

# Glynde Vehicle Access Study

*Background Information Report*  
February 2026

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City of  
Norwood  
Payneham  
& St Peters

# Study Background and Purpose



The **Glynde vehicle access study area** accommodates many businesses that rely on large vehicles for deliveries and day-to-day operations. Currently, large vehicles routes are not clearly defined, which leads to inconsistent vehicle movements.

The precinct borders residential streets, and the Council receives regular feedback relating to road safety and vehicle impacts.

The *2023 Glynde, Payneham, Payneham South, Firle, Trinity Gardens and St Morris Traffic Study* identified the need to further investigate large vehicle access within the **Glynde Employment Precinct**.

This study will investigate vehicle movements and access requirements for the precinct and develop an access plan to guide future decisions on road use, parking and infrastructure in Glynde.

# Previous Planning Studies



**CityPlan 2030**  
*Shaping Our Future*

Update 2024

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

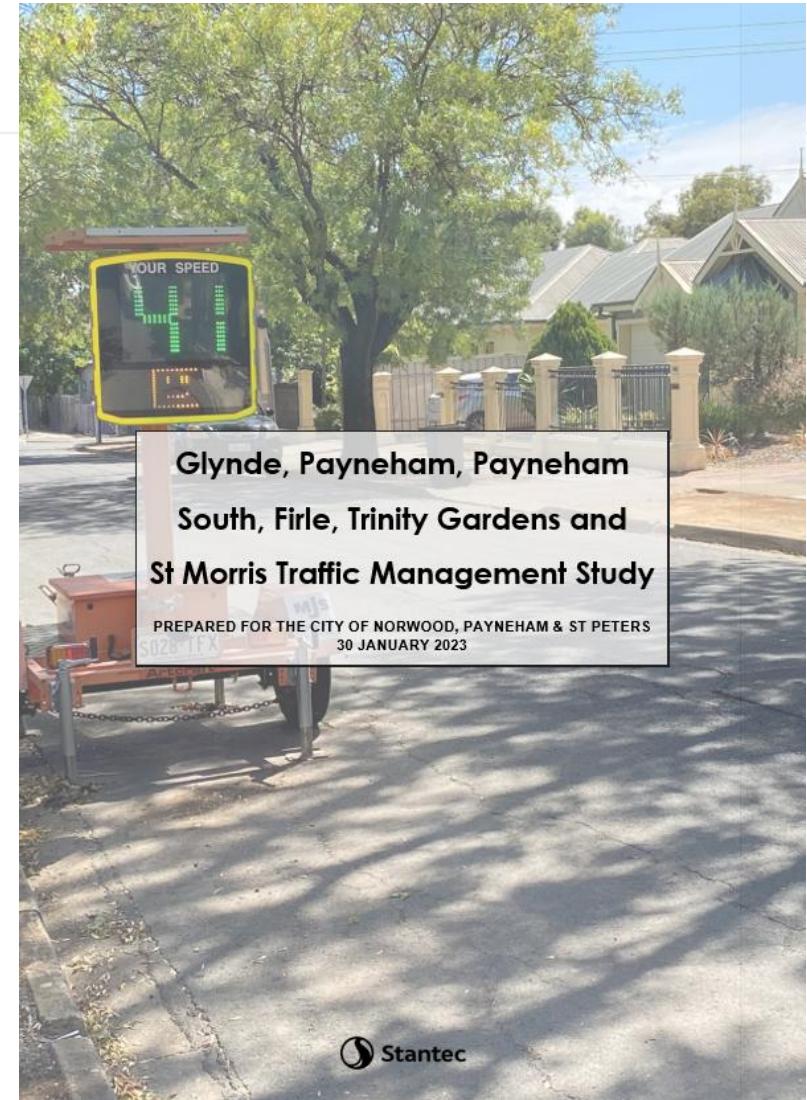
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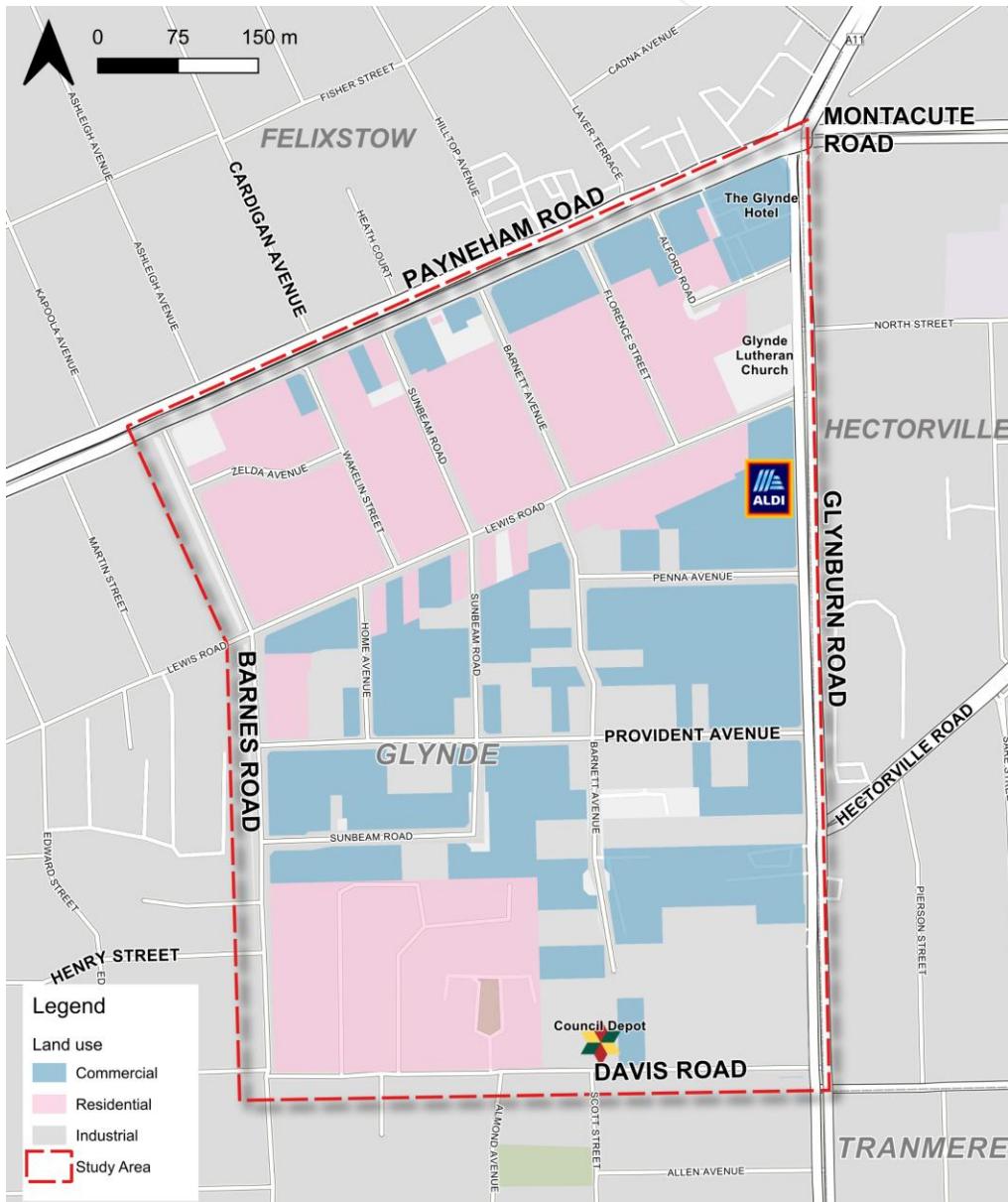
**Asset Management Plan**  
*Civil Infrastructure*  
2025–2034



