick up. Have we tried the speed indicator, similar to the one used at Victor Road? Most drivers will obey the traffic limit once seeing those speed indicators! I'm strongly against the proposal "1. Langman Grove and Briar Road" modification. If it were to change, a roundabout solution is preferred. Use part of the parkland for the roundabout, so the long bus will have room to turn!</p>
Jacqueline & John	Newgrain			Beaufort Crescent	FELIXSTOW SA 5070	No	<p>Agree with Briar Road intersections.</p> <p>Langman Grove should be 40km/h. Leave the Langman Grove the way it is. Do not support 'slow points'. Ridiculous idea. Ban parking along edge of Felixstow park along Langman Grove - hell for buses - feel sorry for them. Time for the Council to employ a qualified Town Planner to cope with parking issues. Underground parking for new 'infill' properties is an idea to get cars off the road. Maybe widen road, ie. decrease footpath width. <u>An aside:</u> where there are 5 strata titles on one block there are often 5 cars on the street (Cardigan Avenue).</p>
Marc Jon and Jimerlyn	Licup			Langman Grove	FELIXSTOW SA 5070	Yes	<p>Thank you for sending us the letter on Langman Grove, Felixstow - proposed traffic management. We are glad to hear that our petition has been reviewed and to progress with improvement.</p> <p>Given our years of stay and seeing all the traffic accidents along Langman Grove, we fully support the three (3) traffic management proposals. The manner of how people drive in this area is changing, especially on speed limit. There are more carefree drivers neglecting our suburbs safety driving on 60 speed limit and above.</p>
Ray	Page			Langman Grove	FELIXSTOW SA 5070	Yes	No comment.
Siew	Siang Tay			Langman Grove	FELIXSTOW SA 5070	Yes	<p>*First Submission - Second Submission supersedes this one*</p> <p>Welcome proposed changes. Thank you for considering the issues raised by the community action petition.</p>
Siew	Siang Tay			Langman Grove	FELIXSTOW SA 5070	No	<p>*Second Submission - email states: this supersedes the form I sent to you on 18 March*</p> <p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Joshua				Wilson Avenue	FELIXSTOW SA 5070	No	You've not presented any evidence that the proposed changes are warranted. Reacting to a petition from a small group of residents is not justification enough.

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D	Vandenbroek			Langman Grove	FELIXSTOW SA 5070	No	<p>In the thirty plus years I've lived here I've seen one accident which was while a 40k/ph zone was in place during road works with distracting, random signage all up and down the road!</p> <p>I think if you are going to allow traffic to cut through from L. N East Road to OG via Langman Grove then you need to facilitate that traffic smoothly as possible.</p> <p>Putting in 8 plus slow points will I think increase bottle necks and <u>hugely</u> increase the noise as people brake, and accelerate to negotiate these slow points.</p> <p>These 'slow points' and the traffic noise associated are also evident with the huge amount of cars that park up and down Langman?!</p>
Themiya	Ekanayake			Langman Grove	FELIXSTOW SA 5070	Yes	Happy with option 1 & 2
Isa	Pelizzari			Public Officer Fogolar Furlan Club Inc Briar Road	FELIXSTOW SA 5070	Yes	The Committee of the Fogolar Furlan Club is totally in favour of this proposal.
Christine	Spencer			Langman Grove	FELIXSTOW SA 5070	No	<p>(a) it took me 7.5 minutes to get out of my drive due to traffic - 1. speeding 2. number of cars, trucks, tradies etc.</p> <p>(b) slow points - stop signs too far back - don't have clear vision of cars traffic coming in either direction.</p> <p>(c) turn left on to Briar Road from Langman Grove I slow down as cars traffic come flying around corner and cut across line etc and turn right Briar/Turner street corner I slow down 15-25 as same as above often get tooted from behind due to me aware of problem have been known to pull into library car park so traffic can pass.</p> <p>More thought needs to be taken to best solution of this <u>major problem</u>.</p> <p>(c)(2) how do those living near corner of Briar & Langman get out of their drive - I don't know (taking life into their own hands).</p>
Roger	Phelps			Pembury Grove	FELIXSTOW SA 5070	No	I am a cyclist and the proposed narrowing of Langman Grove at the 6 points will be extremely dangerous for me and other cyclists. It is bad enough now although since the road has been upgraded and the islands have not yet reappeared it's great. It's ok for people to say that the motorists should be more aware of the situation and be more patient but as we all know this does not always happen (I say this from many close calls). I think full time <u>speed cameras</u> would do more good than narrowing the roads and probably be cheaper in the long run. I have no problem with the Langman Grove and Briar Road idea.
Gerard	Fiorillo			Beaufort Crescent	FELIXSTOW SA 5070	Not sure	The yellow lines next to be extended 2 metres either side as this proposed yellow lines will create a bottle neck as it currently does. I think there are too many slow points and unnecessary in such highly populated area, but can see that you are trying to deter traffic in Langman Grove which is positive as this is used as a thoroughfare to avoid main roads currently. I propose slow points at every second entrance as opposed to every entrance.
Greg	Crawford			Langman Grove	FELIXSTOW SA 5070	Not sure	<p>I note that the proposal has the intent of addressing Community concerns.</p> <p>I am pleased that a range of designs have been investigated to decrease traffic speed AND traffic volumes.</p> <p>Speed Cushions: I understand that 'speed cushions' are not proposed due to noise issues, but I am not persuaded that the noise issues override the concerns of volume and speed, particularly if the proposed slow points do not prove effective, or not as effective, in both these regards. I am uncertain of the cost differences, but I would think that a 'speed cushion' solution, or even a temporary trial solution would be, or potentially be, less risky and less costly than that proposed.</p> <p>I offer the following additional comments:</p> <p>1. Slow Points.</p> <p>The proposed 6 slow points has the intent of ...changing the long, straight, fast road (...) to a road that has a series of horizontal bends that reduce the ability to speed. My understanding is that 'The effectiveness of an angled slow point is dependent on the degree to which the device is angled to the through roadway. Two lane devices generally only maintain deflection if they are constructed with a central median'. As the proposed slow points all occur at intersections, and so do not have a central median, I am not convinced of their effectiveness. I am however more certain that many drivers will, on the contrary, accelerate through the inviting chicane, counterintuitively increasing speed at the intersection, and inviting more dangerous driving close to curbs and properties and intersections, and in areas of higher pedestrian traffic. Indeed I am happy if I am proved wrong, and I trust that the advice on design and engineering is well founded, or even guaranteed (and testable) to some extent, with regards to safety and traffic speed and volume decrease. However, if I am correct, who determines liability in the event of incidents/accidents in the vicinity of these points, due to inappropriate speeds no doubt, but also since these concerns have been raised by residents?</p> <p>2. Traffic Priority. I am persuaded by the proposal to change the traffic priority at the Langman Grove and Briar Road Junction.</p> <p>3. 40 km/hr Speed Limit. I am aware of the hurdles of changing the speed limit to 40 km/hr, and of some of the competing arguments. Although the available data from the 60-50 km/hr change had the 'mean' speed not changing much, the reduction of the speed limit caused a significant reduction in the drivers exceeding the new speed limit by > 10km/hr. So the number of 'speeding' drivers were reduced significantly. Therefore the speed limit change may also help minimise any potential slow point design disadvantages. The feasibility of reducing the the speed limit should continue to be investigated.</p>
Marina Tamayo	Phillips			Riverside Drive	FELIXSTOW SA 5070	Yes	It looks good. Thank you.

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Marie	Hawkins			Langman Grove	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p> <p>In addition: During the trial I was abused multiple times and getting in and out of my driveway is a nightmare, when cars are speeding down the road.</p> <p>I would also like to point out that since all the signs have been removed and its gone bk to 50 I am still getting abused and road rage from Fellow users as apparently, it's not a 50 zone. The number of near misses I have had trying to get out of my driveway is unacceptable.</p>
David	Lusk			Vincent Court	CAMPBELLTOWN SA 5070	No	<p>Ridiculously expensive, dubious ?? Improvement with traffic islands on narrow road (pity the bus drivers). Suggestions to alternate no parking zones on northern and southern sides of Langman so that there are no vehicles parked on both sides of the road in any given section. Lower speed limits (if you must) and set up speed cameras to enforce limits. More ?? parking bays where there is room.</p>
Mark	Heyward			Langman Grove	FELIXSTOW SA 5070	No	<p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p> <p>Other comment: Close Langman Grove at the intersection of Wicks and Sycamore Tce.</p>
Martin	Francis			Langman Grove	FELIXSTOW SA 5070	No	<p>Included Mark Heyward submission, but only ticked one point as follows:</p> <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>Other comment: traffic engineering seeks to <u>ALTER DRIVING BEHAVIOUR</u> I don't see how current propositions sre achieving this <u>AIM</u>.</p>

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CJ	Lewis			■ Briar Road	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p><u>I oppose</u> the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p><u>I support</u> the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, <u>but by itself it does not address the traffic volume</u> and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and <u>I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</u></p> <p><u>I disagree with the council's reasons</u> for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Anthony	Steele			■ Langman Grove	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p><u>I oppose</u> the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p><u>I support</u> the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p><u>I disagree with the council's reasons</u> for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Mary	Kastanos			■ Langman Grove	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p><u>I strongly oppose</u> the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p><u>I support</u> the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p><u>I disagree with the council's reasons</u> for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>

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Iroshan	Bogoda			Langman Grove	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p> <p>Other comments: rubber road cushions deploying is a better option. And now Langman Grove is super unsafe with speedy drivers and massive numbers of vehicles.</p>
Patrick	Stapleton			Wilson Avenue	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Beverley M.	Downey			Briar Road	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>

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Norman	Labiano	Jennifer A	Hernand	█ Briar Road	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Tricia	Soe			█ Langman Grove	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Samantha	Chivers			█ Nyroca Crescent	FELIXSTOW SA 5070	No	<p>I disagree with option 2 regarding removal of the free flow turn. There will end up being traffic congestion banked up for vehicles turning left onto Briar Road from Langman and likewise increased build up in traffic turning right onto Langman from Briar Road. We have already endured years of traffic congestion at Turner and OG Road intersection until the current resolution was implemented. Why go backwards and create congestion again.</p> <p>I believe that 40km/h is reasonable for the length of Langman Grove adjacent Felixstow Reserve, it is NOT required in the rest of the suburb. The roundabouts along Fisher Street assist with reducing speed already.</p>
Jade	Buckley	Andrew	White	█ Hilltop Avenue	FELIXSTOW SA 5070	No	<p>I oppose the first initiative of six slow points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. - will increase braking/engine noise at each slow point as motorists slow down and speed up (not only turning vehicles but those travelling straight too) - the 40km/h speed limit has been trialled along Langman Grove and has not resulted in satisfactory reduction of volume or speed of traffic. <p>- I disagree with Council's reasons for not using speed cushions as many of the reasons provided could also be applied to the proposed slow points.</p> <p>- I agree with Council's proposal to extend the yellow line ' No Parking' zone up to 61 Hilltop Avenue, Felixstow.</p>

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Michelle	McMahon			■ Turner Street	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p> <p>Other comments: I am extremely disappointed that no traffic management initiatives have been proposed for Briar Road and Turner Street, where traffic speed and volume risks still remain unaddressed. I will be pursuing further measures from Council going forward.</p>
Colin	Drechsler			■ Briar Road	FELIXSTOW SA 5070	?	Good work with your involvement re. this matter <u>BUT</u> I don't really have any concerns - except speed limit could be reduced to 40 KPH.
Greg	Dinon			■ Briar Road	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Eva	Vekas			■ Shirley Street	FELIXSTOW SA 5070	Yes	No comment.
Deb	Pieper			■ Langman Grove	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, 3 boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>

Name	Surname	Name 2	Surname	Address 1	Address 2	Support Yes/No/Unsure	Comments
Gideon & Emily	Mellor			Langman Grove	FELIXSTOW SA 5070	Yes	<p>As a homeowner, rate payer, family of 5 with 3 young children, avid dog walker, pedestrian and park user living along Langman Grove since 2004 we'd like to see a traffic management initiative or a combination of initiatives that make it safer for everyone who uses Langman Grove, and in particular the sections of road shown in the NPS council proposal and the people living along it and using that part of the road. The local residents have been since the road was built, putting up with high volumes of speeding vehicles, dangerous drivers & riders, two way traffic having to navigate increasing amounts of parked vehicles, buses, trucks, cut through traffic from other areas that has resulted in a raceway that is more often than not congested, overused and a dangerous or hazardous roadway. We also have had a recent road reconstruction / resurfacing, making it evermore attractive for the road users listed above, especially speeding vehicles. Trusting that the NPS council and residents can work together to get the job done, where the roadway is safer for everyone.</p> <ol style="list-style-type: none"> 1. accept slow points. 2. accept change of traffic priority at Langman Grove and Briar Ave. 3. accept investigation and feasibility study for speed reduction to 40km <p>Additional initiatives by local residents:</p> <ol style="list-style-type: none"> 4. community art project - children and adults in area to paint life size people/cutouts with slow down messaging to affix to street poles ie. power poles etc or the like as a reminder of local children and adults using the road way and to slow vehicles down. Seek community support and funding (if required). 5. put up vehicle activated speed indicator displays or drive safely green smile = at designated speed ie. 40 km amd red frown = exceeding speed limit slow down warning, to be placed at either end of the proposed traffic management section of Langman Grove. 6. Install more children/people crossing signs along Langman Grove.
Teresa	Calabria			Hilltop Avenue	FELIXSTOW SA 5070	No	<p>Leave it as it was. The bus gets through. We do not have as many speeding by as it use to be years ago. I don't hear any speeding, maybe occasionally, but it would not be more than any where else and less than in years past. Clean and tidy up the "wet area". Trim these old trees, which have grown into the overhead wires; leaves and branches littering our gutters and footpaths and roots uplifting the paths.</p>
Colin	Mott			Briar Road	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
L & G	Calabria			Hilltop Avenue	FELIXSTOW SA 5070	No	<p>Leave it as it is, and put money into cleaning and maintaining footpaths. The new "wet area" needs tidying up, it is all overgrown and looks awful.</p>
Robert	Wiltshire			Langman Grove	FELIXSTOW SA 5070	Yes	<p>It seems unlikely that there is a perfect solution, so hopefully the proposal will reduce traffic speed.</p>
Dale and Elena	Womacks			Cardigan Avenue	FELIXSTOW SA 5070	Not sure	<ol style="list-style-type: none"> 1) series of slow points: has there been a recorded issue with high speeds? ie. near misses, accidents. Road is narrow, slower speed points may exasperate drivers. 2) traffic priority at intersection of Langman Grove, Briar Road - it seems to me that a majority of traffic is around the corner, to and from Langman Grove. Has a study been made of relative flow volume at this corner? I don't believe this should be changed. 3) reducing speed limit to 40 km/hr: most other areas are 50 km/hr. Will a 40km/hr limit be difficult to enforce? Is there a problem with speeding traffic? 4) about cars being allowed to park near intersection. Allowable car parking should be moved futher away from the intersection - have attached photos showing what I mean. <p>Additional (about point 4) from his email: I have also added one more comment, that about parking of vehicles close to the intersections, i.e. that of Cardigan Avenue and Langman Grove. At the moment, vehicles are allowed to park close to the intersection, partially along the part of road occupied by the median strip, and I see often other passing vehicles having to cross this median strip due to the parked cars there. I believe this could be a safety concern. I have added my comments about this to Page 11 as point 4, and also have attached a page with two photos that helps show what I mean about vehicles having to go on the median strips.</p> <p>I would like to get any feedback about our comments, in particular that relating to my comments about parking cars too close to the intersection as shown.</p>

Problem of Cars Legally Parked Too Close to Intersection Causing Travelling Cars to Cross Medium Strip:



B) Shows Car having to Pass Parked Cars by Going Over Medium Strip Due to Parked Cars



Name	Surname	Name 2	Surname	Address 1	Address 2	Support Yes/No/Unsure	Comments
Christopher	Laws			Langman Grove	FELIXSTOW SA 5070	No	<p>Has included details of Mark Heyward submission, all boxes ticked, as follows:</p> <p>I oppose the first initiative of six Slow Points on Langman Grove. The design of the Slow Points:</p> <ul style="list-style-type: none"> - will not adequately address the speed and volume of the traffic on Langman Grove, Briar Road or Turner Street. Cars and motorcycles will easily be able to exceed 40km/h through the 'Slow' Points. - significantly increases the risk of dangerous T-bone accidents at adjoining intersections because repositioned Give Way lines will limit visibility down Langman Grove for vehicles attempting to enter Langman Grove. <p>I support the implementation of the second initiative of altering the traffic priority at Briar Road and Langman Grove, but by itself it does not address the traffic volume and traffic speed for the remaining sections of any of the three roads in question.</p> <p>The 40km/h speed limit has already been trialled for the last three months along the length of Langman Grove and I do not believe it resulted in a satisfactory reduction, if any, of the volume of traffic and speed of traffic. This will not be a sufficient measure by itself.</p> <p>I disagree with the council's reasons for not using speed cushions placed at frequent intervals along the length of all three streets (Langman, Briar and Turner). Many of the reasons for not using speed cushions could also be applied to the proposed 'Slow Points'.</p>
Shu Wun	Lai			Thrower Avenue	FELIXSTOW SA 5070	Yes	The corner where Briar Road leads to Riverside Drive would require similar type of traffic management as well. I propose slow point or give away sign to be added there to slow down car going around that corner as well as cars often go past that corner pretty fast as well.

Have put in two submissions:

Brei Casipit

M Heinrich

Siew Siang Tay

Attachment C

Langman Grove Traffic Management

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

Reference Number: A416918
 Enquiries To: Gayle Buckby
 Direct Telephone: 8366 4542



City of
 Norwood
 Payneham
 & St Peters

28 June 2022

To the Property Owner / Occupier

LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC MANAGEMENT

As you may be aware, the Council has been investigating options regarding traffic management for Langman Grove, Felixstow, to address concerns regarding traffic speed and traffic volumes.

Residents were consulted in March and April 2022, regarding a traffic management proposal that included:

- Construction of a series of slow points along Langman Grove;
- a rearrangement of the intersection of Langman Grove and Briar Road; and
- investigations into a reduced speed limit of 40km/h for the suburb of Felixstow.

Two hundred and seventy-six (276) letters were delivered to residents on and within close proximity to, Langman Grove. A total of fifty-eight (58) responses were subsequently received. The letter included a survey asking respondents if they *did support*, *did not support* or were *not sure* about the proposed traffic management.

In summary, the majority of respondents:

- **did not support** the construction of *Slow Points* on Langman Grove;
- **did support** the *rearrangement* of Langman Grove and Briar Road intersection; and
- **did support** a *40km/h speed limit* as part of a traffic management solution, but many residents thought that a reduced speed limit would not work by itself.

The letter explained that there are limited design options available for the installation of traffic management devices in Langman Grove, because of the need to accommodate bus movements within a narrow road width. In this respect, although Road Cushions (a type of road hump made of recycled rubber, refer Photo 1, overleaf), are permitted on bus routes, these were not proposed because the Council has received noise complaints from residents who live near road humps in other streets.

Notwithstanding this, a number of respondents noted that they did not agree with the Council on its position to exclude Road Cushions as an option. The Council has therefore developed an alternative traffic management concept for Langman Grove that includes the installation of Road Cushions. Each Road Cushion would be sign posted with a 30km/h Advisory Speed sign (as required by Australian Standards), and therefore a reduced speed limit of 40km/h would not be required.

Road Cushions are permitted on bus routes because these devices include wheel cut-outs that a bus can straddle, but are too wide for most cars to straddle.

Figure 1, overleaf depicts the overall layout and locations of the proposed Road Cushions. The locations have been placed to comply with Australian Standards and Guidelines, lighting requirements and bus stop locations. If the Road Cushion concept is supported by residents, it must be noted that the locations of each cushion are not negotiable. Enlargements of each location are attached to this letter (pages 4 to 7).

175 The Parade
 Norwood SA 5067

PO Box 204
 Kent Town SA 5071

Telephone
 8366 4555

Facsimile
 8332 6338

Email
townhall@npsp.sa.gov.au

Website
www.npsp.sa.gov.au



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 Well-being is...

Social Equity

Cultural Vitality

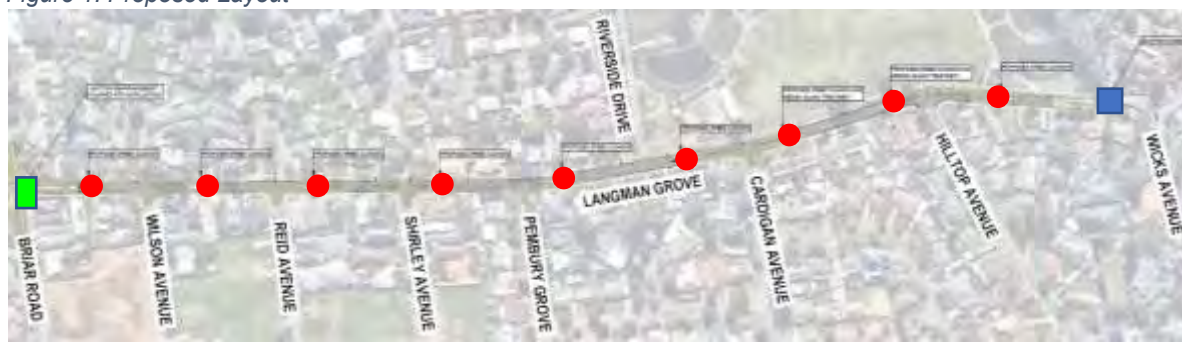
Economic Prosperity

Environmental
 Sustainability

Photo 1: Road Cushions



Figure 1: Proposed Layout

**Legend**

- Proposed Road Cushion location
- Future Junction rearrangement - supported by residents in March/April 2022 consultation
- Existing Wombat Crossing – part of overall traffic management in Langman Grove

As such, it is important to consider the advantages and disadvantages of Road Cushions prior to deciding whether or not you support this concept. These are listed below in *Table 1*, for your information.

Table 1: Extract from Austroads Guide to Traffic Management Part 8: Local Street Management

Advantages of Road Cushions	Disadvantages of Road Cushions
A reported 27% reduction in the 85th percentile vehicle speeds in the vicinity of the device	The noise level associated with vehicles may increase just before and after the device due to braking, acceleration and the vertical displacement of vehicles and goods
When used in a series these devices regulate speeds over the entire length of street	These devices are less effective in slowing vehicles with a wide wheel-base
These devices are relatively low cost to install and maintain	These devices are less effective in slowing motorcyclists
These devices discourage through traffic	These devices can prevent cyclists using kerbside gaps on on-street parking
These devices do not restrict or discomfort cyclists	Drivers can reduce their effect by traversing the cushions with only two wheels
They can be designed so they do not inconvenience buses, commercial vehicles, etc	

The installation of the Road Cushions would result in a net loss of thirteen (13) parking spaces along Langman Grove as set out below:

- two (2) spaces between Wicks Avenue and Hilltop Avenue (south side);
- two (2) spaces between Cardigan Avenue and Riverside (north side);
- six (6) spaces between Riverside Drive and Pembury Grove (four (4) south side, two (2) north side);
- one (1) space between Pembury Grove and Shirley Street (north side); and
- two spaces between Shirley Street and Reid Street (south side).