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# Glynde Precinct Land Uses



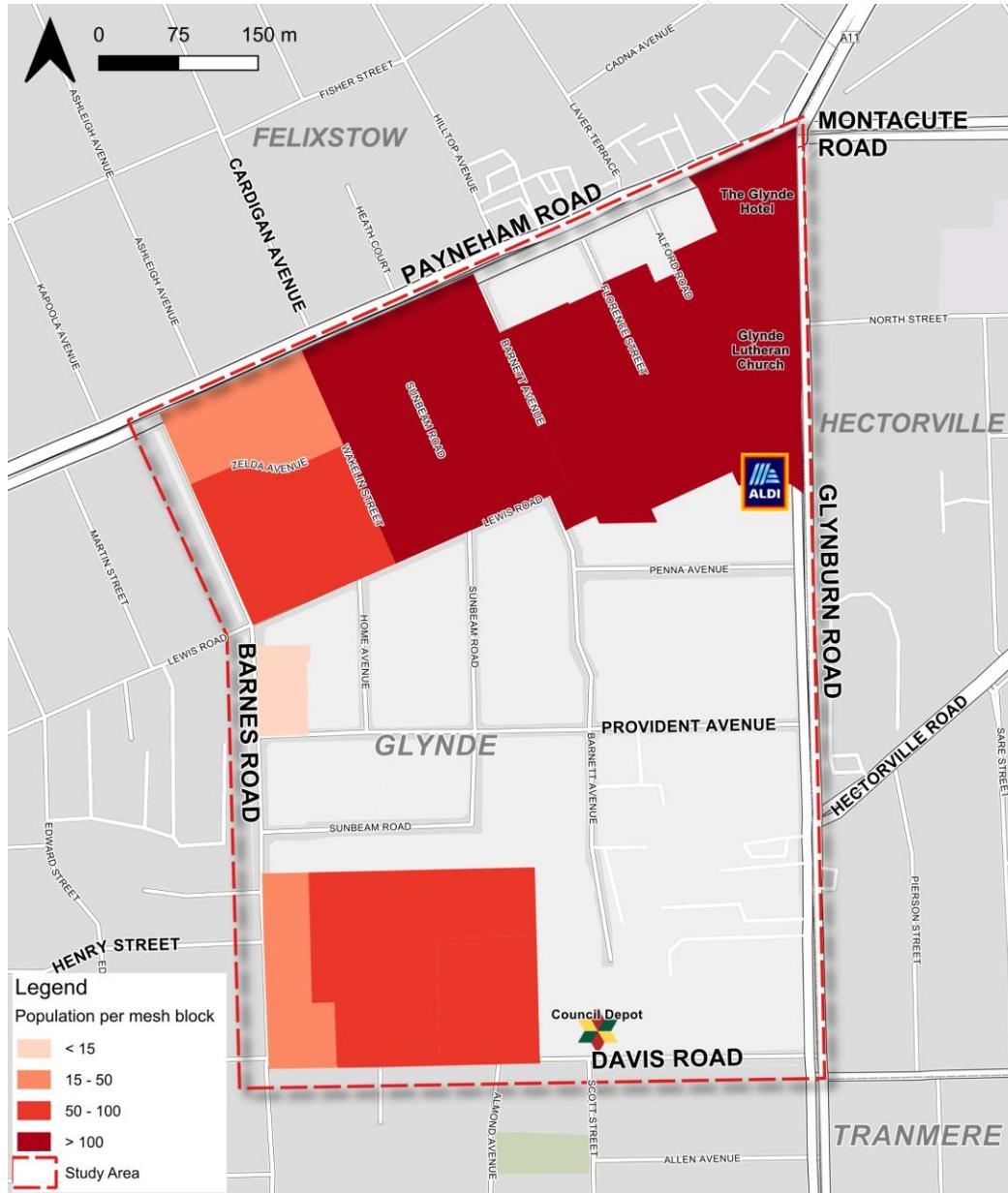
**Mostly residential**, including retirement villages, with commercial and retail along Payneham Road and Glynburn Road and some light industrial uses

- 47% residential
- 33% commercial and retail
- 20% light industrial



# Glynde Precinct Demography

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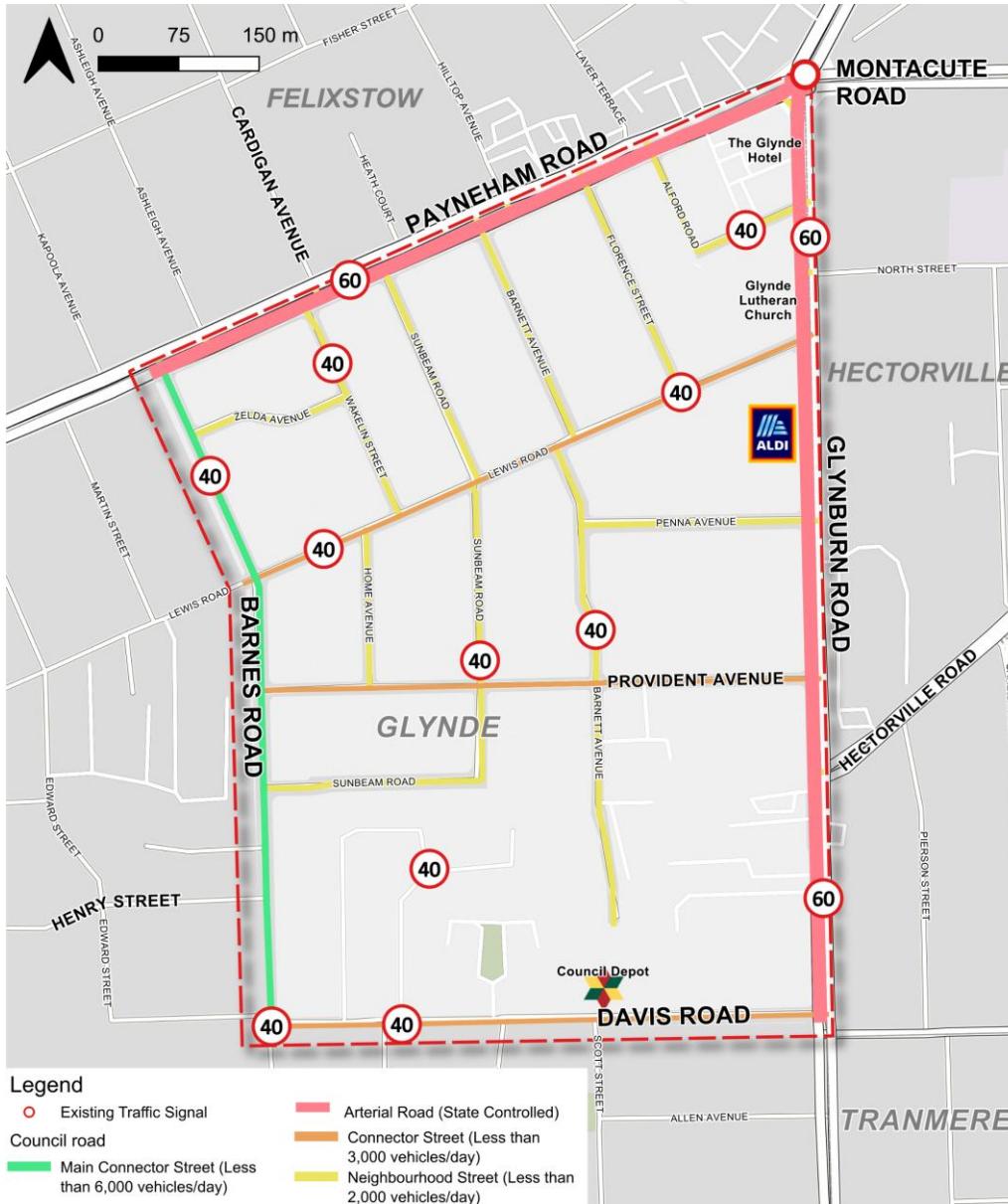