If you would like to see how Road Cushions operate, you can visit the following locations:

- Leah Street, Forestville, City of Unley (also a bus route); and
- Bagot Avenue, Mile End, City of West Torrens.


You are invited to advise the Council whether *you support*, *do not support* or are *unsure*, about the installation of road cushions as discussed in this letter. To do so, please complete the form attached on the last page of this letter, and return to the Council by either:

- scanning or photographing the form and emailing to: townhall@npsp.sa.gov.au; or
- dropping the form in to the Payneham Library, located at 2 Turner Street, Felixstow; or
- dropping the form in to the Norwood Town Hall, located at 175 The Parade, Norwood.

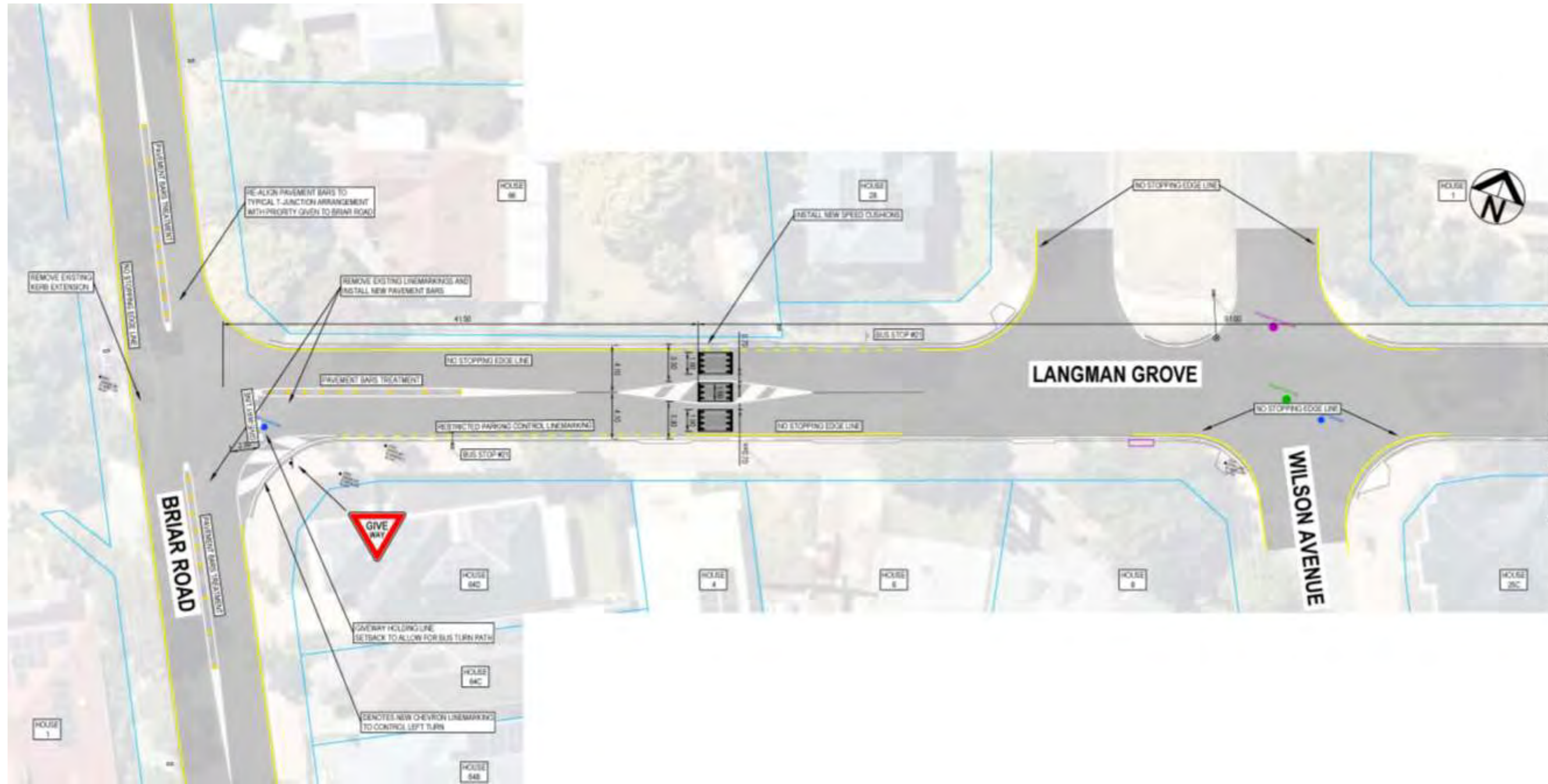
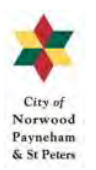
If you would prefer to post a hard copy of the form, please contact 8366 4555 and a reply-paid envelope will be sent to you.

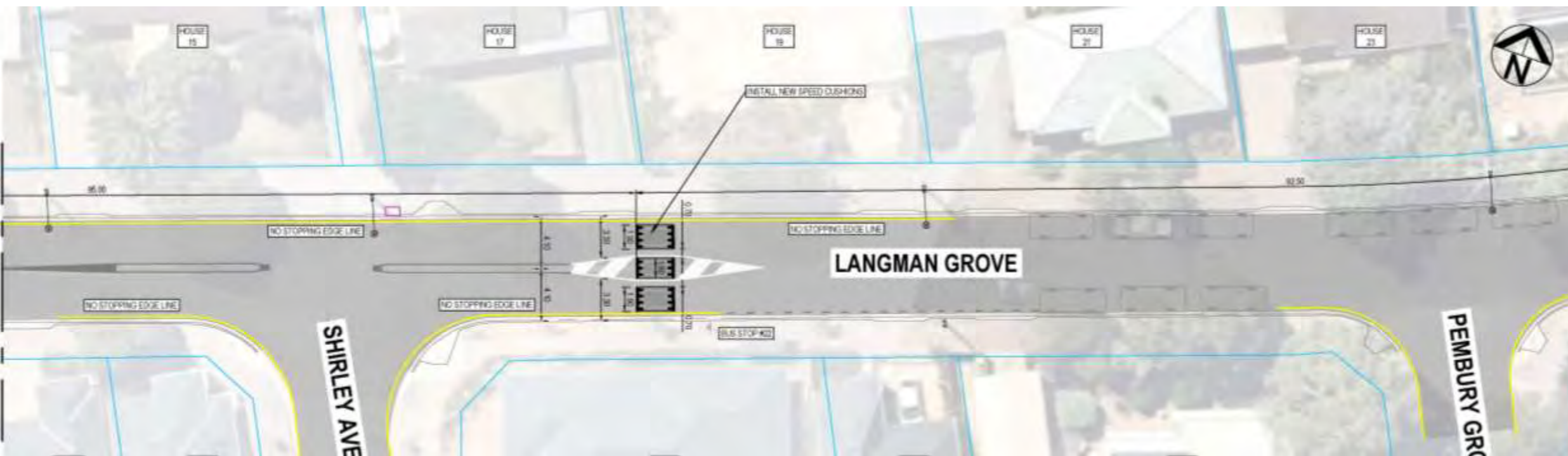
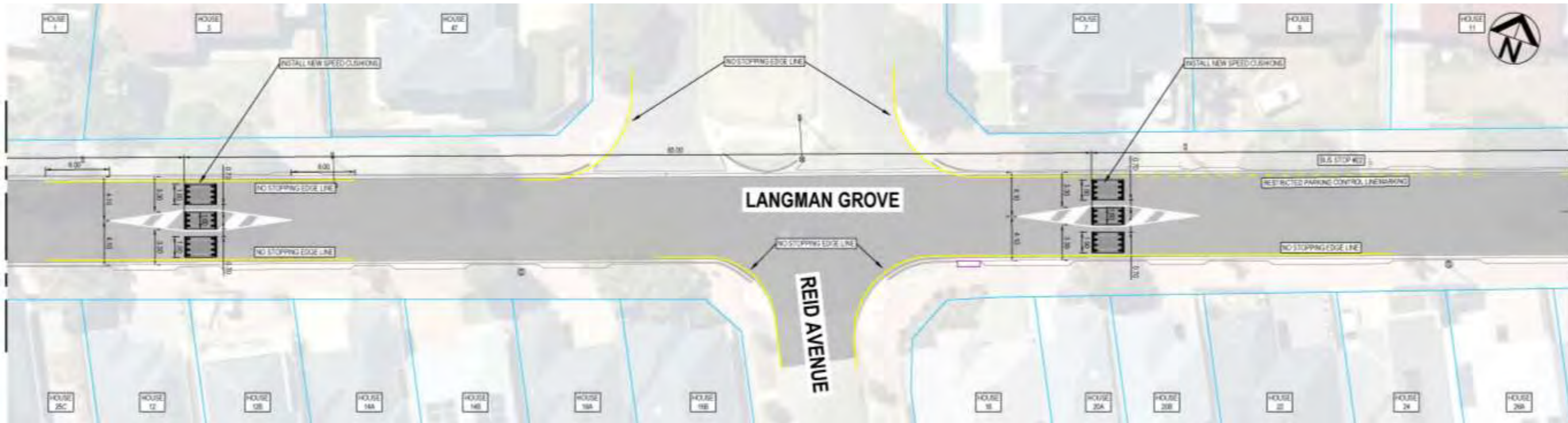
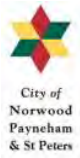
The completed form must be received by Council before Monday, 25 July 2022.

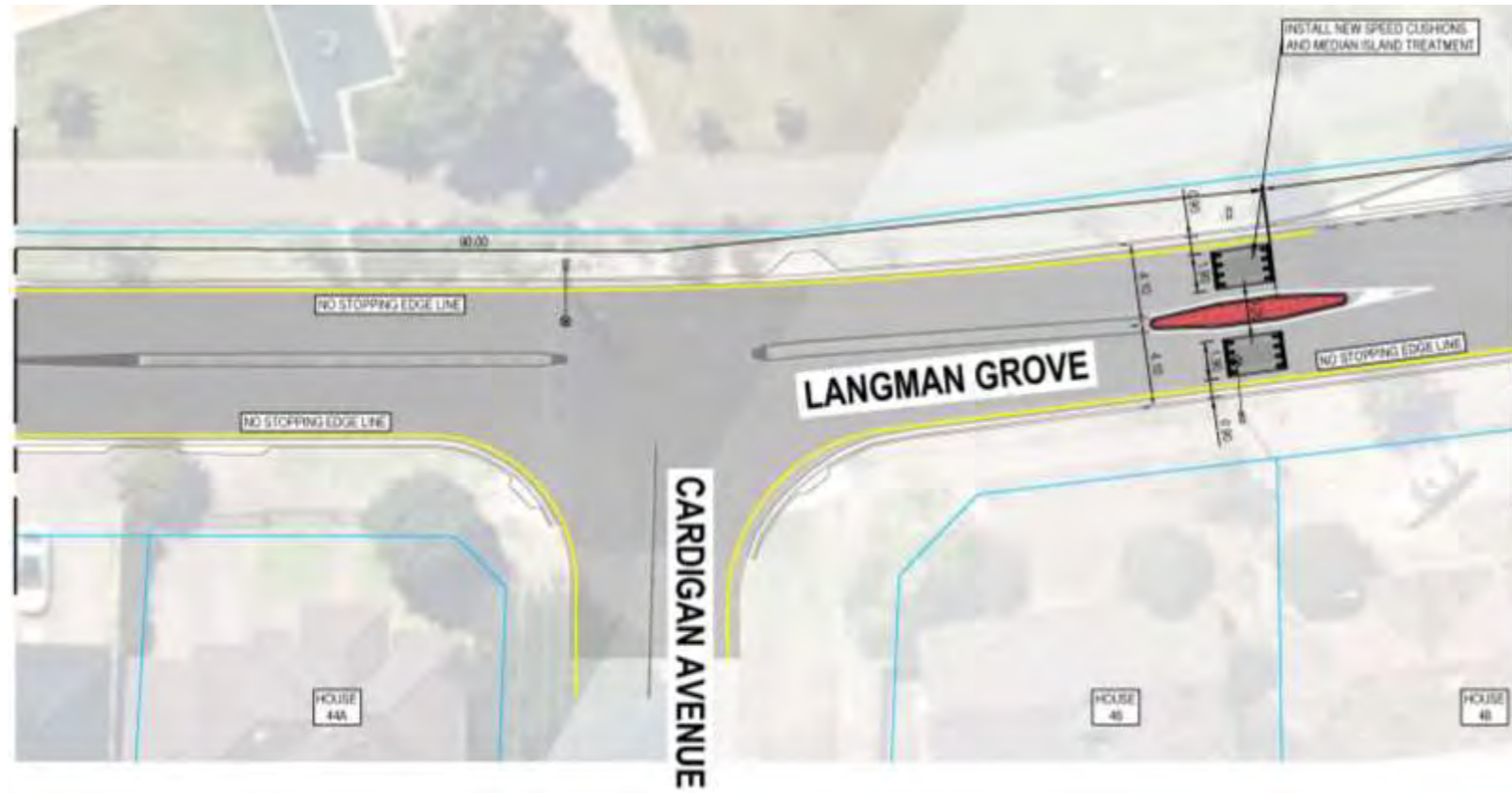
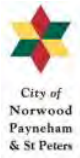
Yours sincerely

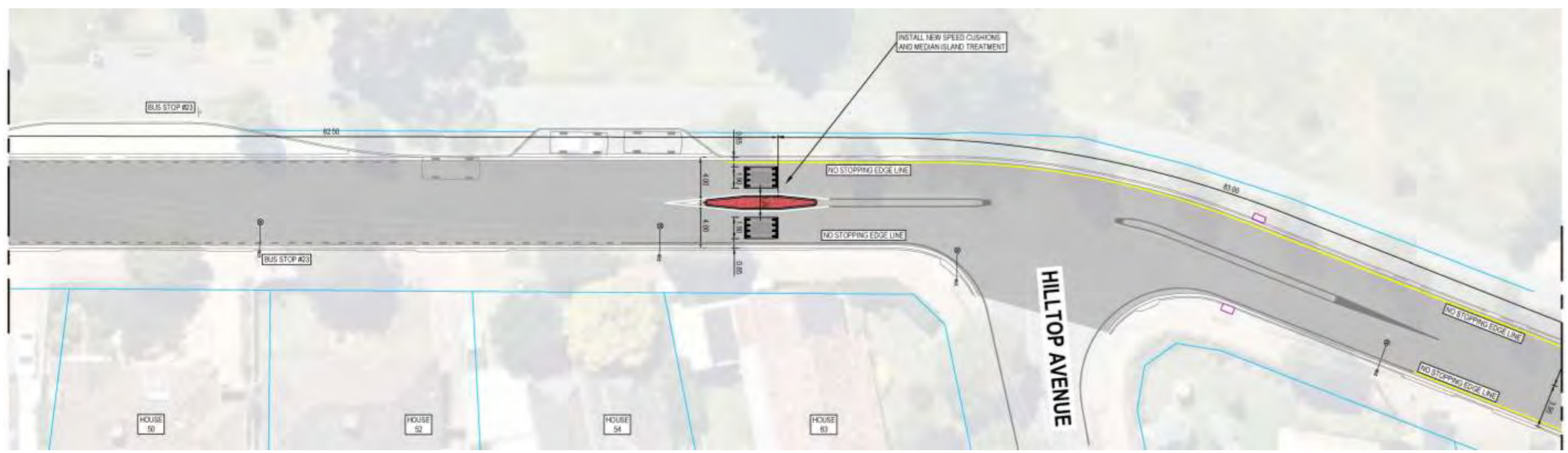


Gayle Buckby
MANAGER – TRAFFIC & INTEGRATED TRANSPORT

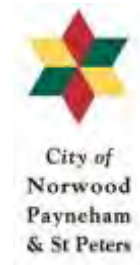








Langman Grove Traffic Management Installation of Speed Cushions



Consultation with Residents, July 2022

A416918

CONTACT DETAILS

Name:

Address:

Phone:

Email:

Do you support the proposed Road Cushions along Langman Grove?

- Yes
- No
- Not sure

Comments (optional)

Submissions from Langman Grove Residents

First Name	Last Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Made a submission in previous consultation?	Response/ comments on previous submission
Abhishek Kanwar	& Aasima Chandio	Langman Grove	FELIXSTOW SA 5070	Yes	As long as the speed is controlled by this installation of cushions. It might remind people it's a suburban living area. At the moment we see people speeding way over all the time.	No	
Sun woong	Park	Langman Grove	FELIXSTOW SA 5070	Yes	Something needs to be done.	Yes	Also responded yes in support of previous consultation.
Siew	Siang Tay	Langman Grove	FELIXSTOW SA 5070	Yes	Thank you!!	Yes	Responded no - included details of Mark Heyward submission requesting consideration of road cushions.
Mary	Kastanos	Langman Grove	FELIXSTOW SA 5070	Not sure	Original respond superseded by second response that included the Mark & Rebecca Heyward submission: The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner. - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface.	Yes	Responded no - included details of Mark Heyward submission requesting consideration of road cushions.
David	Wood	Langman Grove	FELIXSTOW SA 5070	No	I do not support the use of road cushions. As pointed out in the letter the amount of noise will increase and one will be placed in front of my house. I do not believe they will reduce the amount of traffic and speed with some vehicles (4WD etc). I <u>do</u> support the use of slow points as shown in the original proposal.	No	
Mark & Rebecca	Heyward	Langman Grove	FELIXSTOW SA 5070	Not sure	The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner. - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface.	Yes	Responded no - submission requesting consideration of road cushions among other things.
Mrs C	Spencer	Langman Grove	FELIXSTOW SA 5070	Not sure	Included the Mark & Rebecca Heyward submission plus additional comments: The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner. - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface. <u>Additional comments:</u> Allowance for stormwater - NB. heavy rain - water rushing past at least half metre from gutter across onto road. I am concerned re. drainage of water after & during rain. The proposal is incomplete in the sense that it is only for Langman Grove. Nine road cushion sites will only be a deterrent for a minority of people using the route as a 'rat run'. Additional road rage incidents - often get angry drivers behind when I slow down to turn from Langman Grove into Briar St. I usually pull over when safe to do so to let them pass.	Yes	Responded no - comments provided.

Submissions from Langman Grove Residents

First Name	Last Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Made a submission in previous consultation?	Response/ comments on previous submission
Robert	Wiltshire	Langman Grove	FELIXSTOW SA 5070	Yes	The design and positioning of the road cushions needs to be considered carefully to ensure that they are effective but do not create unintended hazards.	Yes	Also responded yes in support of previous consultation.
Deb	Pieper	Langman Grove	FELIXSTOW SA 5070	Not sure	Included sections of the Mark & Rebecca Heyward submission: The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface.	Yes	Responded no - included details of Mark Heyward submission requesting consideration of road cushions.
Anthony	Steele	Langman Grove	FELIXSTOW SA 5070	Not sure	Included the Mark & Rebecca Heyward submission: The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner. - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface.	Yes	Responded no - included details of Mark Heyward submission requesting consideration of road cushions.
Carole & Ray	Page	Langman Grove	FELIXSTOW SA 5070	Not sure	We prefer the suggested option (Mark & Rebecca Heyward submission): The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner. - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface.	Yes	Responded yes - no comment.
Martin & Xiao Hong	Francis	Langman Grove	FELIXSTOW SA 5070	Not sure	Included the Mark & Rebecca Heyward submission: The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner. - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface.	Yes	Responded no - included a portion of Mark Heyward submission.
Christopher	Laws	Langman Grove	FELIXSTOW SA 5070	Not sure	Included the Mark & Rebecca Heyward submission: The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner. - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface.	Yes	Responded no - included details of Mark Heyward submission requesting consideration of road cushions.

Submissions from Langman Grove Residents

First Name	Last Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Made a submission in previous consultation?	Response/ comments on previous submission
Emily and Gideon	Mellor	█ Langman Grove	FELIXSTOW SA 5070	No	<p>We are unable to support this proposal due to the proposed positioning of the road cushions, one of which is proposed to be outside of our bedroom window! As the positioning of the cushions is not negotiable we cannot support this proposal. Surely the Council can look to see whether the road cushions can be positioned between fence boundaries of neighbours, for example rather than outside people's bedroom windows if there is likely to be an increase in noise level as a result of their installation? We were much happier with the concept of slow points which were less likely to negatively impact individual residents with their installation.</p> <p>Second email: In addition to our previous submission we would like to point out the difference in the amount and style of consultation that has been undertaken for the issue of noise from the basketball ring vs the speed of the road. The basketball ring has received considerable attention including numerous focus group meetings, council meetings and exploration of every possible solution to the problem however, this has not occurred for the traffic management issue which impacts many more people and is an issue of public safety!! This seems out of proportion and we would like to see some equity to both consultation and evaluation processes!</p> <p>The noise from the basketball ring has been raised by a small group whereas the noise from the speed humps and their presence will impact everyone in the street.</p> <p>We would be more than willing to discuss this with you further.</p>	Yes	Responded yes - comments provided.
Christine	Moulds	█ Langman Grove	FELIXSTOW SA 5070	Not sure	<p>We have owned our property for over 60 years. In that time it has changed from a quiet place to live called Beaufort Crescent to a race track that gets worse every day. The only way to stop this would be to block the street off to all but locals and buses but that I can't see happening. Regardless of what Council does the speed limit should be 40 kilometres an hour, these alterations should also be in Briar Road. We were absent when the previous letter went out to residents, but were home in time to fill out the questionnaire, when we tried to lodge at Payneham Library it was closed. Maybe Council should consider installing a drop off box for people to use after hours.</p>	No	
Tania and Greg	Crawford	█ Langman Grove	FELIXSTOW SA 5070	Not sure	<p>We agree with road cushions. We were made aware that a management in Langman Grove on its own may not slow down cars or discourage them. We note the proposal put forward by Mark at █ Langman and agree with some comments that should be considered.</p>	Yes	Responded not sure - comments provided.
Matthew	Sexton	█ Langman Grove	FELIXSTOW SA 5070	No	<p>Apologies for getting this feedback to you last minute.</p> <p>I am writing in response to your letter regarding the Langman Grove Traffic Management resident consultation.</p> <p>My wife and I currently do not support the suggested installation of road cushions for a number of reasons, particularly concerns regarding noise and loss of parking (Langman Gr and side streets). We have a vested interest in this project as we have concerns regarding the safety of Langman Gr with the regularity of speeding we have observed.</p> <p>Following a discussion with a colleague of mine about the proposals, I am interested to know whether the below configuration (see picture) or something similar has been considered, particularly regarding retention of on-street car parking.</p>	No	
Aryan	Banerjee	█ Langman Grove	FELIXSTOW SA 5070	Not sure	<p>Included the Mark & Rebecca Heyward submission: The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner.</p> <ul style="list-style-type: none"> - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface. 	No	



Submissions from Langman Grove Residents

First Name	Last Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Made a submission in previous consultation?	Response/ comments on previous submission
Marc & Jimerlyn	Licup	█ Langman Grove	FELIXSTOW SA 5070	Not sure	Included the Mark & Rebecca Heyward submission: The concept of road cushions is acceptable but the council proposal appears to be flawed as it is unlikely to address the issues relating to the speed and volume of traffic along Langman, Briar and Turner. - the proposal needs to be broadened to include Briar Ave and Turner St. A total of at least 20 road cushion sites should be deployed along these three streets. - Many of the site designs include the use of a narrow road cushion in the centre of the road that will enable traffic to avoid them, and potentially create a hazard as traffic, including large buses, will be encouraged to drive down the centre of the street. The traffic must be forced to drive over a road cushion with a minimum width of 1.9m. - An alternative design using two 1.9m cushions and median strips near the kerb should be considered as it will be safer and result in less parking spaces being lost. - The road cushions must be at least 75mm high and not recessed into the road surface.	Yes	Responded yes - comment provided.
Kathleen	Casipit	█ Shirley Avenue	FELIXSTOW SA 5070	Yes	I support the road cushioning as long as I will still have a spot or parking spot for my car in front of my house.	Yes	Previous submission made by another person at the same address with the same last name. First responded yes and then responded no and advised they supported the Mark Heyward response.
Gino	Allevi	█ Langman Grove	FELIXSTOW SA 5070	No	But 40 km hour	No	
Fernando	Sanchez	█ Wilson Avenue (corner of Langman Grove)	FELIXSTOW SA 5070	Yes	Nil.	No	
Andrew White	and Jade Buckley	█ Hilltop Avenue (corner of Langman Grove)	FELIXSTOW SA 5070	Not sure	*Late Submission* Please find attached the completed consultation form for the Proposed Traffic Management for Langman Grove, Felixstow. Please also find our comments relating to this proposal below: The traffic issues we encounter at our property are as follows: - Vehicles revving and taking off loudly turning either left/right from Hilltop Avenue onto Langman Grove - Vehicles turning at speed onto Hilltop Avenue from Langman Grove (either left or right) - Cars speeding down Langman Grove These issue are particularly noticeable outside of daytime traffic hours. The proposed changes don't address points 1 and 2 as erratic drivers will still be able to aggressively pull out from/onto Hilltop Avenue. Additionally, it will increase general and daytime traffic noise adjacent to our property, as vehicles slow down, mount and speed away from the hump. Having previously lived in Torrensville, we were frequent users of Bagot Ave (the example provided with similar humps)....we found this an ineffective traffic slowing option, and considerably loud for traffic noise in a residential area.	Yes	Responded no - comments provided.

Submissions from Other Felixstow Residents

First Name	Last Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Made a submission in previous consultation?	Comments on previous submission
John	Dunney	Wilson Avenue	FELIXSTOW SA 5070	Yes	Nil.	No	
Kenneth	Cheung	Beaufort Crescent	FELIXSTOW SA 5070	No	Nil.	No	
Craig	Bainger	Cann Close	FELIXSTOW SA 5070	Not in proposed arrangement	<p>We are particularly concerned regarding the proposed change to the Briar / Langman intersection. We are residents adjacent to this intersection.</p> <p>We are firmly of the opinion the intersection should stay as-is for the following reasons:</p> <ul style="list-style-type: none"> The proposed change will have little effect on 80-90% of traffic through the intersection, which turns from Briar onto Langman. As per your drawings, this turn is tighter than 90°, therefore naturally slows the traffic, but also allows it to continue moving. Moving the give-way sign to Langman grove as proposed will result in vehicles coming to a crawl/stop when necessary to turn through this intersection. This will generate significantly more noise when trucks & busses take off from a stand-still, or very low speed. We do not see the need to further slow traffic through the intersection, as the sharpness of the turn already achieves this. This change is not needed in conjunction with the proposed speed cushion only 41 meters earlier for traffic travelling west on Langman. The proposed change will almost certainly increase traffic speed for traffic heading north along Briar road, due to the removal of the kerb extension. The relatively small amount of traffic not turning into Langman Grove would have a completely free run through the intersection as it heads towards linear park. <p>The current arrangement forces traffic to deviate slightly from a straight path – which is highly effective and more than adequate in controlling speed.</p> <ul style="list-style-type: none"> In the proposal received, the bus stop on Langman Grove, (#21) will have pavement treatment bars in place. There are also speed cushions proposed in front of the adjacent house. The bus occupies the entire lane when parked. If the proposed pavement bars and speed cushions are installed there will be no path for traffic to pass a stopped bus. Currently there are no pavement bars installed. <p>After spending some time watching traffic on this intersection, I do not believe re-arrangement of the intersection will have any significant effect in slowing traffic already travelling at excessive speed.</p> <p>We are strongly in-favour of the give-way sign arrangement on Briar/Langman remaining as-is. We would then be willing to support half of the number of cushions proposed. The overall quantity between Briar and Wicks Ave is excessive in our opinion.</p>	Yes	Partially supported - comments provided.
Patrick	Stapleton	Wilson Avenue	FELIXSTOW SA 5070	Yes	Nil.	Yes	Responded no - included details of Mark Heyward submission requesting consideration of road cushions.
Irene	Barron & family	Beaufort Crescent	FELIXSTOW SA 5070	Yes	I believe below actioned but making sure. Please remove the Langman Grove parking permitted (junction with Cardigan Ave) (on park side of street) as it obstructs R) into of L) out of Cardigan Avenue (see image below marked as "X's") also need to straddle median markers when parked cars - also dangerous for children accessing/getting out of the cars parked here.	Yes	Responded no - comments provided.
Colin & June	Drechsler	Briar Road	FELIXSTOW SA 5070	Yes	Colin: do not agree with any alteration being made at the intersection of Briar Road and Langman Grove. June: I do agree with alteration to the above T junction being made. We both agree to all the other alterations.	Yes	? - comments provided - no concerns.
Mieke	van Hees	Riverside Drive	FELIXSTOW SA 5070	No	Changing Langman Grove with cushions and changing cnr Langman Grove Briar Road intersection will direct traffic to Riverside Drive which is only a three car width. Changing traffic arrangements transfers issues to other areas. I support 40 kmph.	No	
James	Grando	Riverside Drive	FELIXSTOW SA 5070	Yes	Nil.	No	
Monica	O'Wheel	Briar Road	FELIXSTOW SA 5070	Yes	I want the traffic slowed, and all the traffic that is using Langman Grove as a short cut to be resisted. I have driven down both Bagot Ave and Leah St and although annoying to me as a driver but I appreciated the need to slow down.	No	
Geoff	Wood	Riverside Drive	FELIXSTOW SA 5070	No	<ol style="list-style-type: none"> The high density infill of residential properties along Langman Grove which reduces the amount of on road parking cannot sustain the further reduction of parking created by this proposal. The modification of the Langman Grove/Briar Road intersection will funnel speeding cars into Riverside Drive immediately into a busy pedestrian area and childrens playground. This is very poor planning indeed. Just apply a 40km speed limit for the entire area first to track the response. 	No	
John	Lamb	Diekman Avenue	FELIXSTOW SA 5070	Yes- but not as proposed.	Not as proposed - see picture.	No	
John & Jacqueline	Newgrain	Beaufort Crescent	FELIXSTOW SA 5070	No	<ol style="list-style-type: none"> prefer 40 km/h for the length of road with suitable signage residents do not need noise level of cushions may devalue property prices adjacent to them monitor wth regular radar losing parking spots in untenable 	Yes	Responded no - comments provided.
Antonio & Maria	Vassallo	Beaufort Crescent	FELIXSTOW SA 5070	No	No speed humps, they cause accidents for inexperienced drivers. Speed camera from time to time. Then you will see speed will be reduced. I have lived in this street for the past 50 years.	No	
Lawrence and Laura	Pascale	Maple Street	FELIXSTOW SA 5070	No	I drive down Langman Grove regularly and have never encountered a concern with dangerous drivers. We also walk the road regularly and attend Felixstow Reserve and have the same experience as pedestrians. This addition of road cushions is a significant waste of council funds for little benefit.	No	
Beverley M.	Downey	Briar Road	FELIXSTOW SA 5070	Yes	I appreciate the give way line at the meeting of Briar Road and Langman Grove and am assuming the rules have changed and the car waiting to turn onto Briar Road will now give way to the vehicle on their right! And a bus turning, will give way to oncoming traffic. Parking on one side only the entire length of Briar Road & Langman Grove would make a huge improvement. I don't know how buses negotiate Langman Grove! The road from Turner Street to Payneham Road is quite dangerous. The new units seem to have a garage and a parking area - make them park off street! Parking only on the school side with short term parking between hours 8.00 - 9.30am - 2.30 - 4.00pm. Children in particular are at risk here.	Yes	Responded no - included details of Mark Heyward submission requesting consideration of road cushions.
Dave	Waterman	Hilltop Avenue	FELIXSTOW SA 5070	No	It will only divert the problem, most likely up Hilltop Ave for traffic heading toward OG Road and the intersection of Hilltop and Payneham Road is chaos as it is with McDonalds and the shopping centres.	No	
Kay	Versari	Pembury Grove	FELIXSTOW SA 5070	No	Agree with residents on 40kph on Langman Grove but totally disagree on road cushions along the newly resurfaced road or the loss of 13 car parks. Plenty of 40kph roads in Norwood without road cushions.	No	
Andy	Duncan	Cann Close	FELIXSTOW SA 5070	No	I drive on Langman Grove almost every day and I am not aware of a speeding problem. Human nature being what it is, motorists will swerve left and right to minimise contact with the cushions. Whether this makes for a safer road is debatable. Having 9 speed humps, 2 or 3 hundred metres from each other seems excessive.	No	
Eva	Vekas	Shirley Avenue	FELIXSTOW SA 5070	Yes	Nil.	Yes	Responded yes - no comment.



Submissions from Other Felixstow Residents

First Name	Last Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Made a submission in previous consultation?	Comments on previous submission
Annika	Agar	█ Briar Road	FELIXSTOW SA 5070	Yes	Road cushions (and a give way sign for Briar Road) will help my household feel safer in this neighbourhood. Cars travel down Langman Grove at speed and often do not slow down adequately when they reach Briar Road. It's very hard to safely cross the road to get to the park with my baby in a pram. Every time I worry we'll get hit by a car. I support any and all additional measures to slow and/or deter traffic in Felixstow.	Yes	Responded yes - comment provided.
Dennis & Ann	Floyd	█ Diekman Avenue	FELIXSTOW SA 5070	Yes	- can we encourage users of Felixstow Reserve to use the off street parking spaces provided. - At weekends it is often difficult to turn safely onto Langman Grove from Riverside Drive because parked cars obscure oncoming traffic from either or both directions along Langman Grove.	No	
Jason	Yu	█ Wilson Avenue	FELIXSTOW SA 5070	No	Without background info and statistics of the speeding issues at Langman Grove, I do not support and cannot make an informed decision. I personally find the parallel parking spots are annoying issues at Langman Grove. When two cars park parallel at Langman Grove it creates congestion.	Yes	Responded no - comments provided.
J	Zugajev	█ Wilson Avenue	FELIXSTOW SA 5070	No	You've still not provided evidence that any of this action is required.	Yes	Responded no - comments provided.
Rick	Jacobs	█ Reid Avenue	FELIXSTOW SA 5070	No	Since the first consultation in March I have been taking extra notice of the traffic on Langman Road and still feel a 40km speed limit would be great but there is no need to divert traffic as it is a semi main road. We like the idea of a give way sign at the end of Langman and Briar intersection. From our house in the culdersac on Reid Ave we can see and hear traffic on Langman and really don't see a problem as it is only busy in the morning around school hours and late afternoon, so feel speed humps would be a nuisance to law abiding residence but people who speed will do so anyway even over speed humps.	Yes	Responded not sure - comments provided.
J.A.S. Hernandez	& N.V. Labiano	█ Briar Road	FELIXSTOW SA 5070	Yes	Nil.	Yes	Responded no - included details of Mark Heyward submission requesting consideration of road cushions.
Fogolar Furlan Inc		█ Briar Road	FELIXSTOW SA 5070	Yes	We the Committee and Members support the Langman Grove installation of speed cushions.	Yes	Responded yes - comment provided.
Alex	Ward	█ Pembury Grove	FELIXSTOW SA 5070	Yes	Nil.	No	
Sandy Dickson	and Andrew Humpage	█ Pembury Grove	FELIXSTOW SA 5070	Not sure	Support in principle, but unsure whether planned design will work to slow people determined to speed. The middle cushion is too narrow allowing many ordinary cars to straddle it with only half a tire on each side. Suggest three cushions at 1.8m each would be better. *Also, parking opposite and near the corner of Pembury Grove creates a dangerous situation in terms of turning and seeing oncoming traffic that are forced onto the wrong side of the road by parked cars.	No	
Natalie	Prior	█ Hilltop Avenue	FELIXSTOW SA 5070	No	*Late Submission* Liked the idea but installing 8 between Hilltop and Briar is ridiculous. As the number can't be negotiated, I do not support the cushions. First survey didn't support slow points so not sure why this is still being pursued. And perhaps if the council didn't allow houses to be built on 200-250m2 land parcels, there wouldn't be a traffic problem. Lastly, these cushions look horrible - millions have been spent on the Reserve, so please don't tarnish the area with these cushions. Preventing Langman to be a thoroughfare road will force/encourage more cars in backstreets.	No	
Steve & Terry	McCawley	█ Pembury Grove	FELIXSTOW SA 5070	No	*Late Submission* Far too many road cushions, from our street alone there are four. The end of Langman Grove into Briar Road should stay as it is especially with two bus stops right at the end of the street. Its not going to stop the amount of traffic flow as that comes from Paradise traffic cutting through. If they are less effective at slow down vehicles, then it is really a waste of our Rates and Taxes. The street is hard enough to go down now with all the Tradie's cars, trucks etc parked on either side of roads.	No	

Submissions from Campbelltown Residents

First Name	Last Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Made a submission in previous consultation?	Comments on previous submission
Ben	Sarre	█ Sycamore Terrace	CAMPBELLTOWN SA 5074	No	Nil.	No	
Angela	Marchi	█ Vincent Ct	CAMPBELLTOWN SA 5074	No	I don't support the proposed road cushions. While I understand their reason, they are too many, and every day, twice a day as a minimum, it will feel like a slow roller-coaster. I think they are also likely to damage or wear part of the car sooner. Even if they don't, they will make traffic in peak hour slower: while the bus and other large vehicles are not meant to be impacted, the cars in front of them will need to go slow. I honestly think reducing the velocity to 30 km/h in Langman Grove is too slow.	No	

Attachment D

Langman Grove Traffic Management

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

First Letter

Reference Number: fA24211
Enquiries To: Gayle Buckby
Direct Telephone: 8366 4542

5 April 2023

Dear Resident

LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC MANAGEMENT DESIGN NO. 3

As you may recall, the Council has consulted with residents regarding various options for traffic management for Langman Grove, Felixstow, to address resident concerns about traffic speed and volumes.

As discussed in previous letters, there are limited design options available for the installation of traffic management devices in Langman Grove, because of the need to accommodate bus movements within a narrow road width.

Residents who live on, or in close proximity to Langman Grove, were consulted in March 2022 with an option for a series of Slow Points along Langman Grove and again in June 2022 with an option for road cushions (road cushions are similar to road humps, but are made of recycled rubber, refer Figure 1, below).



Figure 1: Typical Road Cushion

In summary, the majority of respondents to the consultation did not fully support either of these options, but a high percentage of respondents said they would support the road cushions if the design was modified.

The Council therefore, engaged traffic engineering consultants to modify the design of the road cushions to address the design concerns that were raised by residents. The updated design includes the following changes:

- the width of each road cushion has been increased from 1.6 metres to 1.8 metres wide. This will minimise the ability for large vehicles to straddle the cushions. A detailed analysis of the bus wheel path has been undertaken to develop a specific design solution that is the absolute widest cushion possible, that will still be acceptable for installation on a bus route;

D1



**City of
Norwood
Payneham
& St Peters**

175 The Parade,
Norwood SA 5067

PO Box 204
Kent Town SA 5071

Telephone
8366 4555

Email
townhall@npsp.sa.gov.au

Website
www.npsp.sa.gov.au



Community
Well-being is...

Social Equity

Cultural Vitality

Economic Prosperity

Environmental
Sustainability



100% Australian Made
Recycled Paper

- central islands have been added at each road cushion location. Keep Left signs are shown in each central island to ensure that drivers cannot avoid the humps by driving along the centre of the road;
- kerb ramps have been added to assist pedestrians to cross Langman Grove, near Cardigan Avenue; and
- 30km/h Advisory Speed signs have been added at each road cushion location.

A cross-section of the proposed Road Cushion layout is illustrated in *Figure 2*, below. The height of the cushions will be 75mm.

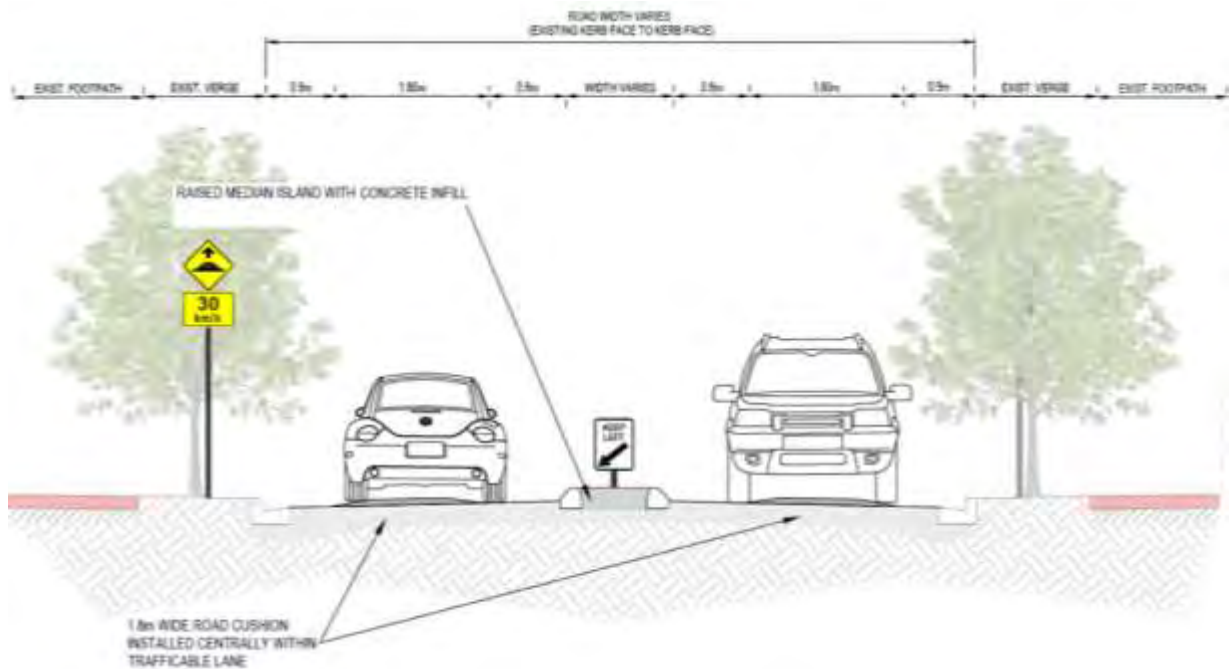


Figure 2: Cross section of proposed Road Cushion layout

The City of Unley installed 1.6-metre-wide road cushions along Leah Street, Forestville, in 2012. Leah Street and Langman Grove are both on the W90 bus route which connects Paradise to Marion.

Traffic data was collected on Leah Street before and after the installation of the cushions to evaluate their effectiveness and the following changes were identified:

- traffic speed reduced by 9km/h (from 49km/h to 40km/h);
- the percentage of vehicles exceeding the speed limit reduced from 72% to 15%; and
- the traffic volume reduced by 25% in the AM peak and 10% in the PM peak.

The evaluation of Leah Street clearly shows the advantages of road cushions, but residents must also be aware of the disadvantages which includes the noise often associated at road cushions due to vehicles braking, accelerating and the vertical displacement of vehicles and goods.

Figure 3 overleaf depicts the overall layout of the locations of the proposed road cushions. The locations have been placed to comply with Australian Standards and Guidelines, street lighting requirements and bus stop locations. If the Road Cushion concept is supported by the majority of residents, it must be noted that the position of each cushion cannot be relocated. Details of the proposed road cushions at each location are included from pages 5 to 10 of this letter.

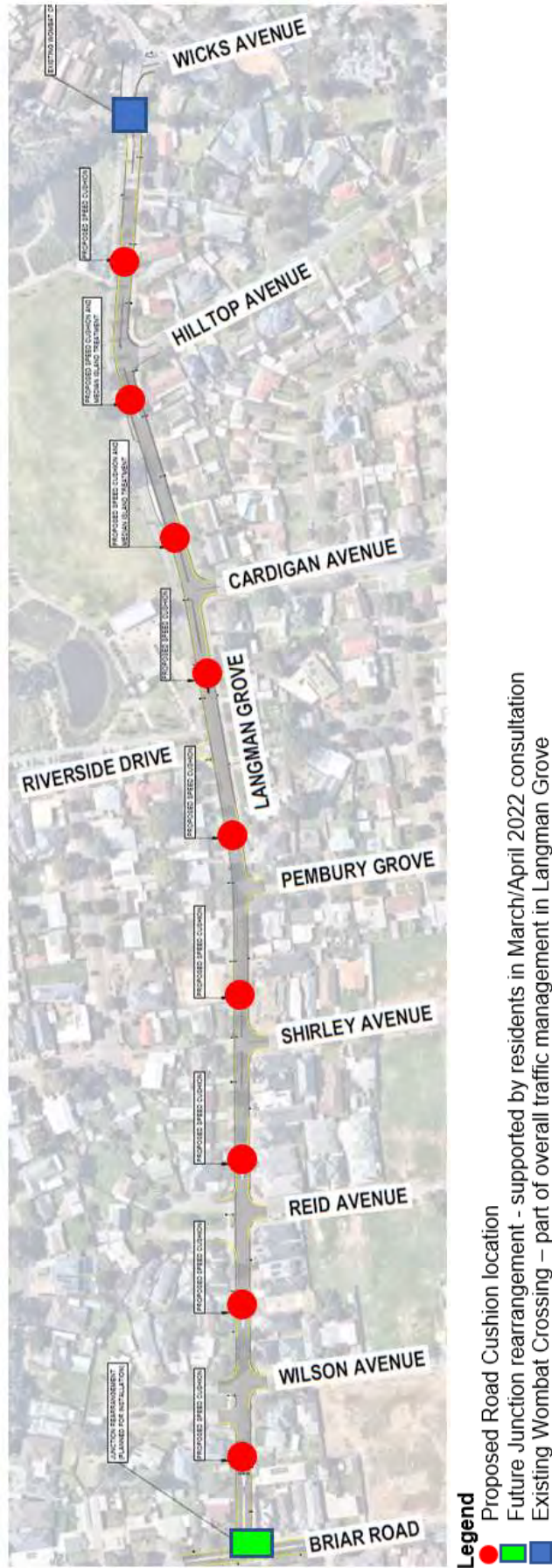


Figure 3: Overall layout of Road Cushion locations

It should also be noted that the installation of the road cushions would result in a net loss of thirteen (13) on-street car parking spaces along Langman Grove as set out below:

- two (2) spaces between Wicks Avenue and Hilltop Avenue (south side);
- two (2) spaces between Cardigan Avenue and Riverside Drive (north side);
- six (6) spaces between Riverside Drive and Pembury Grove (four (4) south side, two (2) north side);
- one (1) space between Pembury Grove and Shirley Street (north side); and
- two spaces between Shirley Street and Reid Street (south side).