## August 2021 Census Statistics

Total dwellings is 861, Population was 1,658  
Population density was 4.7 persons per hectare



# Road Network and Speed Limits



## State controlled roads **Arterial** (60 km/h)

- Payneham Road and Glynburn Road

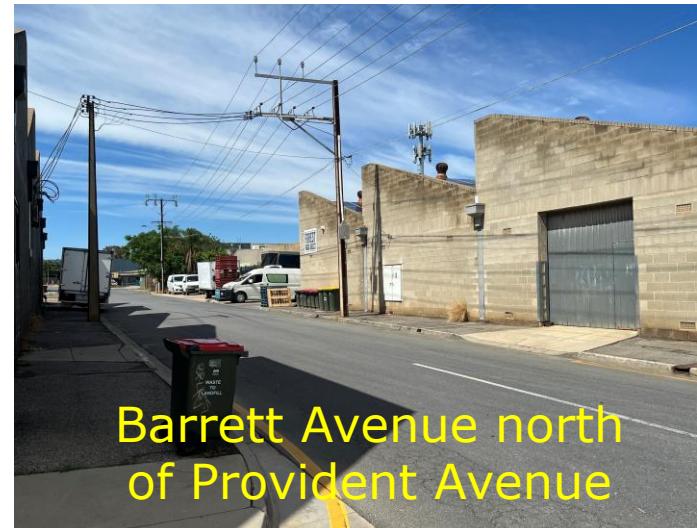
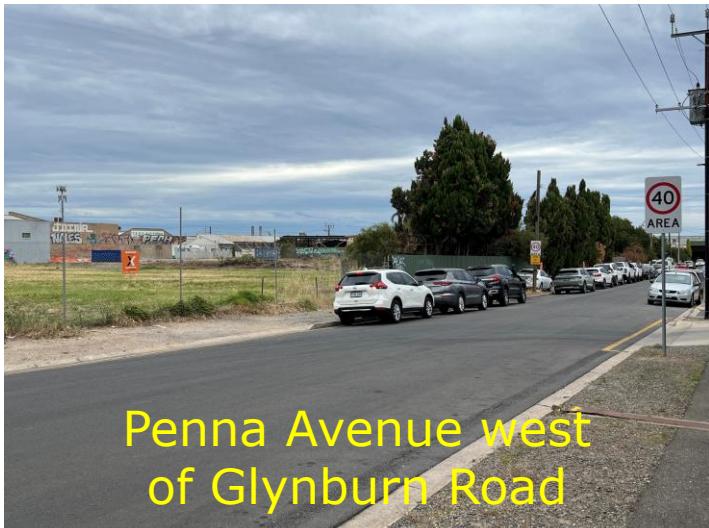
## Council roads (all 40 km/h)

- Barnes Road is a **Main Collector Street**
- Lewis Road, Provident Avenue and Davis Road are **Connector Streets**
- Roads within the employment precinct have higher larger vehicle access requirements due to the land use for businesses.
- All other roads are **Neighbourhood Streets**