You are invited to advise whether *you support, do not support* or are *unsure*, about the installation of road cushions as detailed in this letter. To do so, please complete the form attached which is on the last page of this letter, and return to the Council Offices by either:

- scanning or photographing the form and emailing the form to: townhall@npsp.sa.gov.au; or
- dropping the form in to the Payneham Library, located at 2 Turner Street, Felixstow; or
- dropping the form in to the Norwood Town Hall, located at 175 The Parade, Norwood.

If you would prefer to post a hard copy of the form, please contact 8366 4555 and a reply-paid envelope will be sent to you.

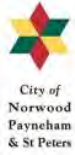
The completed form must be received by Council before Tuesday, 2 May 2023.

I thank you for your interest in this issue and look forward to your response.

Yours sincerely

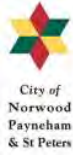


Gayle Buckby
MANAGER, TRAFFIC & INTEGRATED TRANSPORT



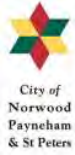
The City of Norwood Payneham & St Peters
LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC CONTROL
Community consultation, April 2023
fA24211



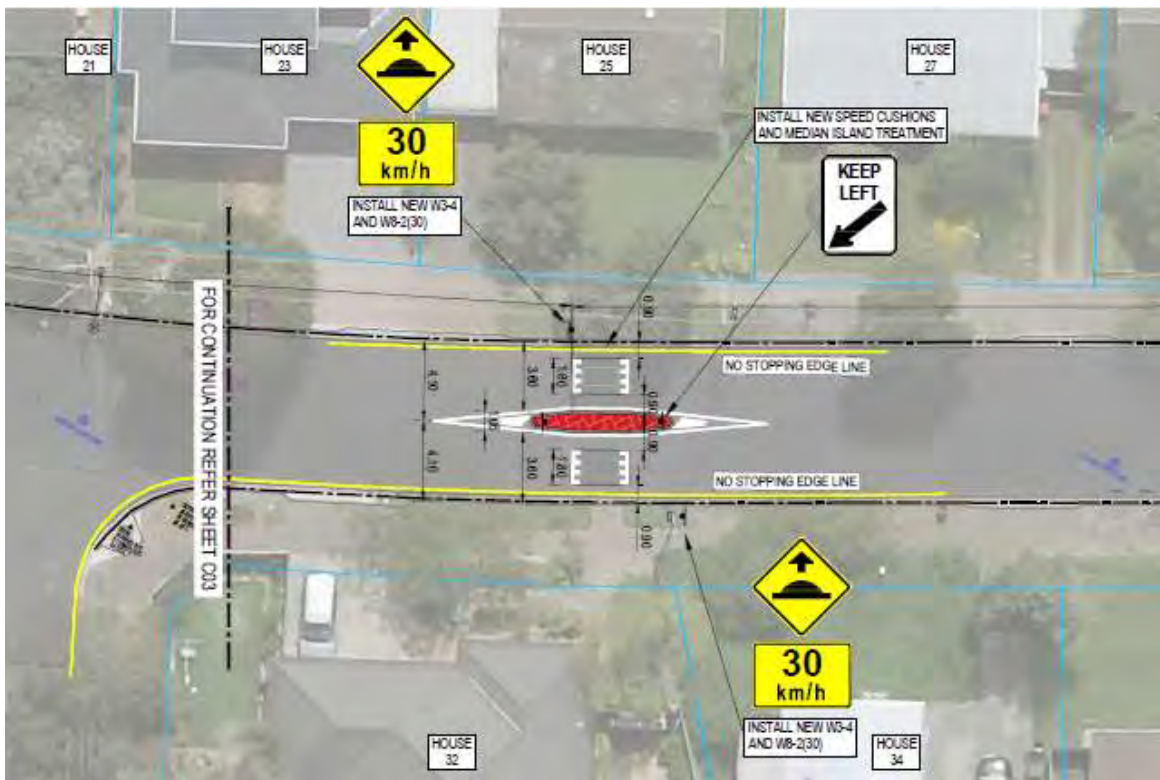


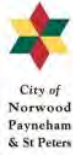
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fA24211



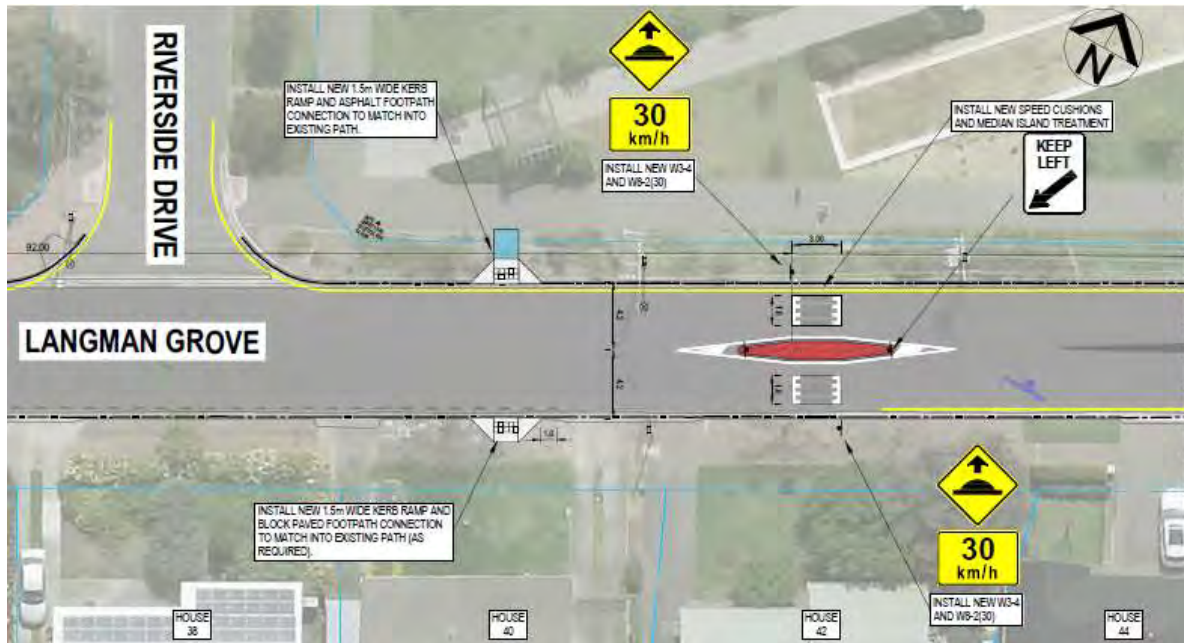


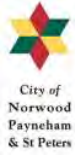
The City of Norwood Payneham & St Peters
LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC CONTROL
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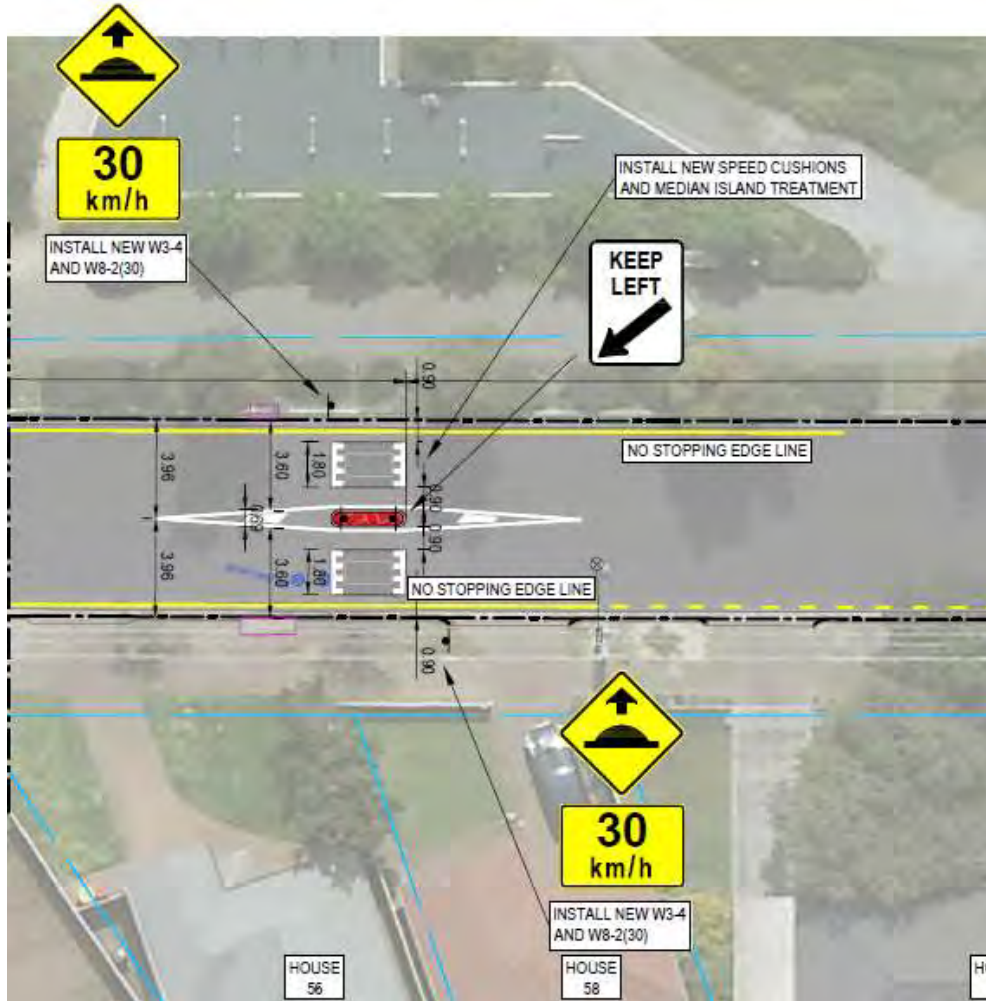


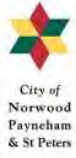
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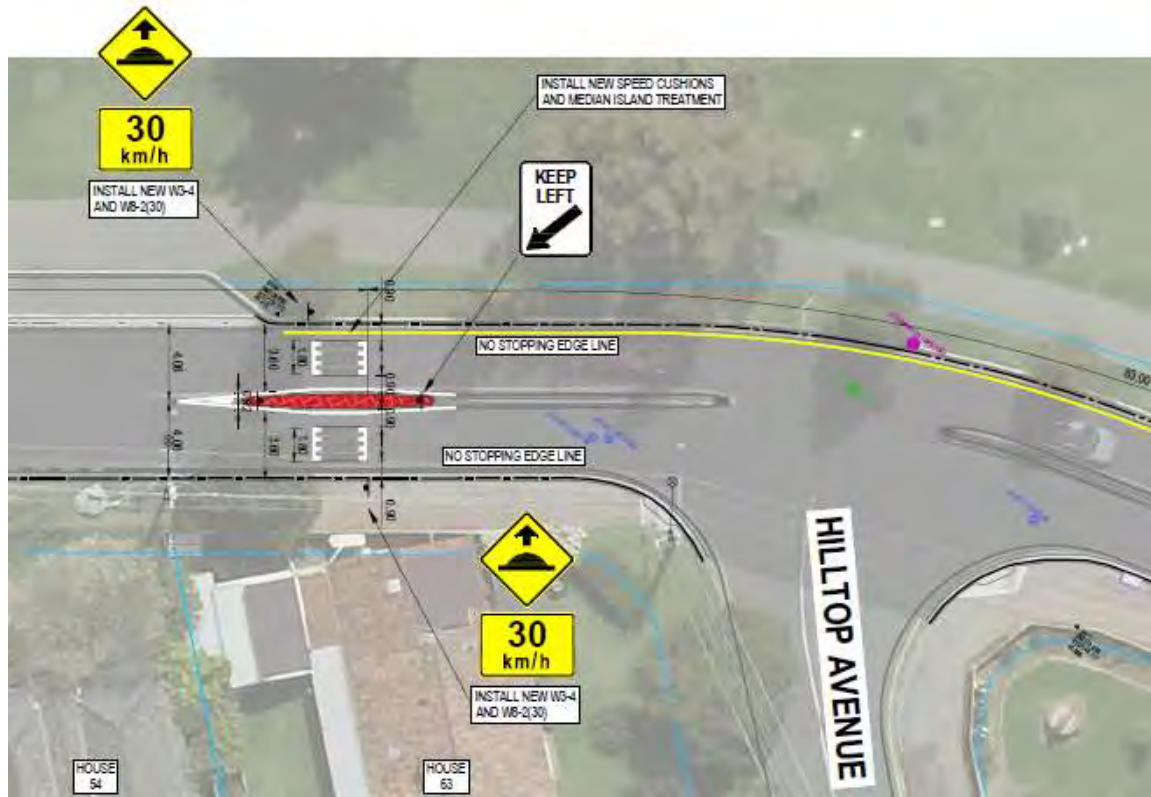


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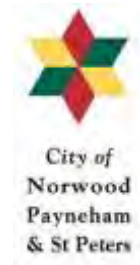




The City of Norwood Payneham & St Peters
LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC CONTROL
Community consultation, April 2023
fA24211



Langman Grove Traffic Management Installation of Speed Cushions



Consultation with Residents, April 2023

fA24211

CONTACT DETAILS

Name:

Address:

Phone:

Email:

Do you support the proposed Road Cushions along Langman Grove as described in the attached letter?

- Yes
- No
- Not sure

Comment:

Second Letter - with car parking amendment

Reference Number: fA24211
Enquiries To: Gayle Buckby
Direct Telephone: 8366 4542

17 April 2023

Dear Resident

IMPORTANT AMENDMENT TO CONSULTATION LETTER: LOSS OF CAR PARKING

LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC MANAGEMENT DESIGN NO. 3

I am writing to inform you that there was an error in the previous letter sent to you recently regarding the proposal to install speed cushions in Langman Grove, Felxstow.

The error is with regard to the loss of car parking. The previous letter stated that thirteen car parks would be lost as a result of the road cushions. The amended net loss of car parking spaces in Langman Grove would be thirty-eight (38) spaces.

The updated information follows, and I apologise for the inconvenience this has caused you. If you have already submitted a response, but would like to change your mind or provide additional comments, you may submit a new response. The closing date has been extended to Tuesday, 16 May 2023.

As discussed in previous letters, there are limited design options available for the installation of traffic management devices in Langman Grove, because of the need to accommodate bus movements within a narrow road width.

Residents who live on, or in close proximity to Langman Grove, were consulted in March 2022 with an option for a series of Slow Points along Langman Grove and again in June 2022 with an option for road cushions (road cushions are similar to road humps, but are made of recycled rubber, refer Figure 1, below).



Figure 1: Typical Road Cushion

In summary, the majority of respondents to the consultation did not fully support either of these options, but a high percentage of respondents said they would support the road cushions if the design was modified.

The Council therefore, engaged traffic engineering consultants to modify the design of the road cushions to address the design concerns that were raised by residents.

The design has been optimised to find a balance between speed management, road safety, bus movements, property access, stormwater overland flow in storm events, minimising leaf debris being trapped against the kerbs, and on-street parking.

D12



City of
**Norwood
Payneham
& St Peters**

175 The Parade,
Norwood SA 5067

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8366 4555

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Website
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The updated design includes the following changes:

- the width of each road cushion has been increased from 1.6 metres to 1.8 metres wide. This will minimise the ability for large vehicles to straddle the cushions. A detailed analysis of the bus wheel path has been undertaken to develop a specific design solution that is the absolute widest cushion possible, that will still be acceptable for installation on a bus route; central islands have been added at each road cushion location. Keep Left signs are shown in each central island to ensure that drivers cannot avoid the humps by driving along the centre of the road;
- kerb ramps have been added to assist pedestrians to cross Langman Grove, near Cardigan Avenue; and
- 30km/h Advisory Speed signs have been added at each road cushion location.

A cross-section of the proposed Road Cushion layout is illustrated in *Figure 2*, below. The height of the cushions will be 75mm.

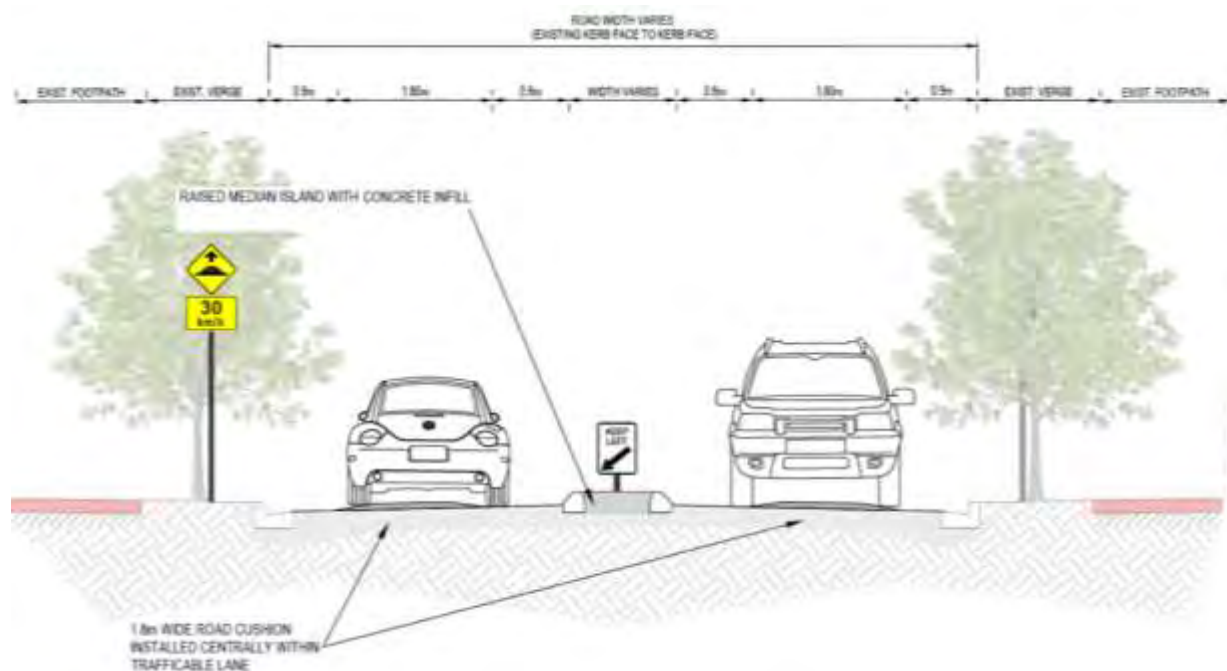


Figure 2: Cross section of proposed Road Cushion layout

The City of Unley installed 1.6-metre-wide road cushions along Leah Street, Forestville, in 2012. Leah Street and Langman Grove are both on the W90 bus route which connects Paradise to Marion.

Traffic data was collected on Leah Street before and after the installation of the cushions to evaluate their effectiveness and the following changes were identified:

- traffic speed reduced by 9km/h (from 49km/h to 40km/h);
- the percentage of vehicles exceeding the speed limit reduced from 72% to 15%; and
- the traffic volume reduced by 25% in the AM peak and 10% in the PM peak.

The evaluation of Leah Street clearly shows the advantages of road cushions, but residents must also be aware of the disadvantages which includes the noise often associated at road cushions due to vehicles braking, accelerating and the vertical displacement of vehicles and goods.

Figure 3 overleaf depicts the overall layout of the locations of the proposed road cushions. The locations have been placed to comply with Australian Standards and Guidelines, street lighting requirements and bus stop locations. If the Road Cushion concept is supported by the majority of residents, it must be noted that the position of each cushion cannot be relocated. Details of the proposed road cushions at each location are included from pages 5 to 10 of this letter.



Legend
 ● Proposed Road Cushion location
 ■ Future Junction rearrangement - supported by residents in March/April 2022 consultation
 ■ Existing Wombat Crossing – part of overall traffic management in Langman Grove

Figure 3: Overall layout of Road Cushion locations

It should also be noted that the installation of the road cushions would result in a net loss of thirty-eight (38) on-street car parking spaces along Langman Grove as set out below:

- four (4) spaces between Wilson Avenue and Reid Avenue;
- four (4) spaces between Reid Avenue and Shirley Avenue;
- three (3) spaces between Shirley Avenue and Pembury Grove;
- seven (7) spaces between Pembury Avenue and Riverside Drive;
- thirteen (13) spaces between Riverside Drive to Cardigan Avenue;
- seven (7) spaces between Hilltop Avenue and Wicks Avenue.

You are invited to advise whether *you support*, *do not support* or are *unsure*, about the installation of road cushions as detailed in this letter. To do so, please complete the form attached which is on the last page of this letter, and return to the Council Offices by either:

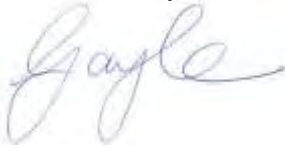
- scanning or photographing the form and emailing the form to: townhall@npsp.sa.gov.au; or
- dropping the form in to the Payneham Library, located at 2 Turner Street, Felixstow; or
- dropping the form in to the Norwood Town Hall, located at 175 The Parade, Norwood.

If you would prefer to post a hard copy of the form, please contact 8366 4555 and a reply-paid envelope will be sent to you.

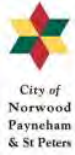
The completed form must be received by Council before Tuesday, 16 May 2023.

I thank you for your interest in this issue and look forward to your response.

Yours sincerely

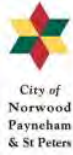


Gayle Buckby
MANAGER, TRAFFIC & INTEGRATED TRANSPORT



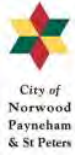
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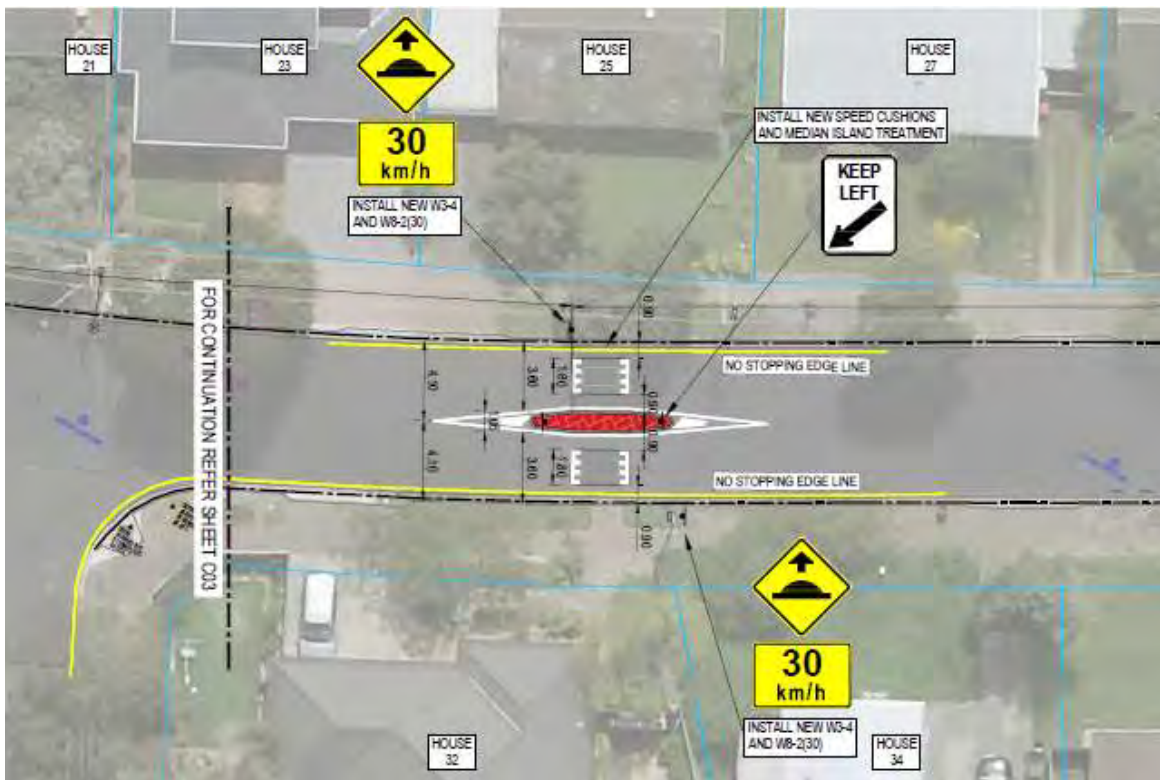


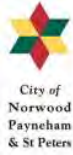
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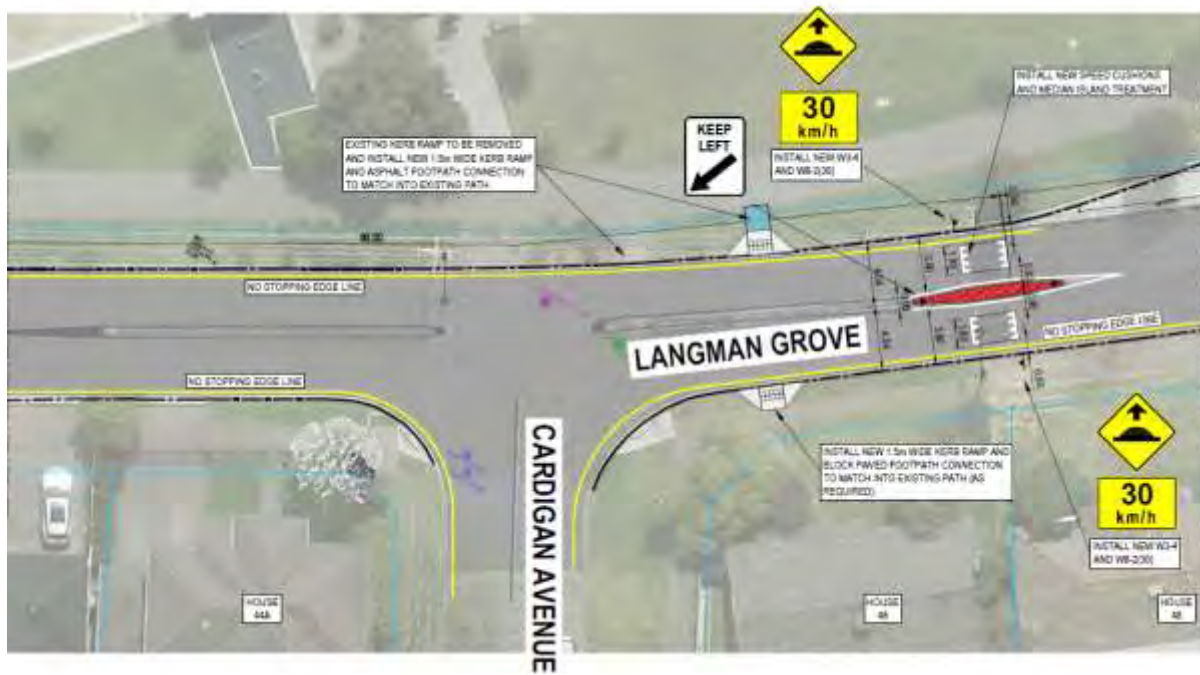
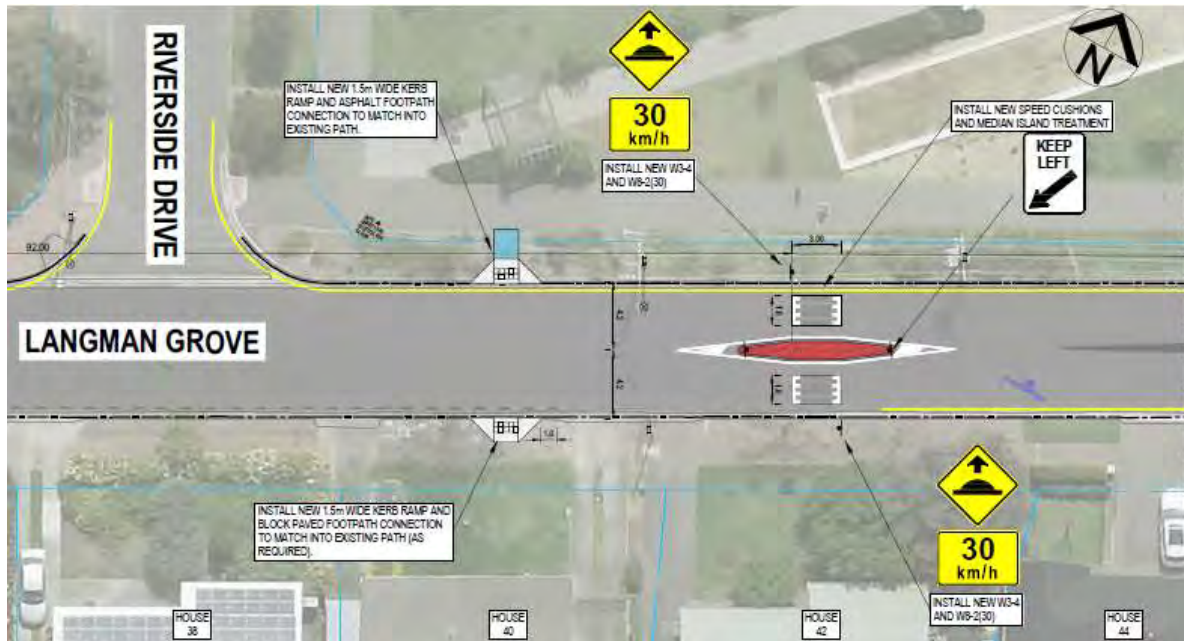


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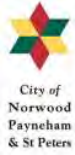


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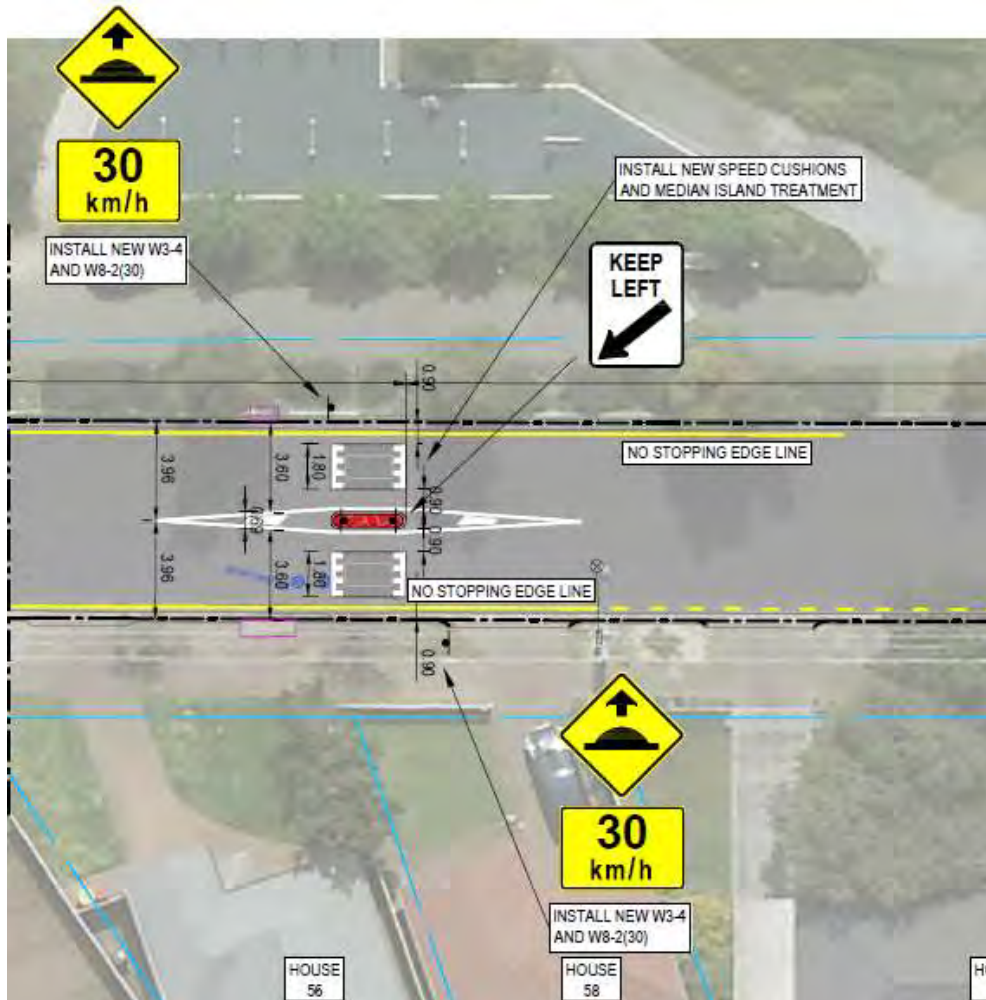


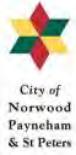
Second Letter - with car parking amendment

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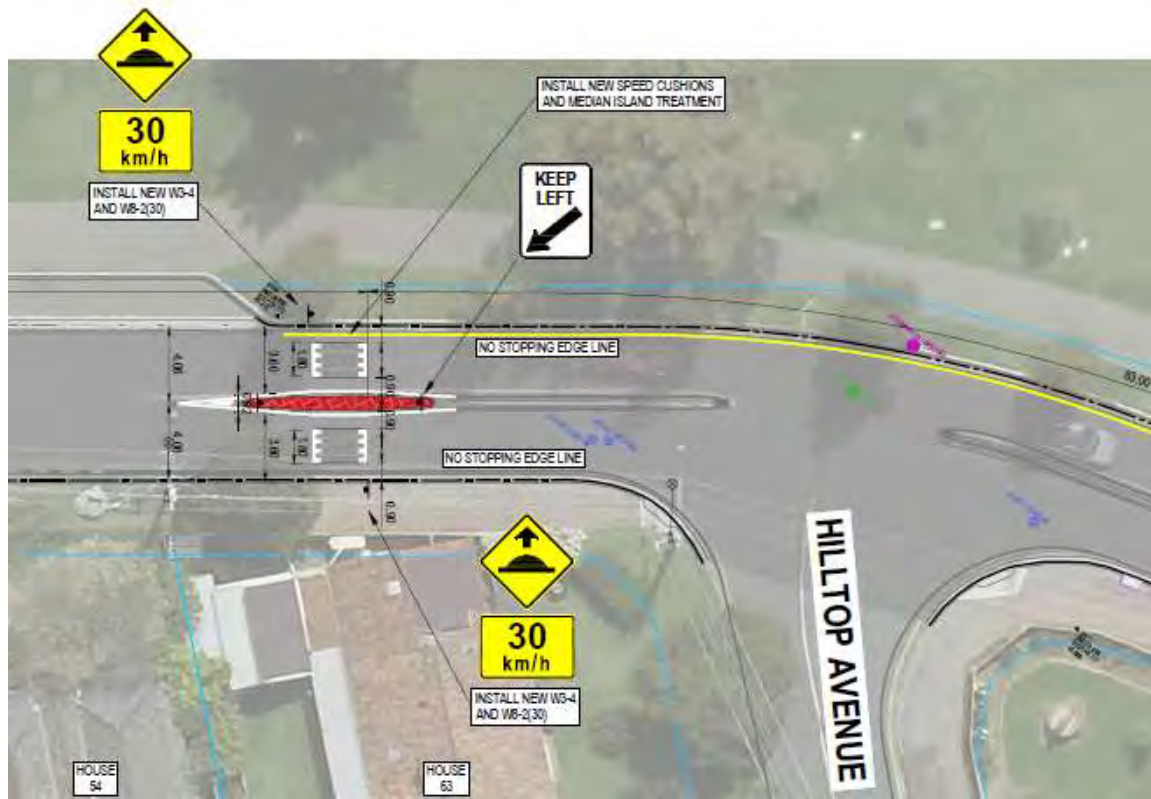


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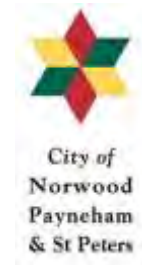




The City of Norwood Payneham & St Peters
LANGMAN GROVE, FELIXSTOW – PROPOSED TRAFFIC CONTROL
Community consultation, April 2023
fA24211



Langman Grove Traffic Management Installation of Speed Cushions



Consultation with Residents, April 2023

fA24211

CONTACT DETAILS

Name:

Address:

Phone:

Email:

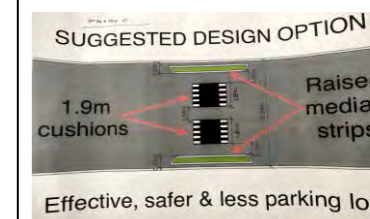
Do you support the proposed Road Cushions along Langman Grove as described in the attached letter?

- Yes
- No
- Not sure

Comment:

Submissions from Langman Grove Residents

Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Date Received	Made a submission in previous consultation?
Arginius Bois	Langman Grove	FELIXSTOW SA 5070	Yes	This has been the best news we could have received. We have just moved here and are terrified whenever we reverse out or into our driveway. We have grandchildren and are concerned that they will be hit by an oncoming vehicle when they visit. My kids fear taking them out of the car. We have so many local residents that we cannot afford to have other traffic using the route as a short cut to avoid the main roads.	12 April 2023	No previous submission
Sunwoong Park	Langman Grove	FELIXSTOW SA 5070	Yes	Nil.	14 April 2023	Round 1 - supported Round 2 - supported
Greg Crawford	Langman Grove	FELIXSTOW SA 5070	Yes	Full support.	14 April 2023	Round 1 - not sure Round 2 - not sure
David & Elena Wood	Langman Grove	FELIXSTOW SA 5070	Yes	-	14 April 2023	Round 2 - not supported
Matthew & Claire Sexton	Langman Grove	FELIXSTOW SA 5070	Yes	Happy to proceed, disappointed to lose one park on Reid Avenue as we are also losing one out the front of our house. Cars are constantly going above 70-80 k per hour and it has to stop. I would like no buses down this road - put them on Payneham or direct people to the O-bahn at Klemzig. Buses also speed down this road.	14 April 2023	Round 2 - not supported
Anthony Steele	Langman Grove	FELIXSTOW SA 5070	Yes	Height of road cushion 75mm is too low should be 120mm to be effective.	14 April 2023	Round 1 - not supported Round 2 - not sure
Jon Lister & Virginia Kennett	Moresby Street	WAYVILLE SA 5034	No	*1st Submission* Owner of Langman Grove Felixstow. Please note that we have NEVER received a previous opportunity to comment on this topic. This is our first opportunity. We are strongly opposed to the installation of road cushions. The acknowledged disadvantages heavily outweigh the suggested advantages. Additionally, the installations and associated signage reduce the aesthetic amenity of the district. We would support a 40 kph limit which could be enforced in the usual way by police. We do not wish to have heavy vehicles braking, crashing over and acceleration after unsightly road cushions. Thank you.	20 April 2023	No previous submission
V. Kennett	Langman Grove	FELIXSTOW SA 5070	No	*2nd Submission* Disastrous. Absolutely opposed - visual and aural pollution. Major loss of parking spaces and given the number of people using the Riverside Park & facilities this is insupportable. Why not a 40km speed limit along the entire length. So many flaws in this proposal. This will also maximise the leaf and seed pod debris trapped in the gutters. Langman Grove has Tristania Conferta debris which is already unmanageable. Cannot think of a worse proposal. *Please note that this resident/homeowner did not receive correspondence of March or June 2022.	8 May 2023	No previous submission
Denis & Christine Moulds	Langman Grove	FELIXSTOW SA 5070	Yes	*1st Submission* We think that the sign post on Briar Road should be changed to a stop sign as careless drivers will still cruise the left hand turn. The yellow line adjacent to Riverside Drive should be continued.	20 April 2023	Round 1 - not sure
Denis & Christine Moulds	Langman Grove	FELIXSTOW SA 5070	Yes	*2nd Submission* Past comments stop sign at intersection. Line opposite Riverside Drive. Happy with cushions.	11 May 2023	Round 1 - not sure
Ms C Spencer	Langman Grove	FELIXSTOW SA 5070	Yes	Much improved on the previous two traffic management designs. Would be super great should there be less traffic and have speed limit/signs.	21 April 2023	Round 1 - not supported Round 2 - not sure
Gino Allevi	Langman Grove	FELIXSTOW SA 5070	Yes	Comment not legible.	26 April 2023	Round 1 - not supported Round 2 - not supported
Christopher Laws	Langman Grove	FELIXSTOW SA 5070	Yes	-	30 April 2023	Round 1 - not supported Round 2 - not sure
Saroj Khanal	Langman Grove	FELIXSTOW SA 5070	Yes	In general, we are happy with the proposal and are excited to see this actioned to resolve the ongoing traffic issue.	1 May 2023	No previous submission
KI Kaluarachchige	Langman Grove	FELIXSTOW SA 5070	No	We have a concern over the proposed median island treatment between Wilson av. & Reid av. We have 2 cars which we use regularly & because of this we will have issues reversing the cars. The reason being the island the further narrows the road and unlike a bumper or a cushion we can't reverse onto the island. This will have an impact on the property value as well. Therefore we suggest you to reconsider an alternative which is illustrated in annexure 01, which is a much better option than an island (please see annexure attached).	2 May 2023	Round 1 - not supported
Marc Jon Licup and Jimerlyn Licup	Langman Grove	FELIXSTOW SA 5070	Yes	-	8 May 2023	Round 1 - supported Round 2 - not sure
Carole Page	Langman Grove	FELIXSTOW SA 5070	Yes	Do it ASAP please	11 May 2023	Round 1 - supported (same address - Ray Page)



Submissions from Langman Grove Residents

Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Date Received	Made a submission in previous consultation?
Siew Siang Tay	Langman Grove	FELIXSTOW SA 5070	Yes	- stop sign instead of 'give way' sign - please implement road cushions for Briar Road as well otherwise measures will only have limited effectiveness - thank you!	11 May 2023	Round 1 - not supported Round 2 - supported
Michael Myers	Langman Grove	FELIXSTOW SA 5070	Yes	-	11 May 2023	No previous submission
Mary Kastanos	Langman Grove	FELIXSTOW SA 5070	Yes	This proposal would work better if Briar Road also had speed humps. This would be a better deterrent for cars using this route as a short-cut. Living in Langman Grove has become intolerable with the current heavy traffic.	11 May 2023	Round 1 - not supported Round 2 - not sure
Ms Yang Yi	Langman Grove	FELIXSTOW SA 5070	Yes	-	15 May 2023	No previous submission
Jiani Liang and Jiajun Zhu	Langman Grove	FELIXSTOW SA 5070	No	I am a long term resident of Langman Grove Felixstow. I always have serious sleep problems myself at night. Currently, there is a bus stop at my doorstep, and the proposal little "road cushion " is a big NO NO to me and my family, with huge concern of ongoing large bumping noise day and night. Particularly at night when vehicle driving pass. Not only us, on Langman Grove, there are many elder/ mutual age people living along the road. We represent a big part of the residents on the road. 😊 These little road cushion is yet to verify or prove the noise level and also the efficiency of reducing the vehicle speed. However, we can provide more information if you wish to put in a demo road cushion on road for the study. So that we can provide feedback of the noise and speed change information if you want to try for a short period of time. I have been doing some small test along the street, at late night, the vehicles driving speed is definitely more than 50km/ hour, and the highest speed will be reaching 80 km/hour. How can those people see clearly the small dark colour road cushions if they drive at high speed, it maybe a safety concern from my point of view. I have done some research of the streets that also has bus route and lots of traffic, and hope this is something that council can do further study and research. We suggest to have these better measurements to be in placed. a. Round about (it is very effective for reducing vehicle speed, highly recommend) b. road cushion cover the whole width of the street. (please refer to Fourth Ave Klemzig and Millicent Street Athol Park photos, those road cushion more effective, and less noise to the street). c. Speed sign Example 1. Fourth Ave Klemzig, bus route: 281 from Paradise Interchange to City. a. road cushion cover the whole width of the street. b. speed sign. c. Round about. Example 2. 1. Marian Road Glynde, bus route : H33 from Henley Beach to Rostrevor a. Round about Example 3. 1. Coorara Ave Payneham South, bus route: H33 from Henley Beach to Rostrevor 2. Round about Example 4. Second avenue Klemzig and Millicent Street Athol Park. a.Road cushion across whole street. In particular, in Millicent Street Athol Park, You can see that every 5 cars there is a road cushion. It reduces the vehicle dramatically. b. Speed sign Round about suggestions We suggest to have round about In T junction of Wilson Avenue and Langman Grove. We suggest to have round about in T Junction of Reid Avenue and Langman Grove. Reason: These two spots have more space for round about set up. In particular, there is existing green space / reserve strip can be utilized Road Cushion suggestions Proposed road cushion locations (location map provided by council). Full width road cushion is better solution than little road cushion. Photos attached.	15 May 2023	No previous submission
Thomas & Hazel Moore	Langman Grove	FELIXSTOW SA 5070	No	We cannot support the proposal due to the large number of parking spaces that will be lost. We only have one on-property car park and so on-street carparking is very important to us with smaller land sizes! Given the wombat crossing near us we would prefer no road cushions in front of us (between Hilltop - Wicks Ave), which is only removing the final cushion. This will hopefully not change the total effect of the speed slowing measures.	16 May 2023	No previous submission
Aryan Banerjee	Langman Grove	FELIXSTOW SA 5070	Yes	Agreed, noting Council has represented in written correspondence that minor design elements (except location of cushions) can be changed.	19 May 2023 *Late Submission*	Round 2 - not sure
Fernando Sanchez	Wilson Avenue (corner of Langman Grove)	FELIXSTOW SA 5070	Yes	-	1 May 2023	Round 2 - supported
Andrew White	Hilltop Avenue (cnr of Langman Grove)	FELIXSTOW SA 5070	No	We are based at Hilltop Avenue and do not support the location of the hump on Langman Grove to the side of our property. We are concerned about increased traffic noise with vehicles slowing and accelerating around the humps. The loss of 38 car parks will also drive an increase in visitors parking up and down our street, in front of our home, rather than on Langman Grove.	16 May 2023	Round 1 - not supported Round 2 - unsure