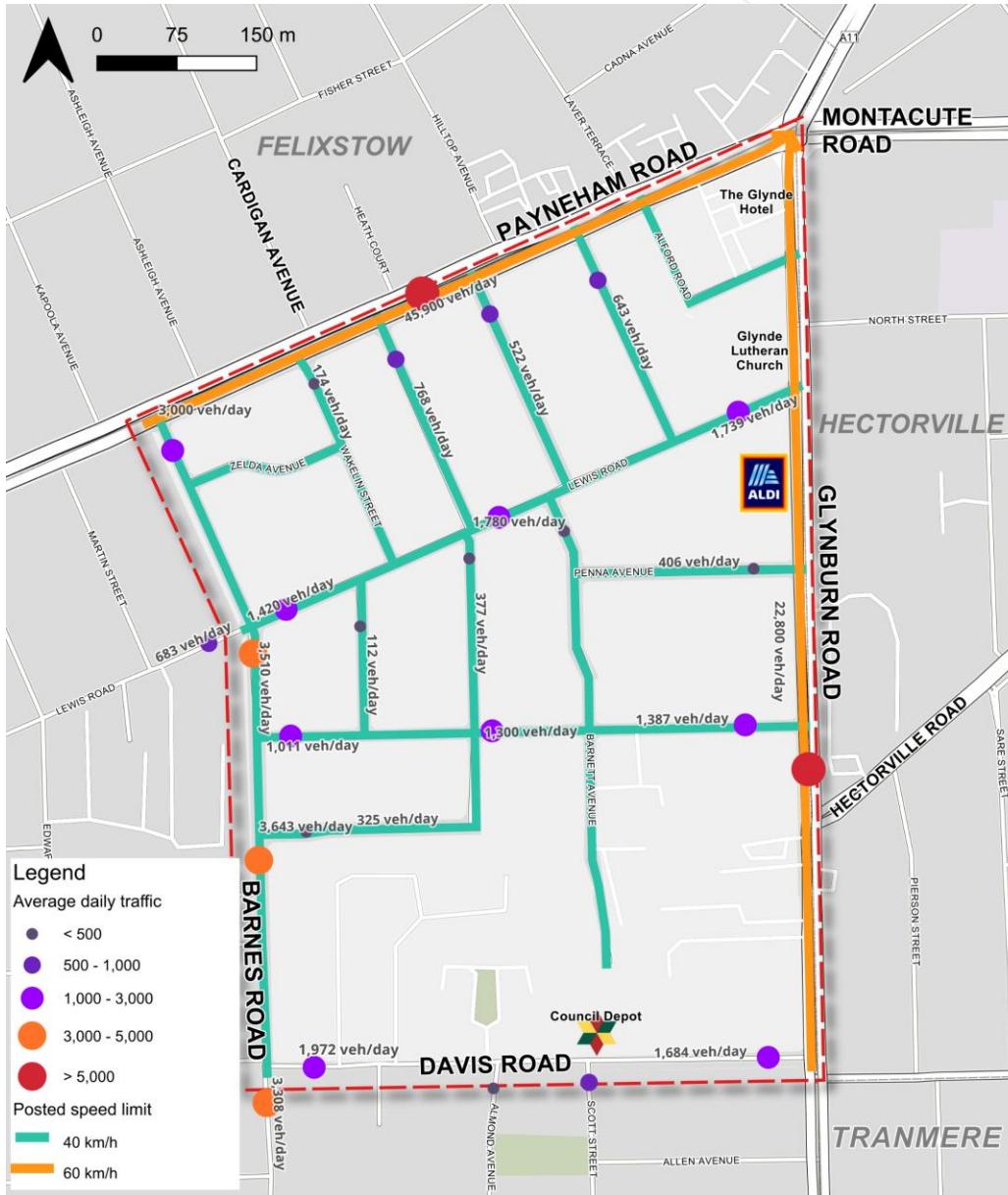


# Streets in the Glynde Precinct

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# Traffic Volumes (July 2025)



## Busiest internal roads

(3,000 to 5,000 vehicles/day)

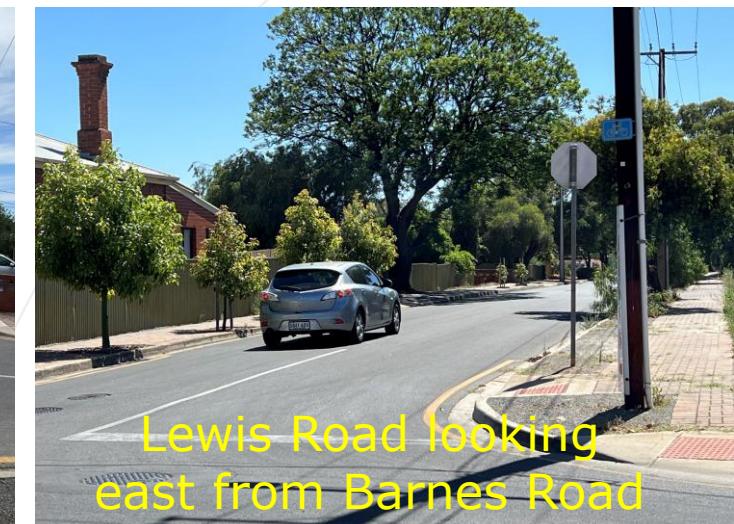
- Barnes Road south of Lewis Road to Davis Road

(1,000 to 2,000 vehicles/ day)