Submissions from Other Felixstow Residents

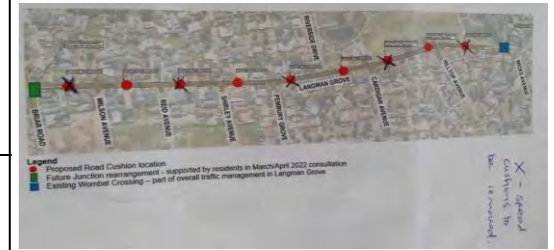
Name	Address 1	Address 2	Support Yes/No/U	Comments	Date Received	Made a submission in previous consultations?
John Dunnery & Jay Christie	Wilson Avenue	FELIXSTOW SA 5070	Yes	Another suggestion to address traffic congestion on Langman Grove and Briar Road due to the increased housing is to restrict parking along these roads to one side of the road only. **1st Submission**	11 April 2023	Round 2 - supported
John Dunnery & Jay Christie	Wilson Avenue	FELIXSTOW SA 5070	Yes	As previously advised due to increase in housing in Felixstow and residents parking on both sides of Langman Grove and Briar Road Council should consider only allowing parking on one side of these roads. This will improve traffic flow and reduce potential accidents on these two very busy roads in a residential area. **2nd Submission**	20 April 2023	Round 2 - supported
Adrian Fabris	Cardigan Avenue	FELIXSTOW SA 5070	No	We do not support the proposal as it will make for a less comfortable drive. I have been living on Cardigan Avenue for ~6 months. In this short time I have noticed an increase in cars parking on Langman Grove. My concern is that these changes will lead to increased parking up Cardigan Avenue. Also, I have not noticed any speeding cars, particularly since cars parked on Langman have reduced many sections of the road to one lane, meaning cars need to bank up behind parked cars. The proposed yellow lines will improve this situation, however, I propose making sure there is a yellow line on at least one side of Langman Grove.	12 April 2023	No previous submission
Joshua Zugajev	Wilson Avenue	FELIXSTOW SA 5070	No	You've still not provided any information to establish or confirm the underlying need for additional traffic management measures on Langman Grove.	13 April 2023	Round 1 - not supported Round 2 - not supported
Justin Boden & Annika Agar	Briar Road	FELIXSTOW SA 5070	Yes	-	15 April 2023	Round 1 - supported Round 2 - supported
Sharyn Roberts	Riverside Drive	FELIXSTOW SA 5070	Yes	I strongly urge the council to ensure that it monitors traffic flow - especially on weekends. Parking in particular is an issue. As more and more housing is completed in the arterial streets between Langman Grove and Payneham Road, traffic is going to be a huge issue - is already causing problems.	17 April 2023	No previous submission
Craig Bainger	Cann Close	FELIXSTOW SA 5070	Not sure	9x cushion locations is excessive, suggest reducing quantity to 5 locations which would reduce the number of lost car parks.	18 April 2023	Round 1 - partially supported Round 2 - not in proposed arrangement
Shaun Hunt	Hilltop Avenue	FELIXSTOW SA 5070	Yes	Having young children who cross Langman often to access Felixstow Reserve, I feel slowing down traffic on Langman is a great initiative.	18 April 2023	No previous submission
Roger Phelps	Pembury Grove	FELIXSTOW SA 5070	No	As I have said before to the last proposal this is a cyclists nightmare. There is no room now for impatient motorists let alone put more barriers that force them even closer to the cyclist I have been pushed into the gutter and nearly knocked off my bike so many times with only two islands on this road. So the proposal to have 9! is a sure recipe for someone to be injured or killed as has happened on many roads that do not try to separate motorists from cyclists. No one seems to care until this tragedy happens.	18 April 2023	Round 1 - not supported
Jiale Shang	Briar Road	FELIXSTOW SA 5070	Yes	I hope the Briar Road can also be changed to a speed limit of 40.	19 April 2023	No previous submission
Jacqui & Rob McKeown	Riverside Drive	FELIXSTOW SA 5070	Yes	Our only concern as previously stated is that, with the cushion + yellow no parking line on Langman Grove, between Riverside Drive and Cardigan Avenue, where are the overflow cars going to park when in summer the park facilities are used to full capacity. It will mean more traffic congestion on Riverside Drive + parking unsafely.	20 April 2023	No previous submission
Sylvia Soon	Wilson Avenue	FELIXSTOW SA 5070	No	1. Why do drivers require to 'give way' to Briar Road as Langman Grove/Briar Road is the main thoroughfare and has more than vehicles travelling to Linear Park. This will create plenty of issues and will bank up traffic and causing sight distance issue (for vehicles turning right from Wilson Avenue to Langman Grove). Better with roundabout than having 'give way' line. 2. Should investigate the bend/ T junction at Turner Street and Briar Road as buses always encroaching to opposite traffic lane when turning. Besides vehicles especially in the peak hour tend to stop wanting to turn right into Briar Road which causing traffic issues too. 3. Too many road cushions. Should look at banning some on street parkings as vehicles tend to park close to T-junction or near pavement bars. 4. Have seen NPSP made changes to linemarkings of pedestrian crossings after it had been installed. Would this proposal be the same mistakes again? 5. Will NPSP considers sharrow given James St & Sheppard Lane has sharrow line marking.	20 April 2023	No previous submission
Cathy Gallomario	Riverside Drive	FELIXSTOW SA 5070	Yes	-	20 April 2023	No previous submission
Montgomery Sutton	Reid Avenue	FELIXSTOW SA 5070	No	I think Langman Grove is fine the way it is.	20 April 2023	No previous submission
Mieke van Hees-Janssens	Riverside Drive	FELIXSTOW SA 5070	Not sure	My concern with the proposed installation of speed cushions will send traffic to different routes and consequential Riverside Drive will become new thoroughfare for traffic. Please install 1 or 2 speed cushions on Riverside Drive as well.	21 April 2023	Round 2 - not supported
Geoff & Veronica Wood	Owners of & Riverside Drive	FELIXSTOW SA 5070	No	1. High density housing neighbourhood with limited off street parking options. An over engineered proposal which effectively removes most street parking. The Leah Street, Forestville example does not have raised concrete islands. Just reduce the speed limit to 40 km/hr and regulate. 2. We do not support the alteration to the Briar Road/ Langman Grove intersection. This will direct speeding vehicles into Riverside Drive where there are existing parking problems and safety issues. Very few families use the car park to the west of the large and popular playground, leading to road congestion on Riverside Drive. There have been several near misses with young children running onto the road from between parked cars. Directing additional traffic into this dangerous section of Riverside Drive is irresponsible of Council.	24 April 2023	Round 2 - not supported

Submissions from Other Felixstow Residents

Name	Address 1	Address 2	Support Yes/No/U	Comments	Date Received	Made a submission in previous consultations?
Jennifer Harrell	█ Briar Road	FELIXSTOW SA 5070	No	It is not necessary to slow the entire length of the road! Plus it will make it <u>very</u> unpleasant for the locals! I agree with the new t-junction at Briar Road. My suggestion is <u>2</u> major slow points (maybe a single lane with landscaping) at the Felixstow Oval end - near Riverside Drive and Hilltop Avenue. Major slowing by the oval also enables safety for the community using the park - which is growing in popularity! Also utilising many speed humps will diminish much needed space for car parking, especially as there are <u>many</u> more dwellings on Langman Grove!	24 April 2023	No previous submission
Arash Gharani	█ Wicks Avenue	FELIXSTOW SA 5070	No	Included comments from email rather than form as they are a more detailed version of what is written on the form. I do not support the option of adding road cushions. Road cushions and central islands are not the first steps in reducing speeds. There are other steps that can be implemented before using speed cushions: <ul style="list-style-type: none"> • Installing speed limit signs: Installing speed limit signs can remind drivers of the appropriate speed for the road and help to reduce speeding. Currently there is only one speed sign (40 km) between Briar road and Wicks avenue which is located before pedestrian crossing at Wicks avenue. • Implementing speed cameras: Speed cameras can be an effective tool for enforcing speed limits and reducing speeding on roads. • Conducting public education campaigns: Public education campaigns can help to raise awareness about the dangers of speeding and encourage drivers to follow the speed limit. Speed cushions can also be inconvenient for larger vehicles, such as emergency vehicles or buses, and can increase noise and vibration for nearby residents.	26 April 2023	No previous submission
Daniel Woodley	█ River Street	ST PETERS SA 5069	No	Owner of █ Riverside Drive, Felixstow - Not sure that it is necessary - parking is more important than installation of speed cushions	28 April 2023	No previous submission
Eileen Mulrone	█ Riverside Drive	FELIXSTOW SA 5070	Yes	Please could you look at parking in Riverside Drive as always full of cars both sides going to get O'Bahn. Thank you.	2 May 2023	No previous submission
Rick Jacobs	█ Reid Avenue	FELIXSTOW SA 5070	No	I feel that there is no problem with Langman Grove as it is. It is only busy for a short time in the morning and again after school/work. We can see and hear the traffic from our house and speeding cars is minimal and feel there is no need for speed humps. The give way sign at Briar Road end is a good idea and maybe a 40 kph speed limit would be fine too. It is and always has been a connecting road from Campbelltown to OG Road. We use it to get to the shops on Hilltop as we live in the culdersac. The Felixstow Reserve upgrades are fantastic - Thank you. But, feel this would be a waste of money and cause a big inconvenience to driving in our suburb.	5 May 2023	Round 1 - unsure Round 2 - not supported
Natalie Prior	█ Hilltop Avenue	FELIXSTOW SA 5070	No	-	10 May 2023	Round 2 - not supported
Colin & Marian Mott	█ Briar Road	FELIXSTOW SA 5070	Yes	-	11 May 2023	Round 1 - not supported
Colin J. Lewis	█ Briar Road	FELIXSTOW SA 5070	Yes	Stop sign at corner Briar Rd and Langman Drive?		Round 1 - not supported
Barry Dew	█ Diekman Avenue	FELIXSTOW SA 5070	No	The speed restrictions coupled with the give way sign on Langman Grove would create a shortcut for traffic through Riverside Drive and Diekman Avenue. The loss of parking spaces on Langman Grove would force people to park in the adjacent streets, this is already an issue in Diekman Avenue because cars park both sides of the street which creates a problem when reversing from our driveway. I think this is an over reaction to a perceived problem being complained about by a minority of residents.	11 May 2023	No previous submission
Ashley Durham	█ Briar Road	FELIXSTOW SA 5070	Yes	I am concerned that speeding down Briar Road will increase perhaps considerably as motorists compensate for loss of speed once they turn into Langman Grove - amd vice versa. I understand that Briar Road will ultimately have the same treatment. It's commendable and will only fully be effective when the whole area is zoned 40km or will Turner, Briar and Langman still be 50km?	11 May 2023	No previous submission
Andrew Humpage and Sandy Dickson	█ Pembury Grove	FELIXSTOW SA 5070	Yes	-	11 May 2023	Round 2 - unsure
Ann & Dennis Floyd	█ Box 2022	GLYNDE PLAZA SA 5070	Yes	From █ Diekman Avenue. This is a good solution which maintains the convenience of the existing bus route and discourages the risks of speeding.	11 May 2023	Round 2 - supported
Tony Peckham	█ Diekman Avenue	FELIXSTOW SA 5070	No	I think speed cameras should be installed and reduce the speed to 40km. At a far less cost of the road cushions.	11 May 2023	No previous submission
Shu Wun Lai	█ Thrower Avenue	FELIXSTOW SA 5070	Yes	-	11 May 2023	Round 1 - supported
Ros Peckham	█ Diekman Avenue	FELIXSTOW SA 5070	Not sure	Because it may make driver take a detour around Riverside Drive to avoid some of the 9 cushions.	11 May 2023	No previous submission
K. F Versari	█ Pembury Grove	FELIXSTOW SA 5070	No	Having lived here since 1965 & love the area & improvements done. Am totally against cushions on Langman Grove. Surely speed reduction limits would suffice w/o more expenses for ratepayers. There are plenty of roads in need of repairs now w/our more bumps to contend with. I said before owning a small car now the holes & bumps are bad enough and I <u>don't</u> speed. Certainly hope you don't go ahead with cushions being pushed by a couple of people.	11 May 2023	Round 2 - not supported
J & D Matthew	█ Riverside Drive	FELIXSTOW SA 5070	Yes	-	11 May 2023	No previous submission
Eva Vekas	█ Shirley Avenue	FELIXSTOW SA 5070	Yes	-	14 May 2023	Round 1 - supported Round 2 - supported

Submissions from Other Felixstow Residents

Name	Address 1	Address 2	Support Yes/No/U	Comments	Date Received	Made a submission in previous consultations?
Karen Custance	Diekman Avenue	FELIXSTOW SA 5070	No	I am concerned about the loss of 38 car parking spaces. With the subdivision of blocks and smaller driveways there already is obvious signs of congestion on Briar Road and Riverside Drive and Diekman Avenue. Most families have at least 2 cars. I expect this would be the same on Langman Grove. Perhaps if it was a 40 km/h zone instead of speed bumps or the number was reduced to four as per attached photo. I hope you consider this as I know today is the deadline. Has attached a picture.	16 May 2023	
Hilmy Fayad	Pembury Grove	FELIXSTOW SA 5070	No	1. Leave it as it is because those who speed will always find a way around it regardless of all the ideas put forward and money spent. 2. Also, by reducing the number of parking spots you force people to park in side streets which already happens on a good day & everyone wants to use the park land as our area is very popular since the redevelopment.	16 May 2023	No previous submission
Jacqueline & John Newgrain	Beaufort Crescent	FELIXSTOW SA 5070	Not sure	1. Far too many cushions & islands 2. Agree with Briar Road - Langman Grove Intersection 3. We will avoid Langman Grove 4. It will divert traffic into side streets - ugh! Received & noted your revision letter re. 38 spaces loss.	16 May 2023	Round 1 - not supported Round 2 - not supported



Submissions from Campbelltown Residents

Name	Address 1	Address 2	Support Yes/No/Unsure	Comments	Date Received	Made a submission in previous consultations?
Zac & Kate Savage	█ Sycamore Terrace	CAMPBELLTOWN SA 5074	Yes	Great Proposal!	14 April 2023	No previous submission
Diana Carmichael	█ Sycamore Terrace	CAMPBELLTOWN SA 5074	Yes	Yes - <u>if</u> they are effective in slowing vehicles. Norwood Payneham & St Peters should be working with <u>Campbelltown Council</u> regarding traffic management along Langman Grove and Sycamore Terrace. At the approach from Langman Grove and Sycamore Terrace there is a 50 kilometre per hour speed sign. This is too fast. The exit/entrance to units at 3 Sycamore is just after the sign. Cars speed up at this point and makes it a dangerous place to exit onto Sycamore and Langman. There needs to be a general deterrent of 40km maximum along <u>both</u> Langman and Sycamore which are being used as a shortcut through from Suldolz Road to OG Road.	27 April 2023	No previous submission

Attachment E

Langman Grove Traffic Management

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

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters



LOCATION PLAN

NTS

SHEET INDEX

- SHEET C01 - LOCATION PLAN AND SHEET INDEX
- SHEET C02 - TYPICAL SECTIONS
- SHEET C03 - TRAFFIC CONTROL PLAN (SHEET 1 OF 4)
- SHEET C04 - TRAFFIC CONTROL PLAN (SHEET 2 OF 4)
- SHEET C05 - TRAFFIC CONTROL PLAN (SHEET 3 OF 4)
- SHEET C06 - TRAFFIC CONTROL PLAN (SHEET 4 OF 4)

GENERAL TRAFFIC NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. REDUNDANT PAVEMENT MARKINGS SHALL BE REMOVED USING 'ENVIROBLAST' OR SIMILAR APPROVED.
3. ALL LINEMARKING SHALL BE 100mm WIDE UNLESS OTHERWISE SHOWN.

LINEMARKING NOTES

- CONTINUOUS LINE* - 100mm WIDE CONTINUOUS WHITE LINE.
- NO STOPPING EDGE LINE* - 100mm WIDE CONTINUOUS YELLOW LINE.
- RESTRICTED PARKING EDGE LINE* - 100mm WIDE, 600mm LONG YELLOW LINE, 900mm GAP.
- EDGE LINE* - 100mm WIDE CONTINUOUS WHITE LINE.
- GIVE-WAY LINE - 450mm WIDE (MINIMUM) WHITE LINE, WITH LINE SEGMENTS 600mm LONG, 600mm GAP.
- DIAGONAL STRIPE* - 1000mm WIDE WHITE LINE AT 45°, GAP AS PER THE PAVEMENT MARKING MANUAL (DPTI) OR AS SHOWN.

* ALL LONGITUDINAL LINES, CHEVRONS AND DIAGONAL MARKINGS HAVING APPLICATION AT NIGHT SHALL BE REFLECTORISED IN ACCORDANCE WITH AS 1742.

SIGNAGE NOTES

1. ALL ROAD SIGNS TO BE INSTALLED IN ACCORDANCE WITH AS 1742.
2. ALL ROAD SIGNS TO BE LOCATED SO THAT THE EDGE OF SIGN NEAREST THE ROAD IS LOCATED;
 - KERBED ROADS - AT LEAST 300mm FROM BACK OF KERB.
 - UN-KERBED ROADS - AT LEAST 600mm BACK FROM THE LINE OF GUIDE POSTS (MIN 2.0m - MAX 5.0m FROM EDGE OF SEAL).

VEHICLE TURNING PATH NOTES

THE TURNING PATHS SHOWN HAVE BEEN CREATED USING THE FOLLOWING CRITERIA

- ROAD CATEGORY: COLLECTOR/LOCAL
- DESIGN VEHICLE: AUSTRROADS 2013, SINGLE UNIT TRUCK/BUS 12.5m
- CHECKING VEHICLE: AUSTRROADS 2013, ARTICULATED BUS 19m
- CLEARANCE OFFSET: 300mm

CONCEPT ONLY

REV	DESCRIPTION	DRAWN	CHECK	APPD	DATE
J	AMENDED FOLOWING COMMUNITY CONSULTATION	TT	LM	LM	14.06.2023
I	AMENDED AS PER COUNCIL COMMENTS	BE	RT	RT	21.03.2023
H	AMENDED TO REFLECT CHANGES IN CUSHION ARRANGEMENT	BE	RT	RT	28.02.2023
G	AMENDED TO INCLUDE RAISED MEDIANS	TT	RT	RT	11.08.2022
F	AMENDED AS PER COUNCIL COMMENTS	BE	RT	RT	24.06.2022

SCALES:

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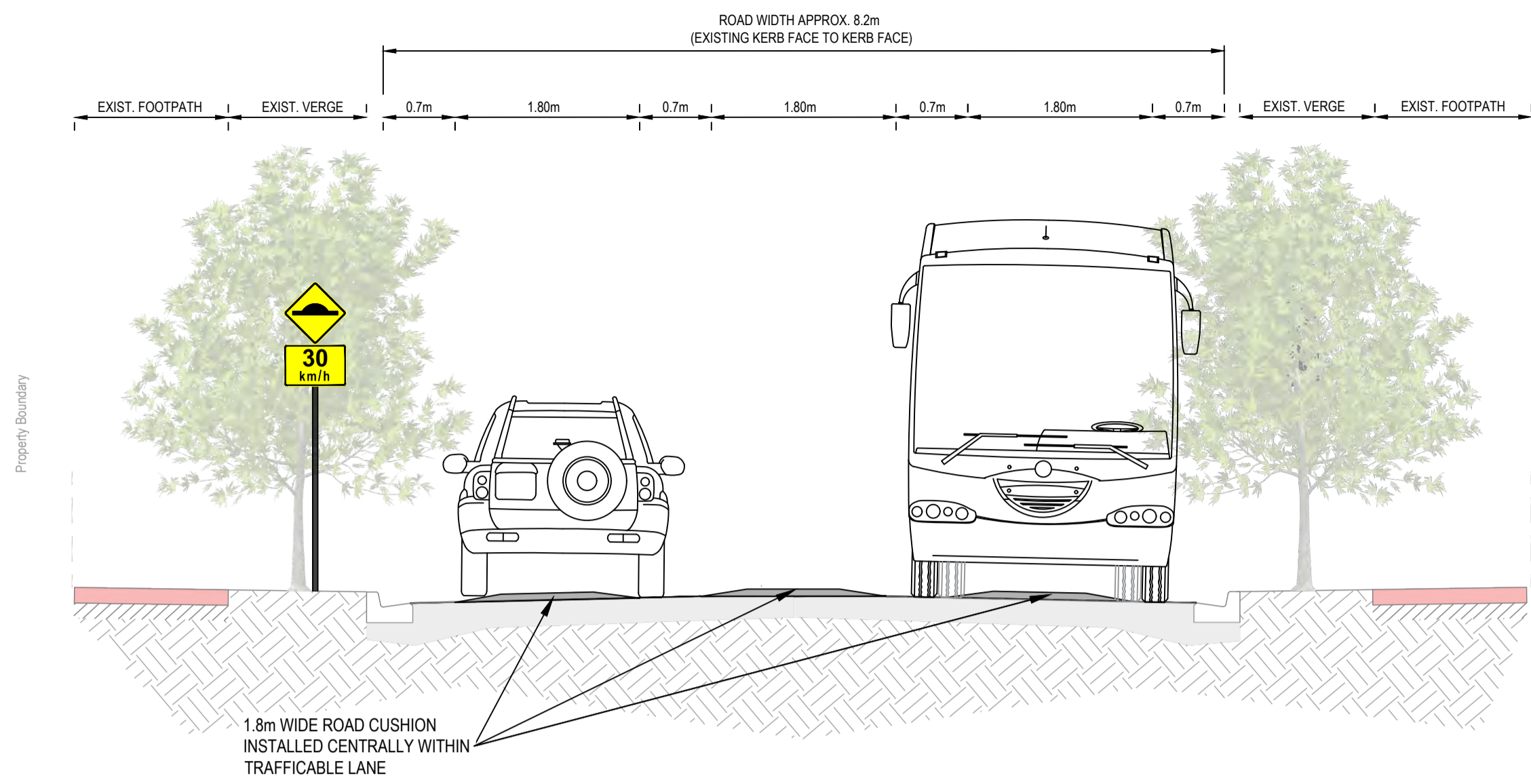