- Lewis Road
- Davis Road
- Provident Avenue

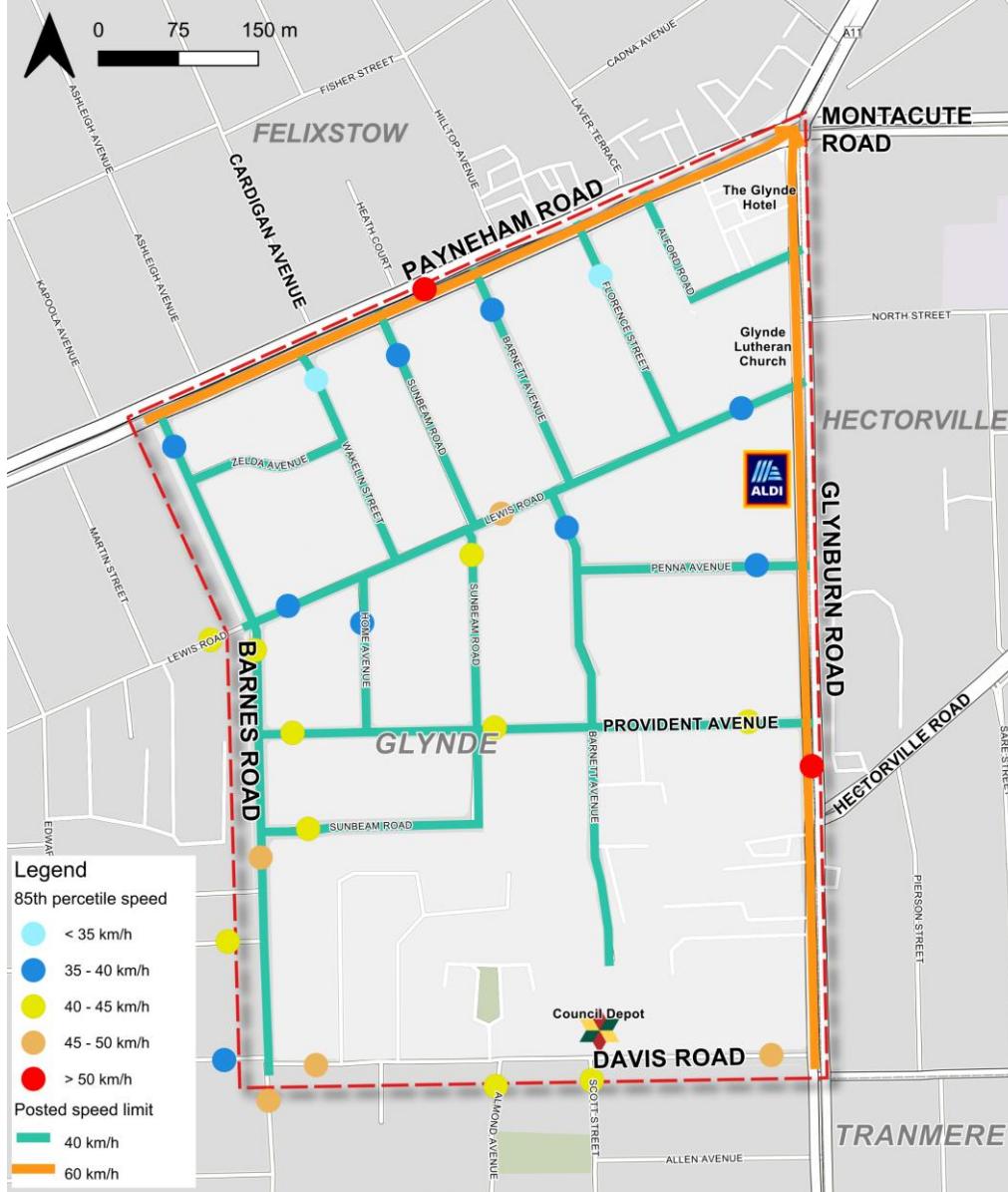


## Barnes Road looking north at Lewis Road



## Lewis Road looking east from Barnes Road

# Observed Speeds (July 2025)



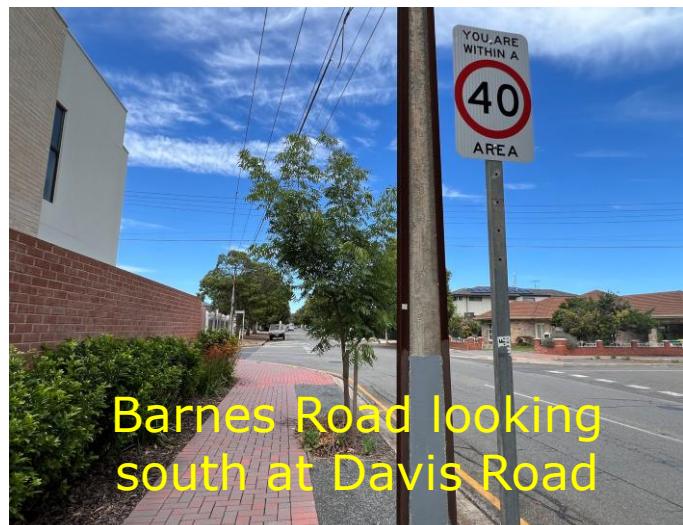
## **Highest speeds on internal roads**

(45 to 50 km/h)