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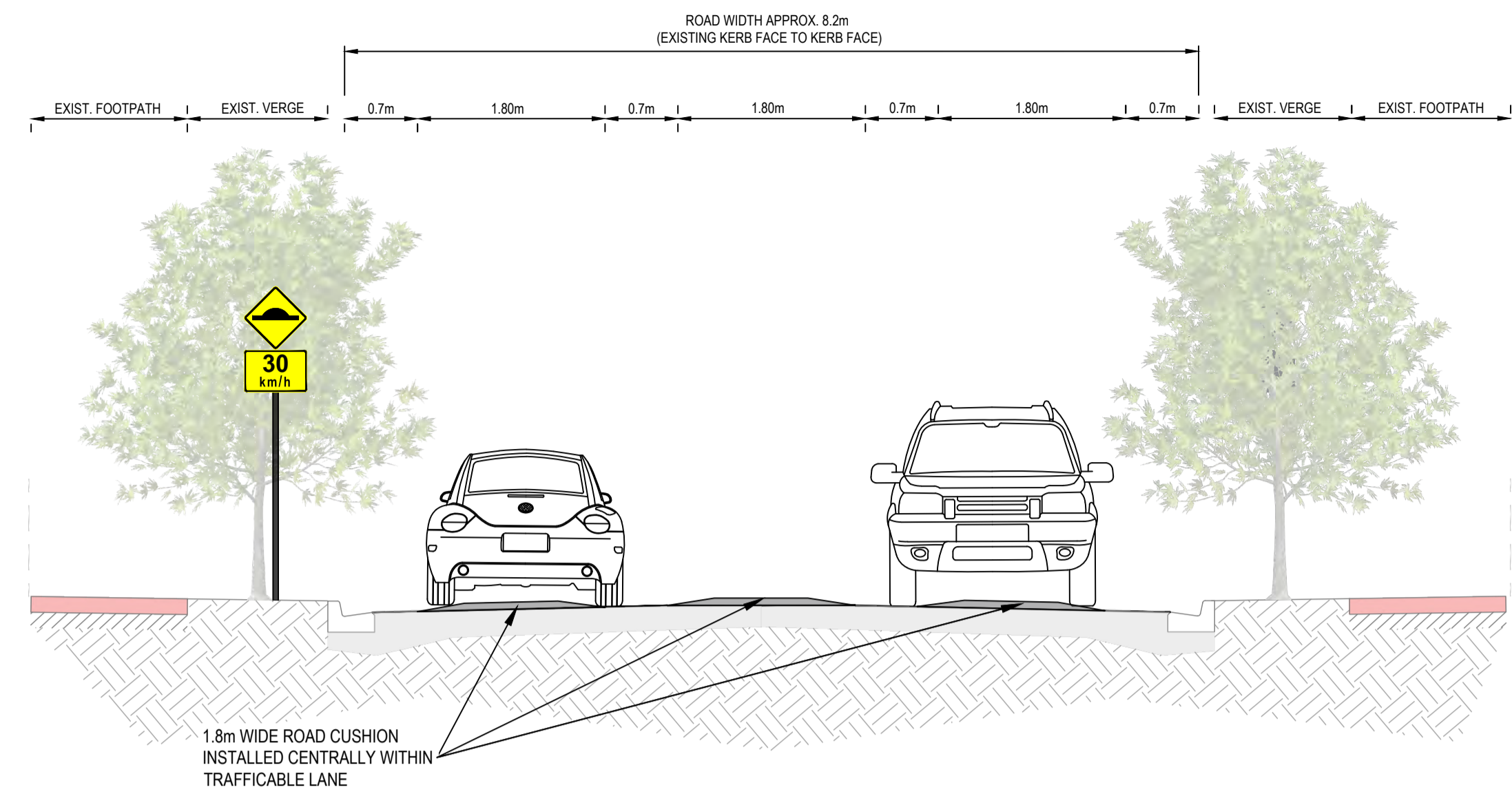


LANGMAN GROVE
FELIXSTOW
CITY OF NORWOOD, PAYNEHAM & ST PETERS
TRAFFIC MANAGEMENT CONCEPT
LOCATION PLAN AND SHEET INDEX

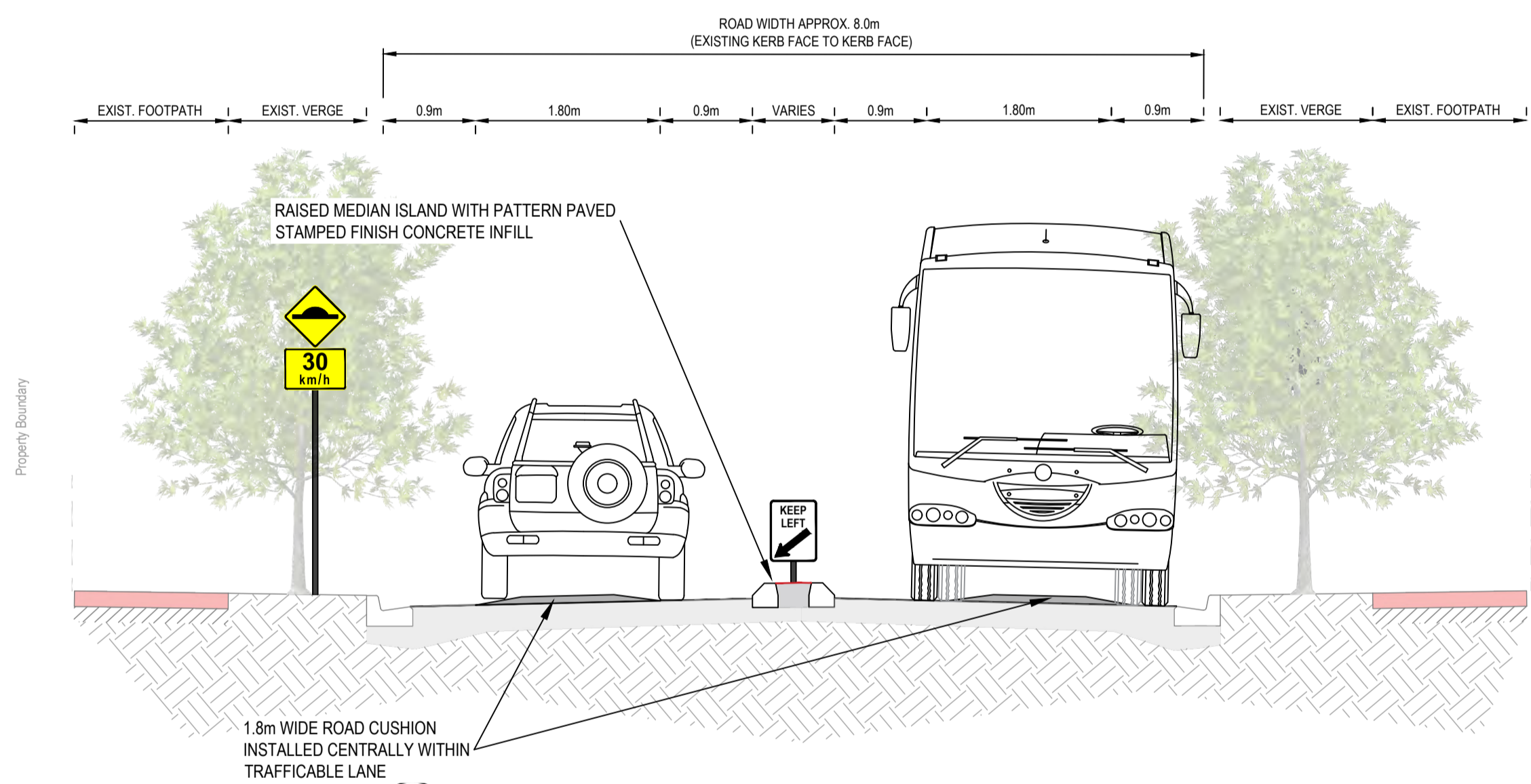
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DRAWING # BE21-211	SHEET # C01	REV # J	



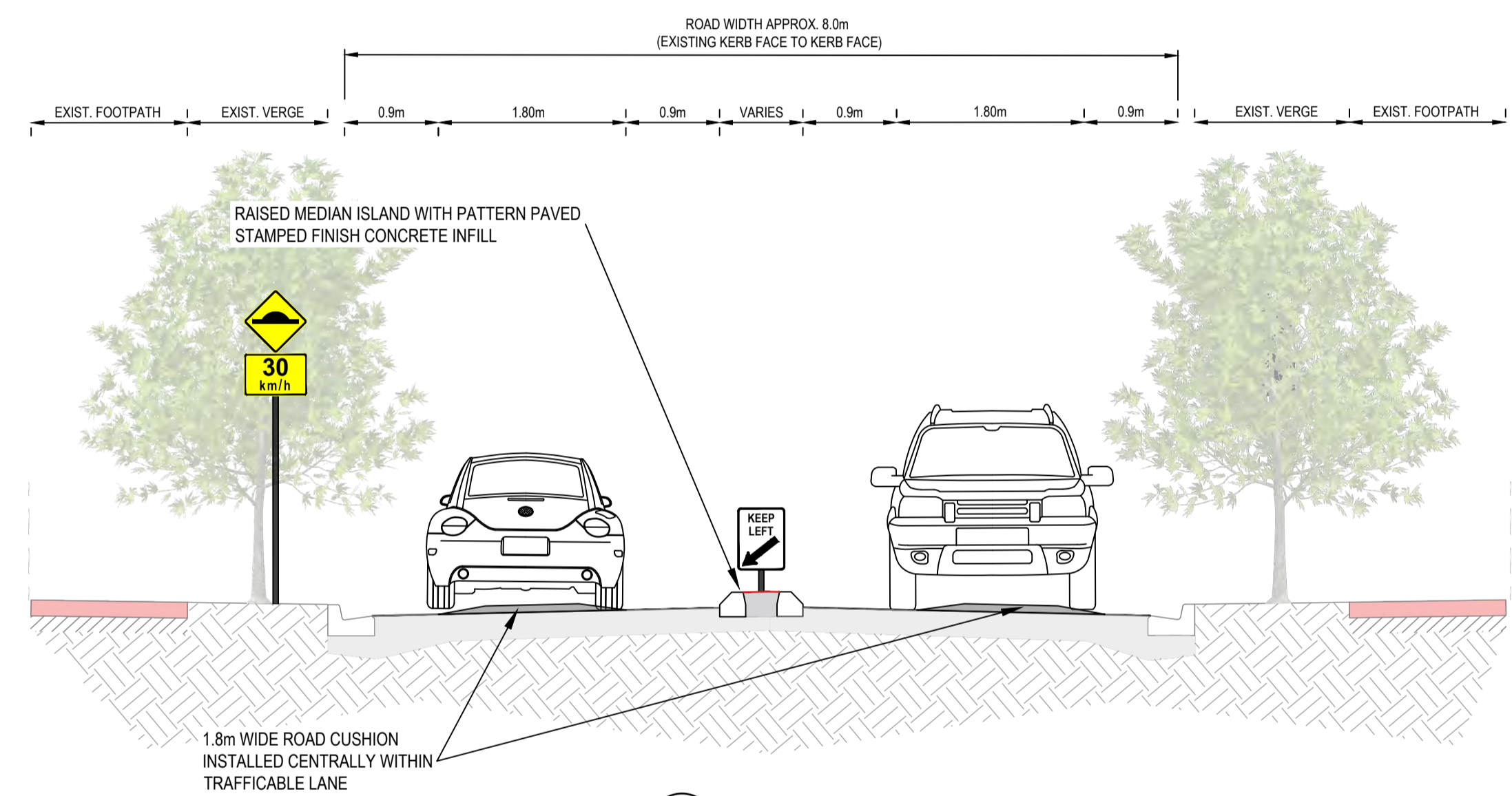
TYPICAL ROAD SECTION
LANGMAN GROVE (BRIAR RD TO CARDIGAN AVE)
NOT TO SCALE



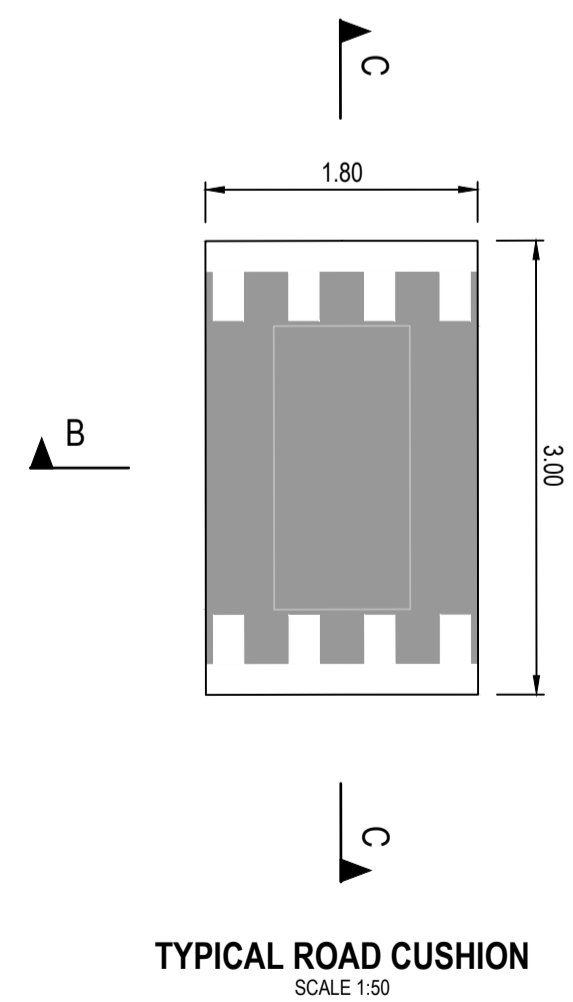
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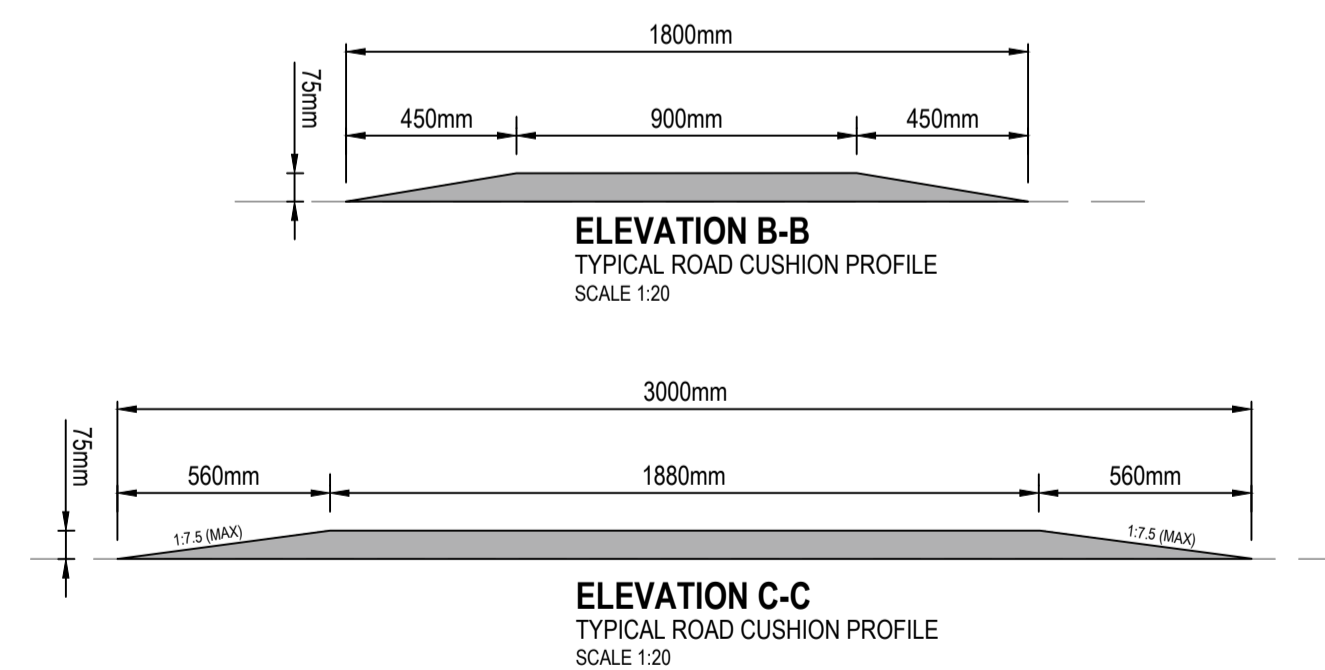
TYPICAL ROAD SECTION
LANGMAN GROVE (CARDIGAN AVE TO WICKS AVE)
NOT TO SCALE



TYPICAL ROAD SECTION
LANGMAN GROVE (CARDIGAN AVE TO WICKS AVE)
NOT TO SCALE



TYPICAL ROAD CUSHION
SCALE 1:50



CONCEPT ONLY

REV	DESCRIPTION	DRAWN	CHECK	APPD	DATE
J	AMENDED FOLLOWING COMMUNITY CONSULTATION	TT	LM	LM	14.06.2023
I	AMENDED AS PER COUNCIL COMMENTS	BE	RT	RT	21.03.2023
H	AMENDED TO REFLECT CHANGES IN CUSHION ARRANGEMENT	BE	RT	RT	28.02.2023
G	AMENDED TO INCLUDE RAISED MEDIANS	TT	RT	RT	11.08.2022
F	AMENDED AS PER COUNCIL COMMENTS	BE	RT	RT	24.06.2022

SCALES:

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1:20 @ A1

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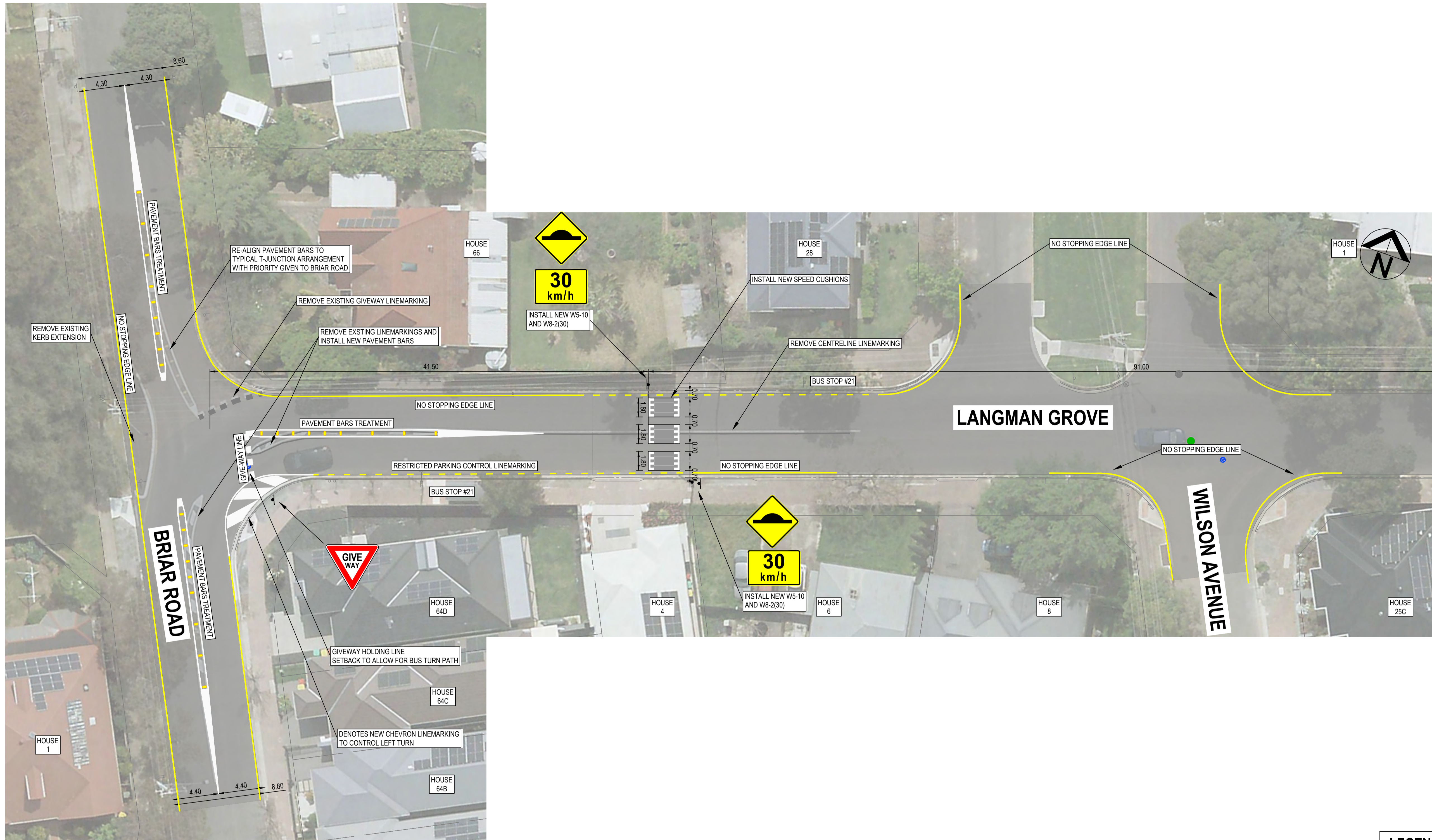
City of Norwood Payneham & St Peters

LANGMAN GROVE
FELIXSTOW
CITY OF NORWOOD, PAYNEHAM & ST PETERS
TRAFFIC MANAGEMENT CONCEPT

TYPICAL SECTIONS

CONCEPT

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DRAWING # BE21-211	SHEET # C02	REV # J	



FOR CONTINUATION REFER SHEET C03

CONCEPT ONLY

LEGEND - TRAFFIC CONTROL	
	EXISTING LINEMARKING
	PROPOSED PAVEMENT BAR
	PROPOSED LINEMARKING (REFER NOTES FOR INFORMATION)
	PROPOSED SIGNAGE
	EXISTING STOBIE - LIGHT MOUNTED
	EXISTING STOBIE