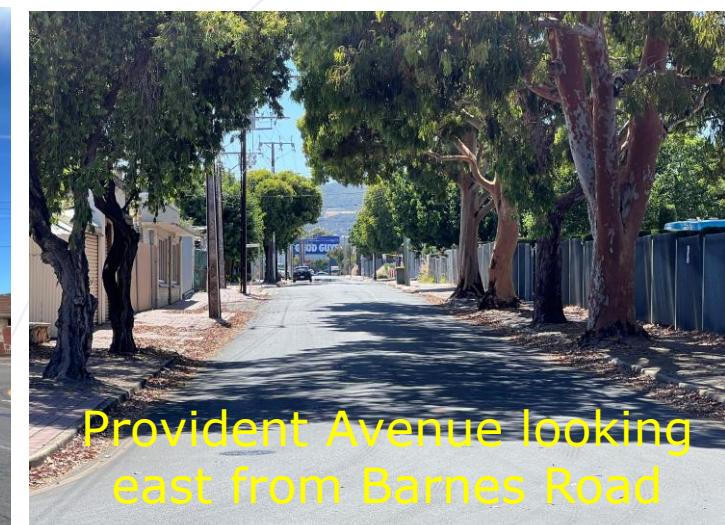
- Barnes Road south of Sunbeam Road
- Davis Road near Barnes Road and near Glynburn Road

(40 to 45 km/h)

- Davis Road between Almond Avenue and Scott Street
- Provident Avenue between Barnes and Glynburn Roads
- Sunbeam Avenue between Lewis and Barnes Roads

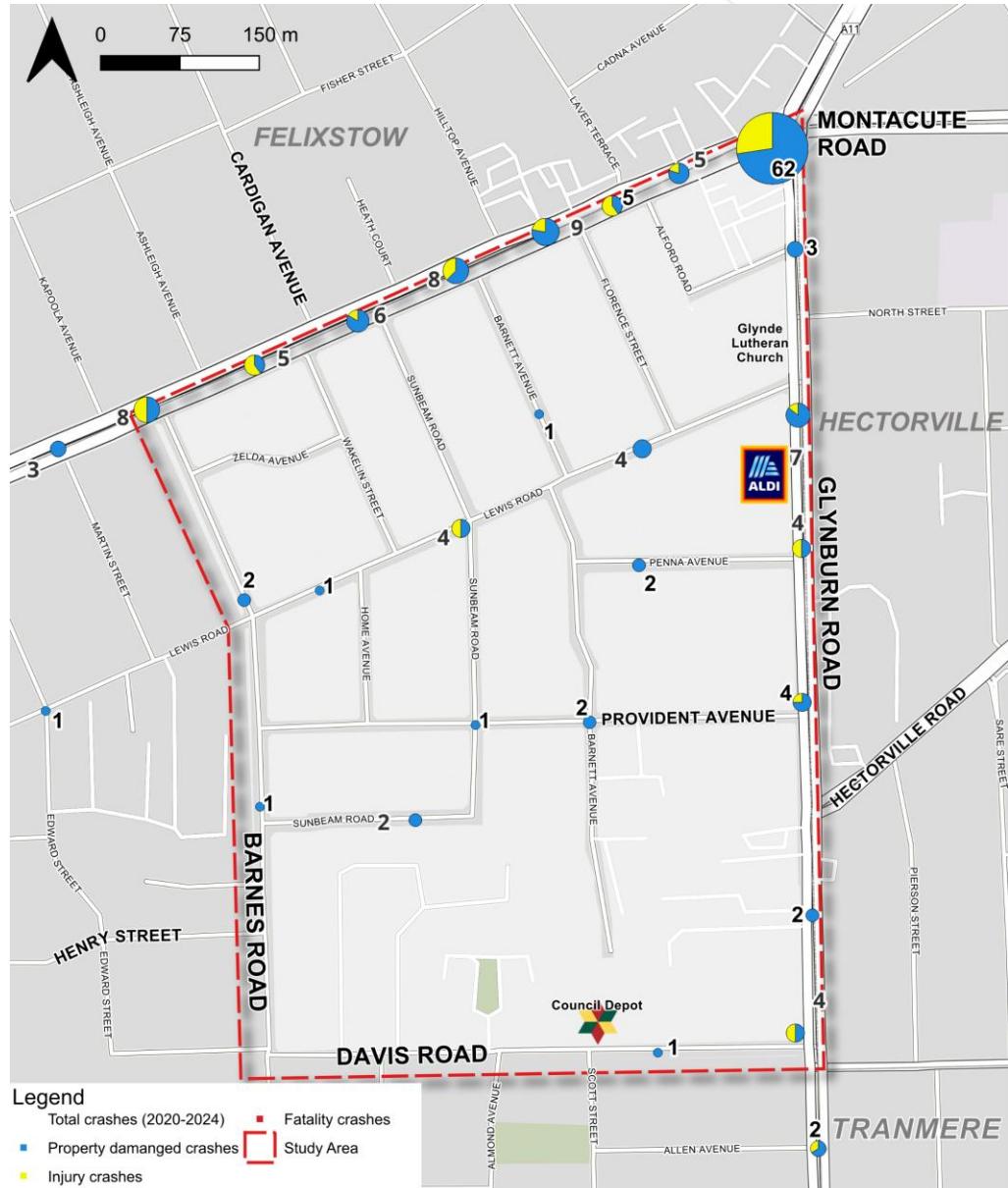


Barnes Road looking south at Davis Road



# Provident Avenue looking east from Barnes Road

# Crash Statistics (2020-2024)



## Access from Payneham Road

- 9 crashes at Florence Street
- 8 crashes at Barnett Street
- 8 crashes at Barnes Road
- 6 crashes at Sunbeam Road