REV	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
J	AMENDED FOLLOWING COMMUNITY CONSULTATION	TT	LM	LM	14.06.2023
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SCALES:

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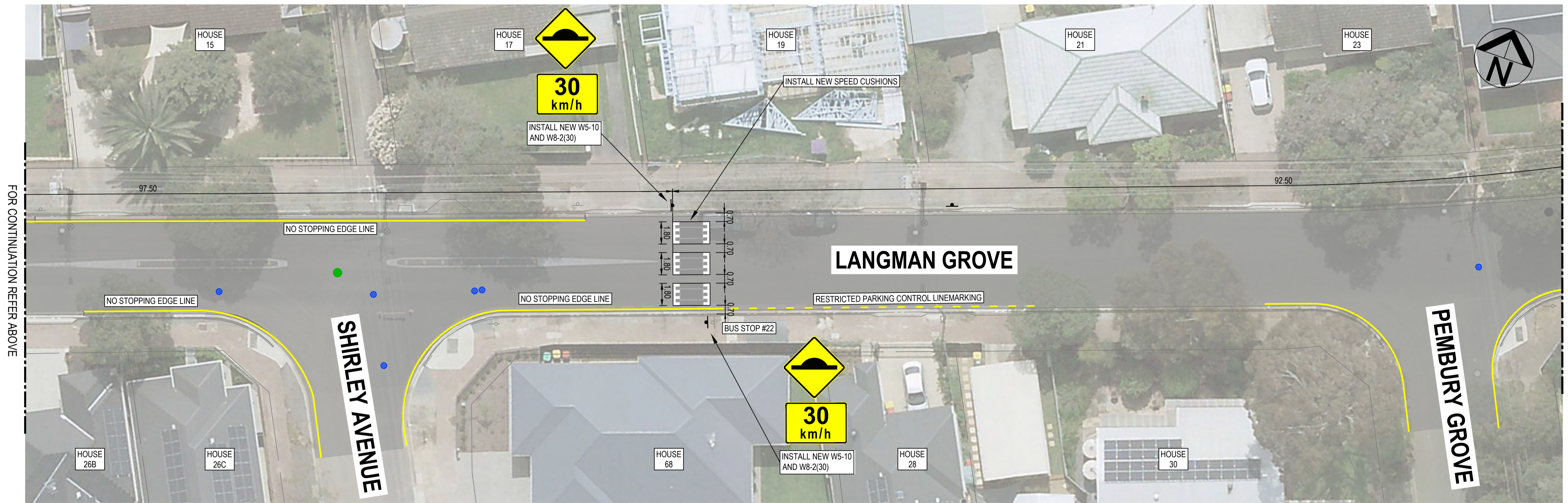
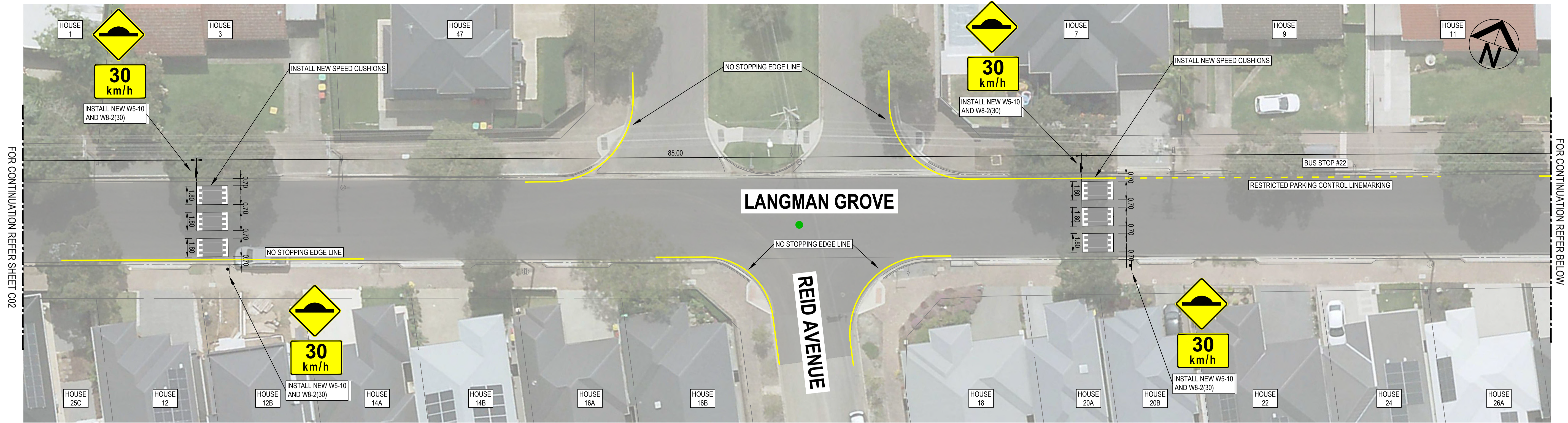
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LANGMAN GROVE
FELIXSTOW
CITY OF NORWOOD, PAYNEHAM & ST PETERS
TRAFFIC MANAGEMENT CONCEPT
TRAFFIC CONTROL PLAN (SHEET 1 OF 4)

CONCEPT			
DESIGN BY: T. TRAN R. TANG	DRAWN BY: T. TRAN R. TANG	PROJECT # BE21-211 SURVEY # NS-200110	SHEET SIZE: A1
DRAWING # BE21-211	SHEET # C03	REV # J	

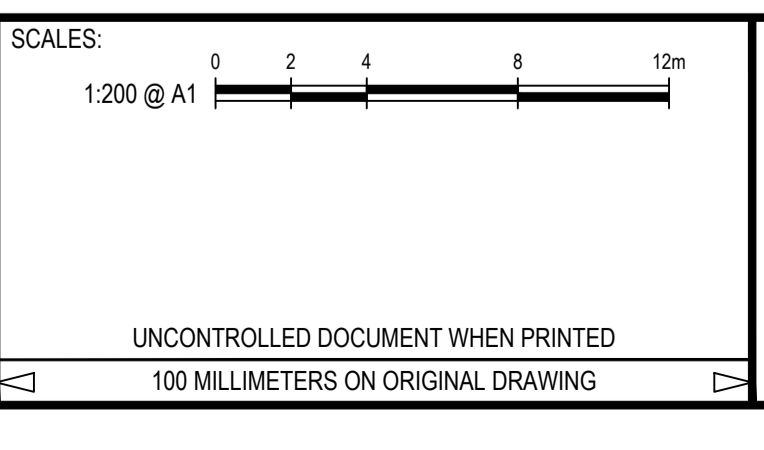


LEGEND - TRAFFIC CONTROL

DESCRIPTION	
PROPOSED LINEMARKING (REFER NOTES FOR INFORMATION)	
EXISTING LINEMARKING	
EXISTING STOBIE - LIGHT MOUNTED	
EXISTING STOBIE	
EXISTING WOODEN STOBIE	

CONCEPT ONLY

J	AMENDED FOLLOWING COMMUNITY CONSULTATION	TT	LM	LM	14.06.2023
I	AMENDED AS PER COUNCIL COMMENTS	BE	RT	RT	21.03.2023
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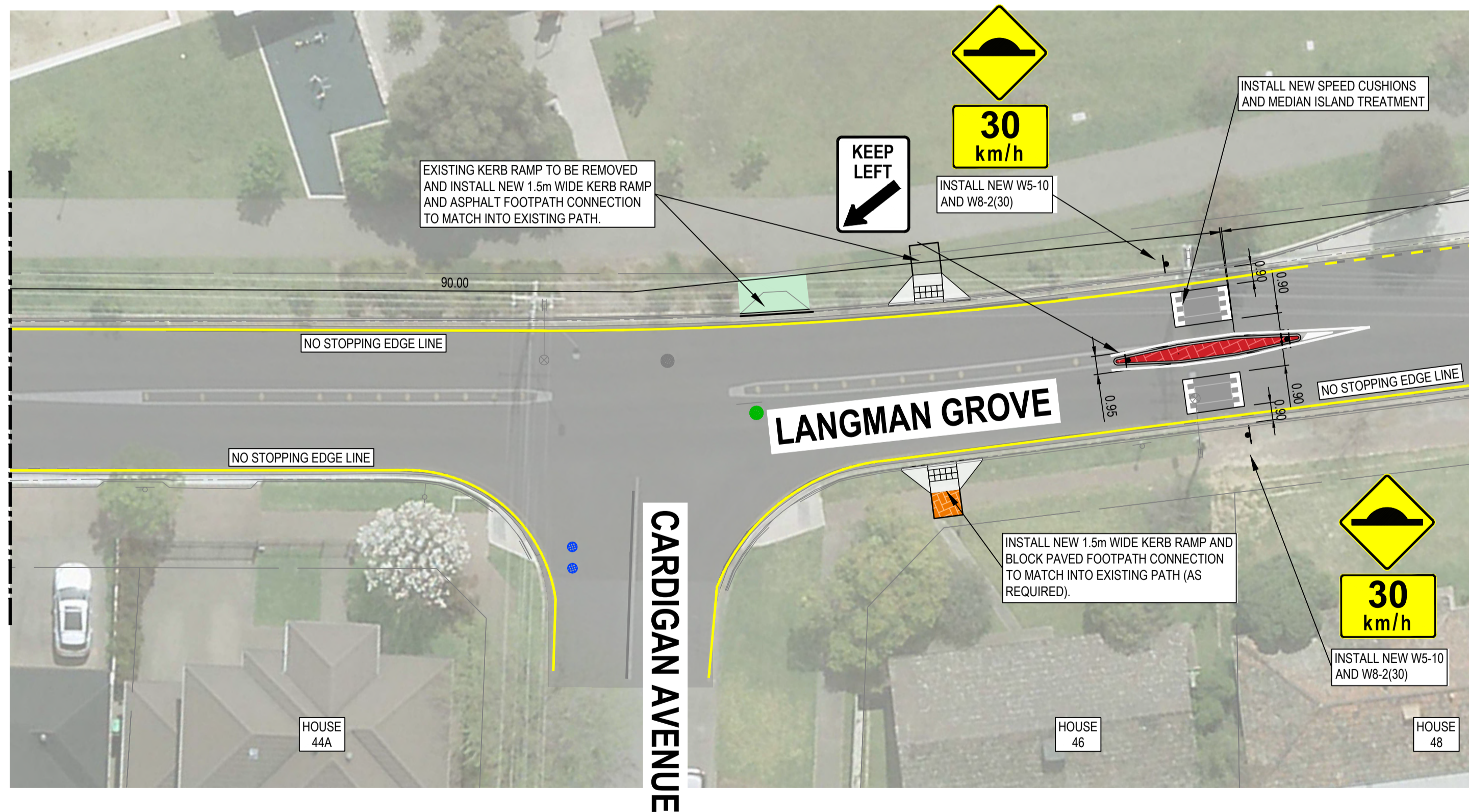
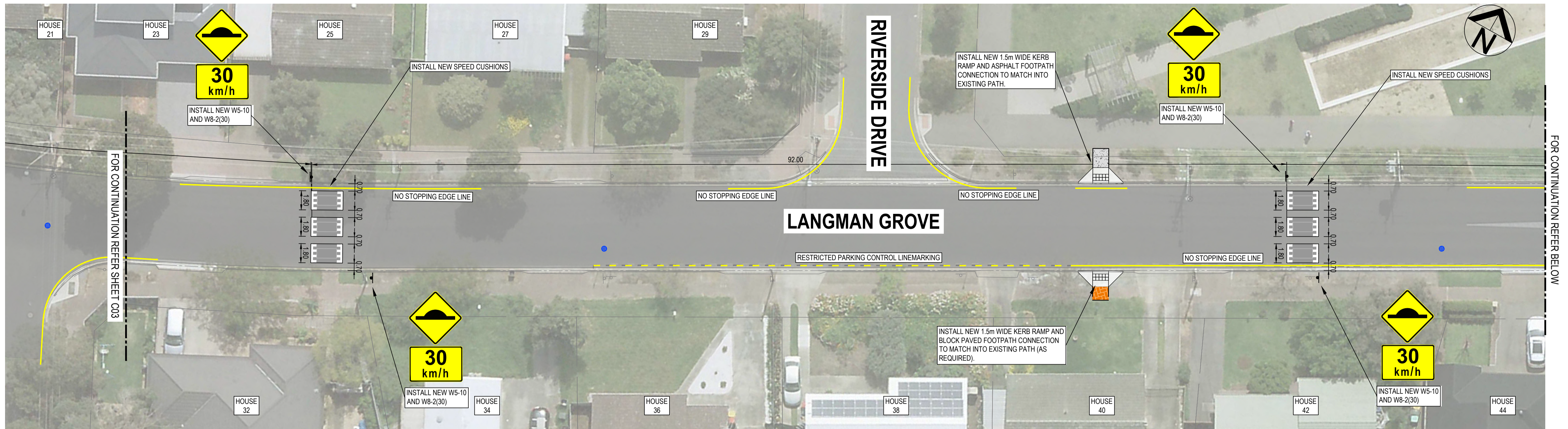
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LANGMAN GROVE
FELIXSTOW
CITY OF NORWOOD, PAYNEHAM & ST PETERS
TRAFFIC MANAGEMENT CONCEPT
TRAFFIC CONTROL PLAN (SHEET 2 OF 4)

CONCEPT

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DRAWING # BE21-211	SHEET # C04	REV # J	

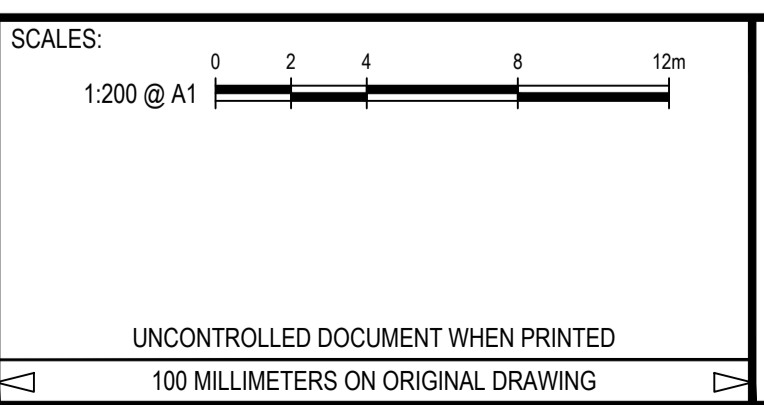


LEGEND - TRAFFIC CONTROL

	PROPOSED ROAD CUSHION
	PROPOSED MEDIAN ISLAND KERB & INFILL TREATMENT
	PROPOSED 1.5m WIDE KERB RAMP
	PROPOSED LINEMARKING (REFER NOTES FOR INFORMATION)
	EXISTING LINEMARKING
	EXISTING STOBIE - LIGHT MOUNTED
	EXISTING STOBIE
	EXISTING WOODEN STOBIE

CONCEPT ONLY

J	AMENDED FOLLOWING COMMUNITY CONSULTATION	TT	LM	LM	14.06.2023
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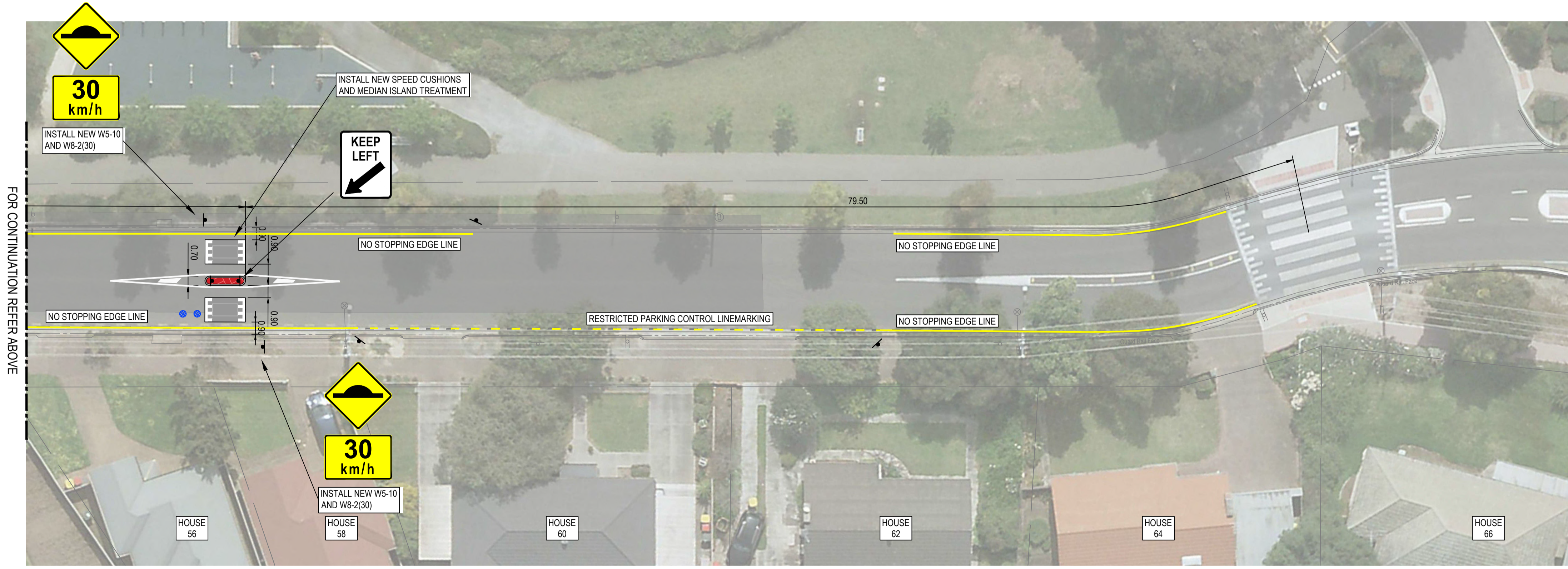
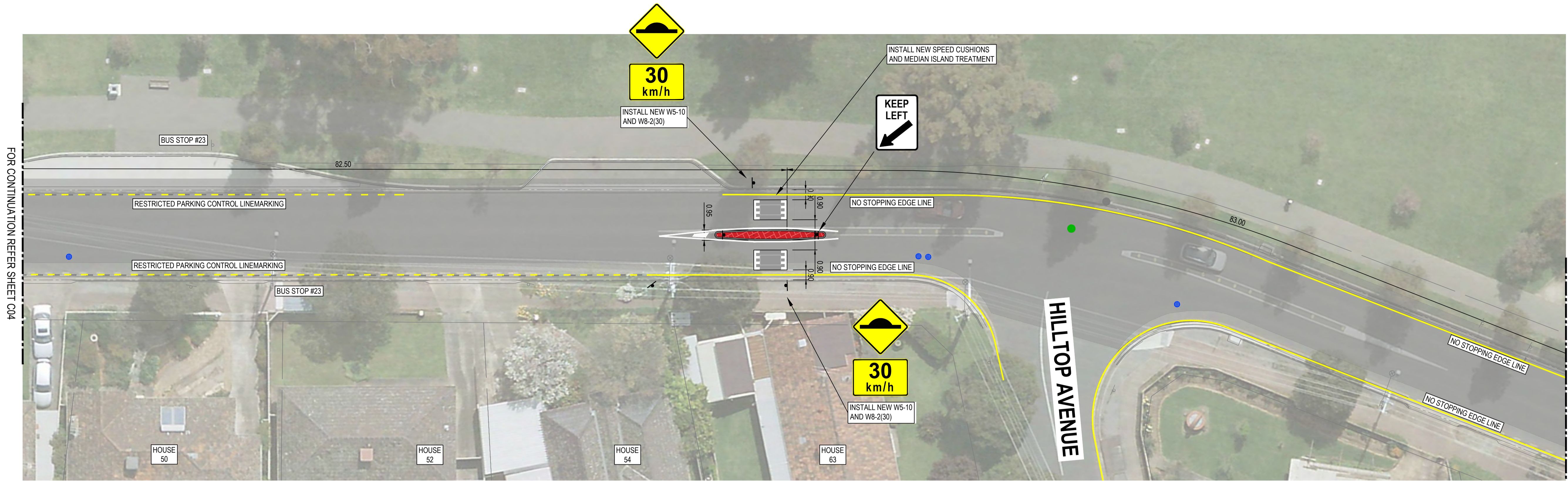
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LANGMAN GROVE
FELIXSTOW
CITY OF NORWOOD, PAYNEHAM & ST PETERS
TRAFFIC MANAGEMENT CONCEPT
TRAFFIC CONTROL PLAN (SHEET 3 OF 4)

CONCEPT

DESIGN BY: T. TRAN R. TANG	DRAWN BY: T. TRAN R. TANG	PROJECT # BE21-211 SURVEY # NS-200110	SHEET SIZE: A1
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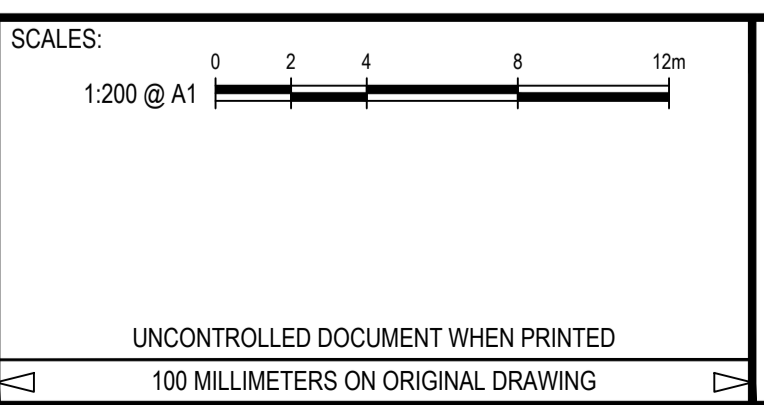


LEGEND - TRAFFIC CONTROL

DESCRIPTION	
PROPOSED LINEMARKING (REFER NOTES FOR INFORMATION)	
PROPOSED ROAD CUSHION	
PROPOSED MEDIAN ISLAND KERB & INFILL TREATMENT	
EXISTING LINEMARKING	
EXISTING STOBIE - LIGHT MOUNTED	
EXISTING STOBIE	
EXISTING WOODEN STOBIE	

CONCEPT ONLY

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REV	DESCRIPTION	DRAWN	CHECK	APP'D	DATE



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TRAFFIC MANAGEMENT CONCEPT
TRAFFIC CONTROL PLAN (SHEET 4 OF 4)

CONCEPT

DESIGN BY: T.TRAN R.TANG	DRAWN BY: T.TRAN R.TANG	PROJECT # BE21-211 SURVEY # NS-200110	SHEET SIZE: A1
DRAWING # BE21-211	SHEET # C06	REV # J	

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

6. **NEXT MEETING**
Tuesday 15 August 2023

7. **CLOSURE**