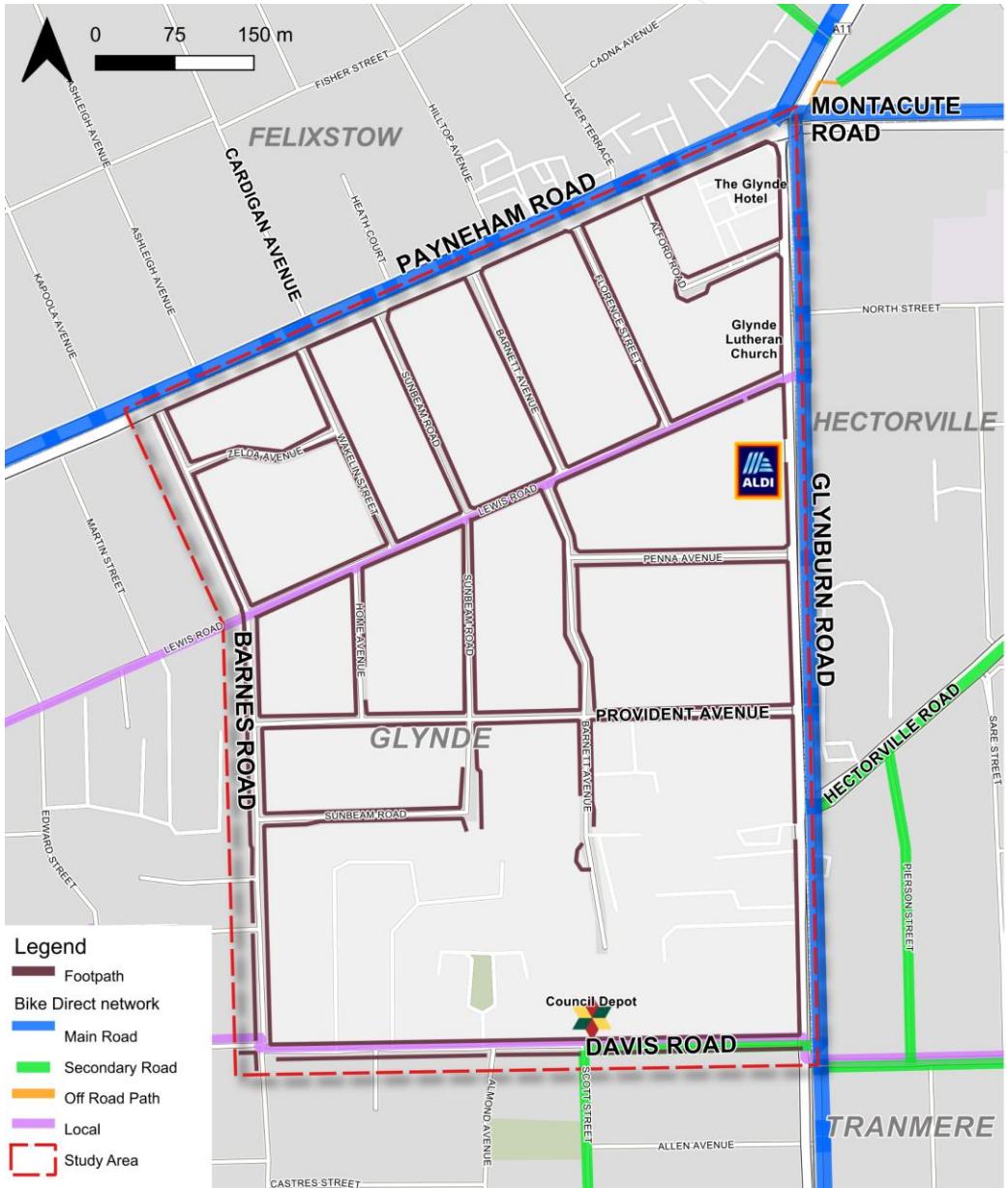
## Access from Glynburn Road

- 7 crashes at Lewis Road
- 4 crashes at Penna Avenue
- 4 crashes at Provident Avenue
- 4 crashes at Davis Road

## Crashes on the internal roads

- Lewis Road at Sunbeam Road and east of Florence Street (total of 9 crashes)
- Barnes Road (total of 3 crashes)
- 8 crashes on other local streets

# Footpath and Cycling Networks



## Footpath network

- On Payneham Road and Glynburn Road
- On Barnes Roads and Davis Road
- On both sides of most internal roads

## Internal precinct cycling routes

- Lewis Road west of Glynburn Road
- Davis Road from Glynburn Road to Barnes Road, Edward Street and Henry Street

